
Newmains Farm
Local Review Body Appeal Statement

On behalf of

Mrs Sheila Crerar

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Summary of Appeal Case

The Appellant operates a farm business (known as Newmains Farm) on two separate land holdings – Newmains (343 acres) and Ruchlaw West Mains Farm (108 acres). It is a livestock and arable business with significant demands on manual labour to undertake the physical work associated with its animal husbandry throughout the farming calendar.

Work on the farm requires at least two workers at all times to undertake all the farming activities throughout the seasons. These demands are exacerbated by the need to comply with health and safety requirements, peak labour and physical demands during harvest, calving (deer and cattle) and lambing, groundworks such as de-stoning fields, drainage and fence maintenance, and farming operations spread across the two separate land holdings and farm buildings located on both farms.

The Appellant and her husband are not fully physically active farmers due to past injuries and bad experiences with cattle and deer. As such, whilst remaining fully committed to the farm business, they can only undertake a restricted range of duties on the farms and cannot participate in the heavy manual work on the Farm.

The advice from the Appellant's agricultural advisor is that a hands-on farm manager, working with an additional farm labourer are required to assist and undertake all manual duties on this Farm. This conclusion is based on an operational needs assessment by the Appellant's agricultural advisor SAC. This assessment fully justified the need for two homes for these workers.

There are no buildings on the farms which can be converted to new accommodation for these two workers.

Accordingly, applications for two new farm cottages were lodged to accommodate these two key workers with the intention that the farm business continues to be managed from the Appellant's home (Newmains House). The Appellant's husband will also provide assistance with lighter manual duties. As approved by the Council, a new farm cottage will now be built at Ruchlaw West Mains Farm for one of these workers. Another farm cottage at Newmains (subject to this Appeal) is still needed.

The Council is advised by Laurence Gould (its agricultural advisor) that only one worker is required. Laurence Gould has not provided its own assessment to demonstrate how it reached the conclusion that only one farm worker is required. The Appellant notes that the Council's Local Review Body raised concerns with a failure of Laurence Gould to provide evidence to support its advice in the determination of a planning application at Hoprig Farm (NM 2.02, paragraph 5.14).

The only operational needs assessment before the Council to assist in this determination has been produced by the Appellant. It is agreed by Laurence Gould that this adopts a standard methodology. However, the Council does not have an alternative assessment from its advisors to justify the conclusion reached that the farming operations can be operated by an additional farm worker and the limited support available from the Appellant and her husband.

The lack of an alternative assessment to justify the refusal of this additional farm cottage places the Council in a difficult position to justify its decision to refuse.

The Appellant has sought to explain why two additional workers are required in three submissions. The Appellant notes that no representative from Laurence Gould met with the Appellant to discuss the farming business and the challenges faced, despite previously being an agricultural advisor to the Appellant.

In 2010, Laurence Gould advised the Appellant when the land holding at Newmains was purchased that two farm workers plus an additional part-time worker were required to work this farming operation. This was before

Ruchlaw West Mains Farm was acquired. At that time, the Appellant, her husband and two sons were present to assist with manual labour with help from outside contracted labour when required.

Over 10 years later, this is no longer the case. The Appellant's sons no longer help on the farm and neither the Appellant or her husband are physically able to carry out all of the manual labour requirements on the Farm which has expanded by a third since Laurence Gould's advice in 2010.

Laurence Gould in its response to the Council in July 2022 is sympathetic to this case for two new workers but claims that the Council's planning policy does not address this particular issue (PA 1.06j) and therefore the case cannot be supported. It is stated that ... *Unfortunately the current policy (LDP Policy DC4: Housing in the Countryside) does not provide a solution to this problem (retiring framers) and I have to interpret policy as is.*

Although not similar circumstances, in the recent appeal case of Hoprig Farm (NM2.02), where a farmer is seeking to retire, additional accommodation has been approved on appeal to allow for family succession. The special circumstances relating to the Appellant and her husband having injuries restricting their ability to undertake manual labour should be taken into account too. The Council's *Housing in the Countryside* policy (Policy DC4) should not prevent a viable agricultural business in East Lothian from addressing its particular labour and accommodation requirements.

Policy interpretation is the responsibility of the Council's planning authority based on objective information provided by an independent advisor. The Appellant considers that Laurence Gould as an agricultural advisor, misunderstands its role. The lack of an operational needs assessment produced by Laurence Gould, which takes into account the personal needs of the Appellant and her husband, is testament to this misunderstanding.

Laurence Gould also states... *My position is that I can see an argument for two dwellings in support of the current activities.* (PA 1.06j). However, the advice goes on state that by the Appellant reducing ...*their involvement with the day to day farming the linkage between the existing dwelling and the ongoing farm operations is broken.*

This is incorrect advice. Whatever limited range of activities can be undertaken by the Appellant and her husband (largely not undertaking heavy manual work), their association with the farm business is relevant and still ongoing. Their ongoing involvement in the farming business along with their accommodation needs is material in the determination of this Appeal.

Finally in their response (PA 1.06j), Laurence Gould also comments that:

It is for the applicant and his professional advisors to present the case for a third dwelling in a suitable format that would lead me to a different conclusion.

In fact it appears to me that the applicant and his advisors are in agreement with me that the farming business requires two labour units to reside on the farm and be engaged in daily operations. That one of these homes is occupied by Mr Crerar and his family is a matter for the business/ family to resolve.

The Appellant disputes this statement on agreement on accommodation requirements which is wholly inaccurate. This misleading observation only highlights the difficulty faced by the Council. If it is to be left to the business /family to resolve matters, then the evidence presented by the Appellant is two additional workers are required with the support of the Appellant and her husband.

This requires two additional homes on the farm to accommodate these two workers and enable the Appellant and her husband continuing to occupy Newmains House. The Appellant's home is required to accommodate the assistance provided by the Appellant and her husband and is not available for another farm worker. The Appellant's home is also not linked to either land holding.

The fact that the Appellant's home was purchased as a dwelling house within the Newmains Steading cannot be ignored in this determination. The Appellant's home was not purchased as a farmhouse associated with and linked to any of its two agricultural land holdings and is therefore not available to be occupied by a farm worker. In any case, it will continue to be occupied by the Appellant and her husband to manage the farm business.

Effectively, the advice from Laurence Gould to the Council is that if a second worker is required then the Appellant should move out of their home, rent it to a farm worker and somehow buy another home without the proceeds from the sale of their home.

It is evident that the agricultural advisor failed to properly take into account all of the information presented to come to an objective conclusion and provide advice to assist the case officer in reaching conclusions during the determination of the Application. This includes concluding matters on farm viability which ignore the Appellant's submissions.

The Appellant and her husband are willing to fund the construction costs of the two new farm cottages, budgeted at £700,000 from other sources and not via the farm business. The current farm viability is therefore not impacted by this investment.

Laurence Gould concluded that its final response to the Council (PA 1.06o) that this investment decision ... *is not commercial and by definition the viability test is not met*. Again, the advice to the Council should have focused on the real issue - whether the building of the two new homes would have an adverse impact of the business at Newmains Farm.

This investment by the Appellant and her husband confirms that there is no adverse impact on the viability of the farming business. The investment in the two new farm cottages is a decision and judgement for the Appellant and her husband. This investment decision should be welcome by the Council as it reaffirms the Appellant's commitment to this business.

The Applicant and her husband remain committed to entering into a legal agreement / planning suitably worded condition which ties this new farm cottage to the operational needs of the farm.

As requested by Laurence Gould, this is the solution proposed by the business/family and should have been supported by the Council.

Accordingly, the advice presented to the Council by Laurence Gould has led to a misdirection in the determination of the agricultural need for this farm cottage which is necessary to employ a second agricultural worker to meet business needs. This need for a new cottage is in accord with Policy DC4 because of the self-evident agricultural need.

The appeal case is straightforward – there is an ongoing need for a farm cottage at Newmains Farm to accommodate a second farm worker necessary to support the livestock and other operations as this manual labour cannot be delivered by the farm owners. The Appellant's home continues to be needed as the family home to run the farming business.

1.0 Introduction

1.1. This Statement is prepared on behalf of Mrs Sheila Crerar (the Appellant) who, along with her husband, is one of two co-owners of the Newmains Farm business. The purpose of this Statement is to support an Appeal to the East Lothian Council Local Review Body (LRB) against the delegated decision taken by the Case Officer to refuse to grant Planning Permission in Principle (PPP) (Ref: 21/01073/PP) for the...*Erection of 1 house and associated works at Land to South West of Newmains, Stenton, Dunbar, East Lothian.*

1.2. This Statement sets out the case for the Appeal and concludes the Appeal should be upheld based on the evidence originally presented to the Council and assessed by its agricultural advisor, Laurence Gould, now presented to the Local Review Body, subject to appropriate conditions.

Structure of Statement of Appeal

1.3. This Statement of Appeal (the Statement) should be read in conjunction with the documents submitted as part of the Application (PA 0.01 to PA 2.02).

1.4. This Appeal submission includes copies of consultations and exchanges of correspondence between the Appellant and relevant consultees prior to determination (PA 1.01 to PA 1.06p). These highlight the issues being raised by the Council and other consultees and the responses made by the Appellant.

1.5. No objections were received from any consultees. The main issue in the determination was the Council's rural advisor's interpretation of the viability of this business and how many farm workers are required to undertake manual labour for this scale of livestock and arable farming.

1.6. All of these documents are referenced in the Planning Application (PA) Document Reference List submitted with this Appeal.

1.7. Additional relevant documents have been submitted to assist the Local Review Body in the determination of this Appeal. These documents are referenced in the Newmains (NM) Document List submitted with this Appeal (NM 0.01 – NM 2.02).

1.8. This Statement is supported by three annexes which provide further detail on the Appellant's case. These are as follows:

- Annex 1: Determination of Application;
- Annex 2: Assessment against Development Plan; and
- Annex 3: Detailed Rebuttal of Reasons for Refusal.

Appeal Proposal

1.9. This Appeal Proposal is for a new farm cottage to serve as accommodation for an additional farm worker to assist in undertaking manual duties required of the existing livestock and arable business at Newmains Farm.

1.10. This Appeal Proposal is one of two separate planning applications (requested by the Council to be submitted in August 2021) to provide residential accommodation for two farm workers. Due to injuries sustained from working on the farm, the Appellant and her husband can no longer undertake the physically demanding, manual day-to-day operations on Newmains Farm for any sustained period.

- 1.11. These applications sought Planning Permission in Principle (PPP) for the construction of two separate farm cottages (one on each land holding) to provide accommodation for two agricultural workers (farm manager and labourer) to support the Appellant's farming operation.
- 1.12. The Appellant owns two separate land holdings - the farm unit at Newmains is around 343 acres and the farm unit at Ruchlaw West Mains Farm is around 108 acres (*Locations of Newmains Farm and Ruchlaw Farm*) (NM 0.04). The farming operation is divided between these two land holdings which are around 0.7km apart. The distance between the land holdings presents additional challenges, particularly in the winter with heavy snow, and it can be difficult to reach the agricultural sheds located on each farm to carry out livestock duties.
- 1.13. This Appeal Proposal relates to the construction of a farm cottage to be located within the landholding at Newmains. The separate application was for the construction of a farm cottage at Ruchlaw West Mains Farm (Application Ref: 21/01072/PP). The Council approved this permission for the farmhouse at Ruchlaw West Mains Farm on 19th June 2023, recognising that additional accommodation for a farm worker was required.
- 1.14. This decision was based on advice from the Council's agricultural advisor (Laurence Gould) that only one worker is required to manage a livestock farming operation spread across two distinct landholdings of 451 acres. This advice was made despite being advised that the Appellant's family are not physically able to assist with livestock manual duties and other heavy manual work on the farm.
- 1.15. As explained within both the *Newmains Operational Needs Assessment* (PA 1.01f) and *Design and Access Statement* (PA 0.08), there are no existing cottages or buildings which could be converted into a farm cottage within either of these two landholdings.
- 1.16. The Appellant's agricultural advisor (SAC) confirms there is an operational requirement for at least four workers. The *Newmains Operational Needs Assessment* states:
- ...There are Health and Safety issues when handling livestock that may require the presence of at least two key workers at any one time. For deer, it is often a requirement that four workers are present at one time due to the difficulty in handling them* (PA 1.01f, paragraph 4.4).
- 1.17. At least two additional workers are therefore required given the Appellant and her husband are only able to provide limited manual support. The cost of employing these additional workers would not adversely impact on the viability of the Newmains Farm's business.
- 1.18. Importantly, the capital cost of constructing these two farm cottages will be funded by the Appellant and her husband. They will not be financed from profits from the farm business. The two cottages become a rental asset for the farming business. This critical information has been ignored by the Council's agricultural advisor who concluded that the farm business cannot support the costs of financing the building of two new farm cottages from the farming business. Laurence Gould however concluded that the farm business can support the cost of funding one cottage from the business.
- 1.19. As both applications for Planning Permission in Principle (PPP), no detailed design information was required. However, the *Design and Access Statement* (PA 0.08), provided indicative floor plans which confirms that the proposed house will be a two storey, three bedroom cottages. If this Appeal is successful, the submission of detailed plans can be subject of appropriate planning conditions which will be addressed as part of a future Approval of Matters Specified in Conditions application.
- 1.20. Further details of the Appeal proposal are set out in the *Design and Access Statement* (PA 0.08) submitted in support of the Application.

2.0 Operational Requirement for two farm cottages

- 2.1. Fundamental to the determination of this Appeal is whether the Appellant's farming business requires to employ two new farm workers to meet its existing and projected operational requirements. This is confirmed within the Officer Report (PA 2.01) which states:

... The main material consideration in the determination of this application is therefore whether or not there is a direct operational requirement for the house that derives from a viable agricultural, horticultural, forestry or other employment use within the countryside.

Background to the Appellant's Ownership of Newmains Farm

- 2.2. Laurence Gould considers that Newmains House is now the farmhouse for the Newmains Farm business.
- 2.3. The Appellant purchased Newmains House in 1998. This was not the farmhouse associated with the operations at either Newmains or Ruchlaw West Mains Farm at the time of its purchase. It is a family home along with seven others at Newmains Steading (*Ownership History of Newmains Building Group*) (NM 0.05). It is not a farmhouse at the date of purchase.
- 2.4. At the time of the purchase of Newmains House, the Appellant had no involvement or experience in farming. This house was purchased to meet the accommodation requirements of a young family and a desire to live in the countryside.
- 2.5. There is no legal link between the Appellant's home and Newmains or Ruchlaw West Mains Farm. These are three distinct properties with separate titles that can be sold off independently at any point by the Appellant. This is a fundamental fact in the determination of this Appeal.
- 2.6. The adjacent farm unit known as Newmains (343 acres) was purchased by the Appellant and her husband in 2009 as a new business venture. The extent of the land purchased by the Appellant is shown on *Locations of Newmains Farm and Ruchlaw Farm* (NM 0.04).
- 2.7. Following the initial success and enjoyment of their farming operation and a desire to expand the business, the Appellant then purchased another farm known as Ruchlaw West Mains Farm (108 acres) in 2012. The extent of the land purchased by the Appellant in 2012 is shown on *Locations of Newmains Farm and Ruchlaw Farm* (NM 0.04).

Farming Operations and Manual Labour Requirements at Newmains Farm

- 2.8. As explained in the Appellant's Design and Access Statement (PA 0.08), the farming operation consists of the rearing of livestock (cattle, deer and sheep) and the farming of arable and forage crops.
- 2.9. The majority of the livestock farming occurs within Newmains, with arable farming largely occurring at Ruchlaw West Mains Farm (*Land Use at Newmains Farm*) (NM 0.06). In the winter months, livestock is moved from Newmains across to the Ruchlaw Mains West Farm for grazing and over wintering.
- 2.10. The farm business at Newmains Farm has developed significantly since the Appellant purchased the farm. Significant investment has been made to build new sheds especially at Newmains. Four additional sheds have been built since the purchase of the farm (NM 0.06) On its purchase in 2009, Newmains Farm comprised two agricultural sheds as shown in the image below.



2.11. Newmains has six sheds (NM 0.06) and Ruchlaw West Mains Farm has a single shed. The image below shows the current operation at Newmains:



2.12. The activities undertaken at each shed across Newmains Farm is set out in Table 1 as follows:

| Table 1: Description and Summary of Use of Sheds at Newmains Farm | | |
|---|--|--|
| Shed | Description | Summary of Use |
| Newmains | | |
| Shed A | Contains two cattle courts and a calving pen & crush and its use: | <ul style="list-style-type: none"> Used in May as holding pens for pre-sale prep of heifers prior to Luing cattle sale in Dingwall. Used in September for finishing fat stock. Used in October for early weaning of cast cows from calves. Used in November for weaning of calves from breeding cows. Used in December to April for housing breeding cows during through to calving and turn out. |
| Shed B | Contains 3 pens - two pens for heifers, breeding cows, pre-sale cattle and the third is a bull pen | <ul style="list-style-type: none"> Bull pen used from November to May. Other two pens: <ul style="list-style-type: none"> Used in May as holding pens for pre-sale prep of heifers prior to Luing cattle sale in Dingwall. Used in September for finishing fat stock. Used in October for early weaning of cast cows from calves. Used in November for weaning of calves from breeding cows. Used in December to April for housing breeding cows during through to calving and turn out. |
| Shed C | Used as an 'expansion valve' for a number of activities such as maximum number of cows and calves. This space is also used to expand the sheds on either side. Otherwise, it's a covered runway for bedding and feeding. | <ul style="list-style-type: none"> Used to hold lambs for dosing and sale preparation. Used to hold heifers for approximately 4 weeks during pre-sale build up (washing and such) ahead of premier pedigree sale in February. |
| Shed D | This is a welfare shed. It contains a wood burning stove, gas hob and running water. | <ul style="list-style-type: none"> heavy animal handling days for breaks and meals. during QMS inspections and Waitrose inspections to go through paper work out of the weather. during calving, it doubles as a night time/bad weather shelter. when vets or other specialists are on farm, it is the farm meeting place to agree actions, and after all the tasks complete, get cleaned up before leaving for home. |
| Shed E | Main general purpose shed. | <ul style="list-style-type: none"> Power and other tools store. Store for Nitrogen and other fertilisers/chemicals at drop off. Temporary lay down for retained harvest grain, pre crimping and treating. Service area for kit. Store for ATV, quad and "thief desirable" equipment. |
| Shed F | Contains 5 distinct bays and a handling system. | <ul style="list-style-type: none"> Contains 5 distinct bays: <ul style="list-style-type: none"> Bay 1 is split between deer handling facilities and a grain store. Bay 2 is split between a continuation of deer handling and a smaller holding pen for light weight deer calves. Bays 3 to 5 used for deer calves split on size; Loading bay for deer at sale and two feed silos. The handling system is used as required all year. The deer calf bays are filled November and emptied April/May |
| Ruchlaw West Mains | | |
| Single Shed | Contains two courts and an open to field shelter (the yearlings at turnout get access to the grass fields at back of this shed) Has | <ul style="list-style-type: none"> Used during November to April for yearly calves once weaned from Newmains herd. |

| | | |
|--|---|--|
| | a limited handling race and crush for health checks and appropriate medication. | <ul style="list-style-type: none"> Cattle are fed daily on grains by hand and daily with silage via a tractor - both of which are stored at Newmains. |
|--|---|--|

2.13. The site chosen for the new farm cottage at Newmains is close to the Newmains sheds and will provide added security.

2.14. Notwithstanding the detailed assessments undertaken to justify the need for two workers by the Appellant's agricultural advisor, it is self-evident that manual work on the farm requires two or more workers to be active on the farm. This is confirmed within the *Newmains Operational Needs Assessment* (PA 1.01f, paragraph 4.4).

2.15. Farming at Newmains Farm is a significantly labour intensive farming operation as shown in the following table (Table 2 – *Manual activities on Newmains Farm*).

| Table 2 – Manual activities on Newmains Farm | | | |
|--|--|---|---|
| Month | Describe labour intensive operations on Newmains Farm | How many persons needed | Description of Activities |
| January | Deer pregnancy scan Cull hinds away Move pregnant cattle into shed check calving equipment etc and monitor | Min 2 + vet 2 2 + 24 hours/day cover 1 | <ul style="list-style-type: none"> Gathering from the hill and shelter belts, splitting into groups of 6 for scanning and health checks Deer handling safety requires at least two people Increase in daily checks to x 4 daily min and hourly once calving |
| February | Calving and registrations Prep bulls and heifers for sale – washing and clipping Luing Premier sale (Castle Douglas) | 2 + 24 hours/day cover 2 3 with 1 on farm and 2 at sale | <ul style="list-style-type: none"> 24 hour on call, hourly check once calving, increase for assisted calving over several days, includes washing and clipping Bulls and heifers - 3 days away |
| March | Calving and registrations Deer calves out to pasture Dis-budding deer Cows and calves out to field (in batches) | 2+ admin support 2 2 1 to 2 | <ul style="list-style-type: none"> 24 hour on call, hourly check once calving, increase for assisted calving Deer handling safety requires at least two people Check gender/pollled/matched with dam Dose cows on way out fluke/wormer. Slow herding cows with calves |
| April | Mucking out sheds Transfer deer yearlings from Newmains to Ruchlaw Groundwork, sowing and pasture repairs Fertiliser application and muck spreading QMS inspection for cattle and sheep (Timing varies) | 1 2 1 1 1 | <ul style="list-style-type: none"> 2 sheds to be mucked Loading needs 2, transport between steadings |
| May | Prep bulls and heifers for sale Luing Dingwall sale AI programme and bulls in Sow kale Aerate compacted areas Deer calving Silage feeding | 2 3 with 1 on farm and 2 at sale 1 to 2 + external help 1 1 1 1 | <ul style="list-style-type: none"> These tasks occur overall several days Includes washing and clipping Approximately 4 days minimum handling cows |
| June | Deer calving First cut silage Drainage work Fence and wall maintenance for stock Silage feeding | 1 2 2 2 1 | <ul style="list-style-type: none"> Daily checks of deer Review of boundary fences and gates particularly in windy conditions |
| July | Second cut silage Castrations Shed maintenance and repairs | 2 1 plus vet 2 | <ul style="list-style-type: none"> Castration is a dangerous task as involves handling 35 stone stags |

| | | | |
|----------------------|--|--|---|
| August | De-antlering breeding stags Stags sold Buy lambs Harvest – bales Harvest grain treatment & storage | Min 2 + other help Min 2 1 Min 2 Min 2 | <ul style="list-style-type: none"> • Increase stock • Bale clearing - time sensitive • Check fences and gates secure • Grain treatment and storage |
| September | SAI inspection – deer Stags and hinds in for rut De-antlering spikes | 1 1 Min 2 + other help | <ul style="list-style-type: none"> • Stag handling - safety need for 2 as they can be very aggressive at this time of year |
| October | Stags and hinds in for rut Deer yearlings away Cattle foot trimmer Other deer management | 2 1 1 plus help 1 | <ul style="list-style-type: none"> • Stag handling - safety need for 2 as they can be very aggressive at this time of year |
| November | Hi-health blood tests Bull inspections Deer weaning & bulls in shed Dose deer for fluke/wormer | 1-2 + vet 2 Min 2 Min 2 | <ul style="list-style-type: none"> • Deer handling - safety and numbers, split by gender and size • Deer handling - safety and numbers |
| December | Bull training Wean calves from cows Deer yearlings to Ruchlaw for winter | 2 2 Min 2 | <ul style="list-style-type: none"> • Safety, early on may need 2. Daily handling, grooming and walking on halter • Handling all cows and calves to separate them then one week in the shed • Transport between steadings |
| All year maintenance | Recycle plastic Maintain troughs Fix drains and fences/gates Check and attend to sick stock | 1 1 Min 2 Min 1 | |

- 2.16. This demonstrates that the new worker, even with the Appellant and her husband’s support, cannot undertake all manual tasks. A fully fit farmer can help more but this is not the circumstance at Newmains Farm.
- 2.17. As Table 2 confirms, manual labour requirements on the farm constantly need two workers being available throughout the year. This allows the two farm workers supported by the Appellant and her husband to work as a team, meet health and safety requirements or undertake individual tasks.
- 2.18. As explained within the confidential submission made by the Appellant during the determination of the Application (PA 1.06f), the Appellant and her husband due to injuries can no longer provide or cope with the physical demands of heavy manual work or participate in all livestock farming operations.
- 2.19. The Appellant and her husband’s injuries impose limitations. Livestock farming is a business which operates 365 days a year and can be 24 hours a day. Whilst some of these requirements were met by the Appellant’s sons in the past, their sons have now moved away from home, with no intention of taking up the day-to-day running of the farm in the future. Consequently, the Appellant has had to employ contract workers at considerable expense to ensure the well-being of the livestock and keep the farm maintained and operational.
- 2.20. To assist in this Appeal process, the Appellant has carried out a further assessment of their operation to determine the average ‘man days’ required to support the business on a monthly basis. As demonstrated within Table 3 below, this equates to a labour requirement for 2.9 farm workers (688 days x 8 hours per day /1,900 hours per worker = 2.9 workers). A detailed breakdown of these activities is set out in Annex 4 of this Statement.

| Activity | January | February | March | April | May | June |
|--------------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Cattle | 39.6 | 49.9 | 44.9 | 45.2 | 19.5 | 8 |
| Deer | 16.6 | 12.6 | 13.1 | 9.9 | 11.6 | 12.1 |
| Sheep | 3.8 | 3.8 | 4.8 | 4.9 | 8.1 | 4.9 |
| Ground Preparation | 0.5 | 0.5 | 0.5 | 21.5 | 26.5 | 29 |
| Admin | 1.5 | 1.5 | 1.5 | 1.5 | 3 | 1.5 |
| Fence Repairs | - | - | - | - | 1.4 | 1.4 |
| Maintenance | 1 | 1 | 1 | 1 | 1 | 1 |
| Quality Assurance | - | - | 1 | - | - | 1 |
| Total | 62.5 | 68.8 | 66.3 | 84.4 | 71.2 | 58.9 |

| July | August | September | October | November | December |
|-------------|-------------|-------------|-------------|-----------|-------------|
| 10 | 8 | 12 | 21 | 33.5 | 30.5 |
| 11.6 | 5.4 | 1.8 | 8.3 | 17.1 | 12.6 |
| 1.9 | 3.9 | 2.9 | 2.9 | 3.8 | 4.8 |
| 12.5 | 18.5 | 15.5 | 0.5 | 1.5 | 1.5 |
| 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 |
| 1.4 | 1.4 | 1.4 | - | - | - |
| 1 | 1 | 1 | 1 | 1 | 1 |
| - | - | - | 1 | - | - |
| 39.9 | 39.9 | 48.1 | 35.7 | 57 | 50.5 |

- 2.21. In terms of the practicality of running this farm business, a farm worker can only be employed to work 48 hours per week (8 hours per day averaged out over 26 week period) and in terms of contracted days at work in the year, this represents 174 days at work allowing for holidays etc. Therefore, one farm worker is only available for 174 days in the farming year. Who undertakes the work when the worker is not available for the other 191 days. This is the crux of the case for another worker – as made clear to the Council. This is **not** the Appellant and her husband as assumed by Laurence Gould. The case for another worker plus accommodation needs (two new homes in total) cannot be in dispute.
- 2.22. The actual detailed manpower assessments provided by the Appellant's agricultural assessor clarifies actual labour requirements at over 4 persons (PA 1.01f). This assumes that the arable work will be taken in-house rather than carried out by contractors which is not the Appellant's plan. The Council's agricultural advisor has not undertaken an independent operational needs assessment and only provided comments which the Appellant considers has now been fully addressed and continues to support two additional workers.
- 2.23. The intensity of this labour requirement is most apparent during the calving, lambing and harvesting season, where the Appellant and her husband are required to manage both livestock and arable farming activities. In addition, there is the ongoing maintenance of agricultural drains, fences & gates, farm machinery and the farm buildings which is also a time consuming task.
- 2.24. Due to the farming operation being spread across two landholdings (around 0.7km apart), there are logistical constraints which further impacts on the amount of manual labour required to operate the farm on a day-to-day basis. This becomes an increasing problem in winter, when the track that serves Ruchlaw West Mains Farm can become unpassable due to snowfall.
- 2.25. As a result of these changing circumstances, the Appellant and her husband need to employ two farm workers who will undertake all heavy manual labour requirements, whilst they revert to the lighter duties on the farm such as observing pregnant animals, driving farm machinery and having an 'office-based' management role – administrating and financing the business.

- 2.26. As it stands, the approval of the farm cottage at Ruchlaw Mains West Farm allows for one of the workers to be employed when the farm cottage is built.
- 2.27. As explained in Section 2, the Council's agricultural advisor continues to assume that the Appellant and her husband will be part of the future heavy manual labour resource. This is not the case.
- 2.28. As explained within the *Design and Access Statement* (PA 0.08) and as shown on the *Locations of Newmains Farm and Ruchlaw Farm* (NM 0.04), there are no dwellings tied to either of the farming units. Therefore, in order to attract new workers with an offer of employment, the provision of accommodation at this remote location is essential.

Preparation of Operational Needs Assessment

- 2.29. In accord with Policy DC4 New Build Housing in the Countryside, the Appellant appointed SAC Consulting to *...evaluate the operational needs associated with the enterprises farmed by this business and examine the requirements for new dwellings for a farm manager and worker* (PA 1.01f page 1).
- 2.30. The *Newmains Operational Needs Assessment* (PA 1.01f) and subsequent submissions made by the Appellant, demonstrate that there is an operational requirement for an additional two workers to be accommodated in two new homes (one on each farm unit). These farm workers (farm manager and labourer) will undertake all heavy manual labour work and other activities required to support the business throughout the farming year.
- 2.31. The *Newmains Operational Needs Assessment* (PA 1.01f) was prepared to support the farming operation as a whole and not the two individual farm units. This reflects how the farm business operates.
- 2.32. Section 3 of the *Newmains Operational Needs Assessment* (PA 1.01f) sets out the combined labour requirement for the farming operation comprising Newmains and Ruchlaw West Mains Farm. Based on a standard labour unit of 1,900 hours, SAC Consulting conclude that there is *...a current labour requirement of 4.42 units at Newmains and Ruchlaw West Mains*. SAC Consulting's assessment therefore concludes that *...the workload clearly justifies the business employing at least two employees...* to work alongside the Appellant and her husband (PA 1.01f, section 4.1).
- 2.33. Following receipt of this advice from SAC Consulting, the Appellant sought to obtain planning consent for the construction of these two homes. Two separate applications (following the advice of the Council) were submitted in August 2021, with the Council determining both applications in June 2023.

3.0 Summary of Determination Process

3.1. Annex 1 of this Statement provides a detailed overview of the determination process. This includes the submission of detailed evidence by the Appellant including the Newmains Operational Needs Assessment (PA 1.01f) in October 2021 and subsequent two submissions to respond to queries raised by Laurence Gould, the Council's agricultural advisor.

3.2. All submissions from the Appellant confirm and justify two new farm cottages in accord with Policy DC4 of the adopted LDP. There is no submission from Laurence Gould to the Council highlighting how Newmains Farm business will operate with only one worker undertaking all heavy manual duties.

Advice of Council's Rural Advisor

3.3. During the determination of the Application, the Council sought advice on three occasions from Laurence Gould. The Council is aware that Laurence Gould also previously provided advice to the Appellant in 2010 (PA 1.06b).

3.4. The advice provided by Laurence Gould in 2010 advised that the agricultural unit at Newmains required two plus farm workers (2.47 persons). This much smaller farming operation required 4,706 hours of labour based on 1,900 hours per person. This equates to two full time workers and a part time worker. The Appellant's husband was identified as the part time worker.

3.5. This labour was subsequently provided by the Appellant's family and contractors. The Council will note that this advice pre-dated the Appellant's purchase of Ruchlaw West Mains Farm. Farming operations across the business have substantially increased since 2010, necessitating more labour support.

3.6. Laurence Gould also advised:

From the labour requirement calculation, it is showing that there is the requirement for 2.47 men. In reality, there will be 2 men working on the farm (Paddy Crerar Part time), plus a newly employed Stockman.

In my view it is crucial that there is the facility to house a stockman on site throughout the year if the farm is to be taken in hand. This is particularly important during the winter months, when the cattle are housed and require feeding daily, bedded two to three times per week and physically looked (inspected) to ensure that there are no problems within the herd at least twice per day.

In addition, it is crucial that you have a man on site during the calving season (spring) as calving cows require to be inspected regularly to ensure that any problems during calving are minimised and the welfare of the herd maximised at all times. This is also true for the lambing period during April.

Through the summer months the herd will be looked at least daily in order to ensure that any potential disease issues, including mastitis, are minimised and your employee also undertakes work on the woodland during the summer months.

3.7. If the family cannot provide all of the manual support, then Laurence Gould's past advice is that two workers (not one) are required with the Appellant and her husband providing further support (the remaining 0.47 men).

3.8. Laurence Gould provided its initial response to the Application in March 2022 (PA 1.05). The response concluded that ...*a business of this size and complexity could not justify the employment*

of two additional farm staff and the associated cost of housing (PA 1.05). Laurence Gould concluded that ...one additional employee to allow a reasonable level of cover and quality of life is reasonable in terms of operational need (PA 1.05).

- 3.9. This ignores the facts of the case and assumes that the Appellant and her husband can contribute to this manual labour and that the business is funding the cost of two new farm cottages.
- 3.10. This response does not provide any evidence or detailed justification for disagreeing with the findings of SAC Consulting manpower requirements of at least 4 persons. This response includes the assumption that the provision of two farm cottages with the associated costs of construction will impact on the viability of the farm business. It was subsequently explained that the farm business is not funding the construction costs of these two farm cottages (estimated cost at £700,000). This cost will be met by the Appellant from other sources of funding.
- 3.11. The lack of any evidence from Laurence Gould about its disagreement with the labour calculations set out by SAC Consulting is significant. The only operational needs assessment is supplied by the Appellant which demonstrates the requirement for two new farm cottages based on manpower requirements of at least 4 workers.
- 3.12. The operational needs assessment carried out by Lawrence Gould for the Appellant in 2010 confirmed a need for 2.47 workers for the sole enterprise at Newmains. This did not account for the increase in farming operations following the subsequent purchase of Ruchlaw West Mains Farm. The Council can only rely on the evidence before it to determine the Application (and now this Appeal).
- 3.13. In disagreeing with the labour requirements at Newmains Farm, Laurence Gould states as follows:
- ...The SAC report correctly uses accepted methodology, but the conclusion reached of 4.5 to 5 full time staff being required is simply outdated in relation to today's business structures (PA 1.05).*
- 3.14. The response from Laurence Gould fails to provide an alternative calculation or methodology to support its position. In justifying that the calculations are *...simply outdated...* the response only makes reference to the current levels of inflation that have caused increases in the price of farming supplies.
- 3.15. Laurence Gould therefore state that whilst *...Markets will stabilise once the current levels of uncertainty reduce and in the context of this application, we have to assume markets adjusting to reward only the most efficient producers (PA 1.05).*
- 3.16. Although not stated explicitly, it is unclear why Laurence Gould considers that the Appellant may not be *...the most efficient producers...* and how this comment relates to the proposal for a new farm cottage.
- 3.17. The Appellant confirms that the cost of providing the new accommodation will not be funded through the farm business but through separate investment by the Appellant and her husband. Therefore, the cost of construction of the two new farm cottages does not impact on farm viability. The farming business is a viable enterprise as demonstrated in the subsequent submissions made to the Council, including three years of profit and loss accounts which demonstrate viability.
- 3.18. Following further two submissions made by the Appellant, Laurence Gould provided further responses which sought to explain its position why only one new house should be permitted.
- 3.19. As explained in Annex 1 of this Statement, the advice provided by Laurence Gould to the Council in March 2023 fails to consider all matters provided by the Appellant and does not provide an alternative

operational needs assessment which justifies only one worker. Its advice to the Appellant in 2010 for its smaller farming business, confirms two workers and a part-time worker. If the Appellant and her husband are the part-time worker then a further two workers are required, especially if the farming business is now a third bigger.

- 3.20. The response from Laurence Gould failed to acknowledge that the Appellant and her husband were no longer physically able to undertake the heavy physical manual requirements needed to support the farming operation. Confidential information was presented to the Council on this matter and this not taken into account in the determination. The response from Laurence Gould simply fails to address this matter and simply considers that the Appellant and her husband should continue to undertake all necessary manual tasks equivalent to full time and part time workers.
- 3.21. Laurence Gould has failed to consider the weight to apply on the importance of physically active labour necessary to undertake livestock welfare operations and the need for on-site physical presence to help with the security of farm equipment in its assessment of the proposal. Ignoring these fundamental issues, leads to a further misdirection in its advice.
- 3.22. Within its further responses (PA 1.06j and PA 1.06o), Laurence Gould confirms that its conclusions were reached on the basis of the farming operation at Newmains Farm requiring two homes to support the business. Laurence Gould states that it based its calculation on the Appellant's existing home forming one of these two homes. Therefore, regardless of how involved the Appellant would be in the day-to-day operation of the farm, there would be ... *two labour units located on the farm* (PA 1.06o).
- 3.23. This conclusion reached by Laurence Gould that a worker should live in the Appellant's home requires the Appellant to vacate the family home to accommodate a farm worker without any funds from the sale of this home to purchase another family home. The family home was purchased as, and remains, a residential dwelling. However, the Appellant and her husband remain part of the Newmains Farm business and should continue to live in their home.
- 3.24. In addition, the Appellant's home is not part of Newmains land holding– it is a separate dwelling located at Newmains Steading. The Appellant's home could be sold at any time independently of either farm holding. This position was made clear to both the Planning Officer and Laurence Gould within a submission made by the Appellant's agent on 26th September 2022 (PA 1.06k).
- 3.25. The final response provided by Laurence Gould (PA 1.06o) fails to properly address the Appellant's submission made on 26th September 2022.
- 3.26. Within this response, Laurence Gould continues to link the Appellant's home to the farm business without thinking through how a new farm worker could occupy the Appellant's home. Additionally, Laurence Gould sought to tie the funding of the two new farm cottages to the farm business. This concluded that if interest charges for the construction of the two farm cottages is applicable then the farming business is unviable. This is erroneous. This misdirects the Council in its determination as it highlights an impact upon the profitability and viability of the farming operation which will not arise.
- 3.27. Whilst the comments from Laurence Gould were dated 17th March 2023, the Planning Officer wrote to the Appellant's agent on 6th March 2023 to advise that following receipt of draft comments from Laurence Gould, they were ...*of the opinion that the supporting information provided to date in support of the applications is sufficient to demonstrate a justification of need and financial viability for one additional house* (PA 1.06m).

- 3.28. Given on the advice on financial viability from Laurence Gould includes an erroneous assumption that the farm operations were supporting the funding of this new farm cottage, when corrected, it supports the Appellant's position that its ongoing business is a viable concern.
- 3.29. The Planning Officer therefore concluded in advance of the final information response to recommend the approval of only one of the Appellant's submitted applications, whilst recommending the other for refusal (PA 1.06m).
- 3.30. The response from the Planning Officer is that the advice received from Laurence Gould was the determining factors in the decision reached. This included advice that:
- The farming business would not be viable if it funded the construction of two farm cottages from its farming revenue – this is incorrect.
 - The farming operation only requires one farm worker to undertake all manual labour requirements (both animal husbandry and crop farming) over two separate land holdings totalling 451 acres without any alternative operational needs assessment provided to the Council – again this incorrect, as explained above
- 3.31. As demonstrated within this Statement, the advice from Laurence Gould that only one farm cottage for a worker can be approved to support the farming operation at Newmains and Ruchlaw West Mains Farm cannot be considered as sound due to the mistakes made in its advice to the Council.

Inaccuracies in Officer Report

- 3.32. The Appellant wishes to highlight that several incorrect references which were made by the Case Officer within the *Officer Report* (PA 2.01). This includes the incorrect reference to the Appeal Site being Prime Agricultural Land and, more importantly, the legal status of Appellant's home being the farmhouse for Newmains Farm.
- 3.33. As explained in this Statement, the Appellant's existing home is not legally tied to, or within the title of any of the land holdings comprising Newmains Farm (*Locations and Newmains Farm and Ruchlaw Farm* (NM 0.04) and *Ownership history of Newmains Building Group* (NM 0.05). Newmains House was purchased as an independent residential home within Newmains Steading. This was explained to the Planning Officer during the determination of the Application but ignored.
- 3.34. Laurence Gould advises that the family home functions as a farmhouse because the Appellant and her husband operate the farm. This is not disputed on an interim basis but this is not the case permanently. However, Laurence Gould advises the Council that the family home is available to accommodate a new worker if the family move to another home.
- 3.35. This implies that the Appellant must leave their property and simply hand it over to a farm worker (on a rental basis) with no income from its sale to purchase another home., Laurence Gould has failed to consider that the Appellant and her husband will continue to live in the property to help with the administration of the farm business and other light manual duties. Newmains House is not available to accommodate a new worker. A new farm cottage is required.
- 3.36. The Appellant's home is not located or forms part of Newmains Farm and can be sold off independently at any time. The Planning Officer was therefore misdirected by Laurence Gould in claiming that the Appellant's home is the farmhouse for Newmains Farm. It is a residential house within a steading group. A farmhouse would be linked to the farm by title.

- 3.37. The *Officer Report* (PA 2.01) also states that the site is *Prime Agricultural Land*. The site is identified as Class 3.2 land by the James Hutton Institute *Land Capability for Agriculture* mapping. The Site is therefore **not** *Prime Agricultural Land* as stated within the *Officer Report* (PA 2.01).
- 3.38. This mistake has led to the Planning Officer incorrectly determining that the Appeal proposal is contrary to Policy 5 *Soils* of National Planning Framework 4 (NM 1.01). This is explained in more detail in Annex 3 of this Statement.

4.0 Rebuttal of Reasons for Refusal

- 4.1. The *Decision Notice* (PA 2.02) sets out two Reasons for Refusal which are predominantly based on the advice of Laurence Gould that there is no operational requirement for a second farm worker's cottage which was to be located on the Appeal Site.
- 4.2. As explained in this Statement, this advice led the Planning Officer to a misdirection in the determination of the Application, namely that there is no agricultural need and the Appeal Proposal is contrary to LDP Policy DC4.
- 4.3. The misdirection arises from the following:
- Laurence Gould continued to assume that the Appellant and her husband would provide physical manual labour to supplement the duties that the new farm worker in the new cottage on Ruchlaw West Mains Farm requires to undertake. This is not the case and an additional worker is required to cover this labour deficit.
 - Laurence Gould assumes that the cost of construction of the farm cottages would be financed by the farm business and thereby materially impact on business viability. It has been clear that the funding of both new cottages is a separate investment by the Appellant and her husband and will not impose a financial burden on the Newmains Farm business. The existing business at Newmains Farm is an ongoing viable business.
- 4.4. Accordingly, as two new farm cottages are required to support this farming operation, and this further cottage should be approved on Appeal to meet the identified operational need.
- 4.5. The Appellant's response to the Council's Reasons for Refusal (as set out in Annex 3 of this Statement), demonstrate why planning permission in principle should be granted for the following reasons:
1. The Appellant has provided detailed agricultural justification which demonstrates the requirement for a farm worker's cottage to be located on the Appeal Site in addition to that already approved. This is the assessment required to accord with LDP Policy DC4. The Council's agricultural advisor has not produced a contrary assessment.

As explained within the *Newmains Operational Needs Assessment* (PA 1.01f) and its subsequent further evidence and justifications, and now in this Appeal Statement, the current farming operations require the business to employ two farm workers to undertake heavy manual tasks that the Appellant and her husband are physically no longer able to carry out. There is therefore a requirement for the Appellant to provide on-site accommodation for these two workers and their families. This proposal is therefore in accord with both LDP Policy DC1 and Policy DC4 of the adopted LDP (NM 1.01)
 2. The Appellant's home is not legally tied to the farming business or its farm units which comprise Newmains and Ruchlaw West Mains Farm. As shown on the title plan (*Ownership history of Newmains Building Group* (NM 0.05), the Appellant's home is not within the ownership or title of either land holdings.

The advice of the Council's Rural Advisor that the Appellant's home should be considered as part of accommodation available for a farm worker is therefore incorrect. If this was the case, the Appellant and her husband would need to purchase another home (without income

from the sale of their home) and attempt to manage the business from another home further away from the farms.

This advice fails to take into account that the Appellant and her husband who are an integral part of the future business continue to work in the farm business and also require accommodation.

3. The agricultural land on the Appeal Site is classified as Class 3.2 land by the James Hutton Institute Land Capability for Agriculture mapping. This is confirmed within the *Officer Report* (PA 2.01). Class 3.2 land is not Prime Agricultural Land. The Appeal proposal does not result in the loss of Prime Agricultural Land and is therefore not contrary to Policy 5 of NPF4.
4. As explained in Annex 2 of this Statement, this Appeal Proposal is not contrary to policies 17 and 29 of NPF4. NPF4 Policy 17 *Rural homes* actually provides support for the Appeal Proposal where an essential need for a worker to live permanently at, or near their place of work has been demonstrated. The Appellant has provided clear evidence that demonstrates this critical requirement. Policy 29 of NPF4 relates to economic activity in rural areas. As explained in Annex 2 of this Statement, Policy 29 is not relevant to the determination of this Appeal.
5. The Appeal Proposal is not for enabling development. Policy DC5 *Housing as Enabling Development* of the adopted LDP (NM 1.02) is therefore not relevant to the determination of this Appeal and should not have been listed within the second Reason for Refusal.

5.0 Conclusion

- 5.1. This Appeal Statement has identified significant mistakes in the advice provided by the Council's agricultural advisor to the Case Officer in the determination of this Appeal proposal. This has led to the Planning Officer mistakenly determining that there is only a need for one farm worker's cottage (the one approved at Ruchlaw West Mains West Farm) to be constructed.
- 5.2. There remains an ongoing need for another worker's farm cottage to support the farming operation at Newmains Farm.
- 5.3. Consequently, the Council has misdirected itself on matters of policy compliance and the reasons to refuse. The conclusion that should have been reached that a second farm worker's cottage is required due to operational needs and therefore the proposal is in accord with LDP Policy DC4. Consequently, the reasons for refusal are incorrect including those referring to NPF4.
- 5.4. Taking all of the circumstances into account, it is the Appellant's submission that the Appeal should be upheld, and Planning Permission in Principle granted.

Annex 1 Determination of Application

1.1. This Annex sets out the background to the Application and the issues raised during its determination in more detail. This includes reference to the separately approved farmhouse at Ruchlaw West Mains Farm (NM 2.01) which forms an integral part of the overall farming business (Newmains Farm) which includes the Site subject of this Appeal.

1.2. For clarity, the farming operations at Newmains Farm (business name) comprise two separate land holdings at Ruchlaw West Mains Farm and Newmains, collectively known as Newmains Farm by the Appellant.

Pre-Application Enquiry

1.3. The Appellant's submitted a pre-application enquiry to the Council (Ref: Dev68539) for two proposed farm cottages to support the farming operations at Newmains Farm in December 2020. As explained in the Pre-Application enquiry, it was proposed that one cottage would be sited within the Newmains landholding, with the other cottage located within the Ruchlaw West Mains Farm landholding. These cottages were to provide accommodation for a farm manager and farm worker in association with the existing farming operation at Newmains Farm.

1.4. There are no buildings on either land holding which can be converted to provide this accommodation.

1.5. The two cottages were located on separate land holdings reflecting the need for a farm worker to be present on each land holding for security and operation needs, as well as dealing with the possible isolation of each land holding during adverse winter conditions.

1.6. The Council issued its response to the Pre-Application enquiry on 2nd March 2021 (NM 0.03). The response from the Council highlights the proposed new houses were located within the *Countryside* and, therefore, Policy DC4: *New Build Housing in the Countryside* was applicable.

1.7. As confirmed in the Council's response, due to the proposal's countryside location, there would be a need to demonstrate that there was a direct operational requirement for the proposed new farm cottages. The Council's response confirms that any case put forward on this basis would be reviewed by the Council's independent rural advisor.

1.8. The response from the Council also provided advice on the indicative locations of the two farm cottages. This also advised that alternative locations for the proposed farmhouses may be more appropriate. Based on this advice, the Appellant progressed with the preparation of an application for the two farm cottages which included alternative (two) locations as advised by the Planning Officer.

1.9. Subsequently, the Council advised that the Appellant's submitted application for two farm cottages (Ref: 21/01032) should be withdrawn and two separate planning applications submitted. One of the reasons given was that the Council may wish to refuse one of the farm cottages.

Submission and Withdrawal of Application Reference 21/01032

1.10. The Appellant submitted an Application for Planning Permission in Principle in August 2021 (Planning Application Ref: 21/01032). The Council issued a letter to the Appellant's Agent on 11th August 2021 (NM 0.08) advising that the Application was invalid for the following reasons:

1. *As discussed due to the location and separate addresses of the proposed sites we will require two separate applications for the houses with individual site and location plans. The*

fee of £802 already paid for this application can be split and transferred to the 2 new applications when they are received.

2. *Having looked at the application there are a few points I have to make sure the new applications get registered straight away.*

Please remove all do not scale notes from the drawings. Please provide proposed floor plans and elevations of the new buildings. I note there are floor plans within the design statement but please upload these as separate documents.

1.11. The letter made it clear to the Appellant's Agent, that unless this advice was complied with, the Council would treat the Application as being withdrawn. The Appellant was therefore left in the unfortunate position of having to comply with the Council's request, despite it impacting upon the business justification case for the two farm cottages.

1.12. The invalidation letter from the Council followed advice provided to the Appellant's Agent from a Planning Technician in an earlier email (dated 10th August 2021). This stated that the Council could not accept a single application for two homes that were not located within the same address or location (NM 0.07).

1.13. Whilst the Appellant did not consider there to be a requirement to split the proposal into two separate applications, the Appellant agreed to adopt the Council's advice to allow matters to progress.

1.14. Of more importance to this Appeal, is that the correspondence from the Council's Planning Technician appears to have prejudged the Appellant's proposal by stating:

...It also may be beneficial for yourselves if 2 applications were submitted as 1 house may be refused then the whole application would have to be refused rather than being granted permission for at least 1 house (NM 0.07).

1.15. In making the assertion that *...1 house may be refused...* prior to any assessment being undertaken by the Council or its rural advisor, the Appellant is concerned that a prejudicial decision had already been made to refuse one of the two farm cottages proposed. That said, the Appellant considered it prudent to follow the advice of the Council.

Determination Process of the Application (21/01073/PP) at Newmains

1.16. Following the Council's advice, the Appellant submitted two separate applications for farm cottages:

- Application for a farm cottage at Newmains (Application Ref: 21/01073/PP); and
- Application for farm cottage at Ruchlaw West Mains Farm (Application Ref: 21/01072/PP).

1.17. The Application relating to this Appeal was submitted on 20th August 2021. The Council registered the Application on the same day.

1.18. The *Officer Report* (PA 2.01) confirms that no public representations were made to the Application. The *Officer Report* also provides a summary of the consultation responses that were received during the Application's determination. This confirms that no consultees objected to the Application.

1.19. In accord with Policy DC4 *New Build Housing in the Countryside*, the Appellant appointed SAC Consulting to *...evaluate the operational needs associated with the enterprises farmed by this business and examine the requirements for new dwellings for a farm manager and worker* (PA 1.01f page 1).

- 1.20. The *Newmains Operation Needs Assessment* (PA xxx) was undertaken by SAC Consulting, experienced in assessing the operation requirements of farm businesses including manpower requirements. This Assessment needed to take into account the practical difficulties of the Appellant's business in that the Appellant's are no longer physically able to undertake all duties but remain fully committed to the management of the business built up over a 20 year period.
- 1.21. Section 3 of the *Newmains Operational Needs Assessment* (PA 1.01f) sets out the combined labour requirement for the farming operation comprising Newmains and Ruchlaw West Mains Farm – the Appellant's business at Newmains. Based on a standard labour unit of 1,900 hours, SAC Consulting conclude that there is *...a current labour requirement of 4.42 units at Newmains and Ruchlaw West Mains*. SAC Consulting's assessment therefore concludes that *...the workload clearly justifies the business employing at least two employees...* to work alongside the Appellant and her husband (PA 1.01f, section 4.1).
- 1.22. For the reasons explained in the *Design and Access Statement* (PA 0.08) and *Newmains Operational Needs Assessment* (PA 1.01f), these farm workers are required to be accommodated in on-site accommodation. This supports the Appellant's case for the construction of two new farm cottages for agricultural workers – farm manager and labourer who would be active on the farm especially undertaking the heavy manual work.
- 1.23. In accord with Policy DC4 of the adopted LDP, the Planning Officer sought the advice of the Council's independent rural advisor (Laurence Gould) on the conclusions reached in the *Newmains Operational Needs Assessment* (PA 1.01f).
- 1.24. Fundamental to the business case, these two cottages are to be funded by the Appellant from their own resources and not through bank borrowings financed by the farm business. This is fundamental matter has been ignored by Laurence Gould (the Council's agricultural advisor) and led to advice given to the Council that the building of two cottages affects the viability of farming operations at Newmains. This is not the case and this advice results in a misdirection in the Council's determination.
- 1.25. The Council's rural advisor (Laurence Gould) provided its initial response to the Application in March 2022 (PA 1.05). The response from Laurence Gould concluded that *...a business of this size and complexity could not justify the employment of two additional farm staff and the associated cost of housing* (PA 1.05). Rather Laurence Gould concluded *...one additional employee to allow a reasonable level of cover and quality of life is reasonable in terms of operational need* (PA 1.05).
- 1.26. The initial response from Laurence Gould is predicated by a financial rationale rather than labour justification based on an operational needs assessment. It does not provide any evidence or detailed justification for disagreeing with the findings of SAC Consulting on the labour resources required. This is particularly evident in the final disagreement with the labour calculations set out by SAC Consulting.
- 1.27. In disagreeing with the labour requirements at Newmains, Laurence Gould states as follows:
- ...The SAC report correctly uses accepted methodology, but the conclusion reached of 4.5 to 5 full time staff being required is simply outdated in relation to today's business structures* (PA 1.05).
- 1.28. The Appellant only requires the help of two workers plus the assistant which the Appellant and her husband can provide. The response from Laurence Gould states that adopting employment costs of £30k per farm worker *...this would add be £135k to £150k of additional cost via wages or drawings*. The response from Laurence Gould therefore determines a cost of between £135k - £150k to *...be*

unviable for the level of stocking proposed (PA 1.05). The Appellant agrees with this conclusion – only two workers will be employed.

- 1.29. Two workers will be employed requiring the construction of the farm cottages financed independently from the farming revenue. This has been ignored by Laurence Gould, resulting in inaccurate advice to the Case Officer and consequently a misdirection in the determination.
- 1.30. Whilst not stated in its response, it is clear that Laurence Gould has applied the employment costs of an additional 4.5 – 5 workers in reaching its conclusion ($4.5 \times £30k = £135k$ / $5 \times £30k = £150k$). This position is wholly unreasonable and totally unrelated to the case that was presented to them. The *Newmains Operational Needs Assessment* (PA 1.01f) relates to a need for two farmworkers. Any costs applied should have been based on two workers, not between 4.5 – 5 workers.
- 1.31. The response from Laurence Gould fails to provide an alternative calculation or methodology to support its position. In justifying that the calculations are ...*simply outdated*..., the response makes reference to the current levels of inflation that have caused increases in the price of farming supplies.
- 1.32. Laurence Gould therefore state that whilst ...*Markets will stabilise once the current levels of uncertainty reduce and in the context of this application, we have to assume markets adjusting to reward only the most efficient producers* (PA 1.05). The response again confirms that it has adopted assumptions which are unrelated to the facts presented by SAC Consulting. Rather, Laurence Gould has adopted a general assumption which it accepts is subject to change.
- 1.33. This focus on viability is also unnecessary as its assumption on labour costs are predicted to be double what will be incurred in the business.
- 1.34. More importantly, the response from Laurence Gould failed to acknowledge that the Appellant and her husband are no longer able to undertake the full range of manual labour requirements needed to support the farming operation. In addition, as was clearly explained in the *Design and Access Statement* (PA 0.08), the Appellant and her husband are also reliant on contractual labour to meet these requirements.
- 1.35. Contract labour is more expensive than employing the workers directly. The response from Laurence Gould failed to address this matter and simply considered that the Appellant would continue to undertake manual labour tasks delivered by a fit farmer from their house – a separate dwelling unrelated to the farming business.
- 1.36. The conclusions reached by Laurence Gould in this original response are therefore fundamentally erroneous which led to the Appellant clarifying these matters further in a subsequent submission.
- 1.37. The Appellant commissioned SAC Consulting to prepare a response (PA 1.06c) to the conclusions reached by Laurence Gould. The purpose of this response was to demonstrate the requirement for two additional employees to be accommodated on the site at Newmains. This response provided further detailed information on the financial operation of Newmains Farm, demonstrating the ongoing viability of the business and also highlighted the misunderstandings in Laurence Gould's response.
- 1.38. Laurence Gould was invited by the Council to address the concerns raised by SAC Consulting. A response was issued by Laurence Gould to the Council on 8th July 2022 (PA 1.06j). Within this response, Laurence Gould confirms that its conclusions were reached on the basis of the farming operation at Newmains Farm requiring two homes to support the business.
- 1.39. Within its response, Laurence Gould state that it based its calculation on the Appellant's existing home is one of these two homes. Therefore, regardless of how involved the Appellant would be in

the day-to-day operations of the farm in the future, there would be ...*two labour units located on the farm* (PA 1.06j).

- 1.40. There is therefore no dispute about the on-site accommodation required by the farming business – two homes. In reaching this conclusion, Laurence Gould ignores the following:
- 1 Newmains House is not an integral and permanent part of the farming business in legal terms – it is not the farmhouse for Newmains Farm. It is a family home – purchased as a family home and will be sold as such. The Appellant and her husband will continue to be involved in the farm albeit with restricted physical capabilities and providing financial, management and business support.
 - 2 The occupants of these two new homes need to be able to undertake the labour requirements included in the *Newmains Operational Needs Assessment* (PA 1.01f) which is equivalent to 4.5 workers.
- 1.41. As demonstrated within the *Locations and Newmains Farm and Ruchlaw Farm* (NM 0.04) and *Ownership history of Newmains Building Group* (NM 0.05), the Appellant's home is not located or forms part of any land holding in Newmains Farm.
- 1.42. The Appellant and her husband purchased their home in 1998 as a residential dwelling and not as a farmhouse supporting an agricultural land holding. This is an important consideration, totally ignored by Laurence Gould.
- 1.43. As shown in the *Ownership history of Newmains Building Group* (NM 0.05), the Appellant only purchased the house and associated garden grounds. Newmains House is part of Newmains Steading which comprises eight dwellings in total. Its role as a farmhouse associated with an agricultural land holding and undertaking its operations no longer existed. The purchase of the house did not include any agricultural land associated with Newmains Farm which remained in separate ownership.
- 1.44. The Appellant only purchased Newmains in 2009. Therefore, for an 11 year period, there was no link between the Appellant's house and Newmains.
- 1.45. It is not possible for the Appellant's home to be tied to the farming operation as concluded by Laurence Gould. This is also the case for Ruchlaw West Mains Farm, for which the Council has now granted planning permission for the erection of a farmhouse.
- 1.46. The Appellant has also been clear throughout the application process that they and their family can no longer undertake physical manual labour to support the farming operation. Despite this, the response from Laurence Gould confirms that ...*I see the existing dwellinghouse as historically supporting one labour unit which has been made up of a combination of Mr and Mrs Crear working in harmony* (PA 1.06j).
- 1.47. For the reasons clearly evidenced by the Appellant, the Appellant's home cannot serve as a future home for a second worker – a new home is required..
- 1.48. The Planning Officer subsequently wrote to the Appellant's agent requesting a response to the matters raised by Laurence Gould (PA 1.06i). This request sought, amongst other matters, clarity on the following:
- Evidence that the business could financially support the two proposed houses; and

- Confirmation on whether the Appellant’s home was an asset of the farming operation at Newmains Farm.
- 1.49. The Appellant’s agent issued to a response to these queries on 26th September 2022 (PA 1.06k). As explained within the response, the cost of the construction of the two houses is to be funded independently of the business. The funding of the two houses will therefore have no impact on the financial viability of the farming operations at Newmains Farm – no interest charges are incurred by the farm business. Laurence Gould assumes otherwise.
 - 1.50. This response included the Appellant’s latest cashflow projections which have been submitted on a confidential basis (PA 1.06l). As shown within these cashflow projections (PA 1.06l), the farming operations at Newmains Farm is projected to return a profit even allowing for the employment of two farmworkers – farm manager and labourer. The Appellant has therefore fully addressed the issue of financial viability.
 - 1.51. As confirmed within the Appellant’s agent’s response, the Appellant’s home is not an asset of the farming operation at Newmains Farm. This is confirmed the Appellant’s submissions (NM 0.04 and NM 0.05).
 - 1.52. The Council sought and received further advice from Laurence Gould dated 17th March 2023 (PA 1.06o). Within this response, Laurence Gould continued to seek to link the Appellant’s home to the farm business and, sought to tie the funding of the two houses to the farm business. This included an attempt to attach interest charges to the construction of the two farm houses and, therefore, an argument that this would impact upon the profitability of the farming operation.
 - 1.53. All of this advice is erroneous and unfortunately leads to a misdirection by the Council in the key considerations for the determination.
 - 1.54. The response from Laurence Gould therefore failed to take account of the information set out within the Appellant’s agent’s response of 26th September 2022 (PA 1.06k). In failing to take account of this information, the advice from Laurence Gould was that only one farm cottage should be approved at Newmains Farm – the one approved at Ruchlaw West Mains Farm.
 - 1.55. Whilst the comments from Laurence Gould were dated 17th March 2023, the Planning Officer wrote to the Appellant’s agent on 6th March 2023 to advise that following receipt of draft comments from Laurence Gould, they were *...of the opinion that the supporting information provided to date in support of the applications is sufficient to demonstrate a justification of need and financial viability for one additional house* (PA 1.06m).
 - 1.56. The Planning Officer therefore advised that the Council could only recommend the approval of one of the Appellant’s submitted applications, whilst recommending the other for refusal (PA 1.06m).
 - 1.57. The response from the Planning Officer is therefore clear that the advice received from Laurence Gould was the determining factor in only recommending that one farmhouse be approved to support the farming operation at Newmains Farm. As demonstrated within this Statement, the advice from Laurence Gould cannot be considered as sound due to fundamental mistakes made.
 - 1.58. For clarity, the Appellant on their retiral from the farm business will include the new farm cottage at Ruchlaw West Mains Farm in the sale of this land holding along with all other farm buildings and machinery. This principle will equally apply if Newmains is also marketed for sale – the new farm cottage will also be included in the sale particulars.

- 1.59. Following further correspondence received from the Planning Officer on 24th March 2023 (PA 1.06n), the Appellant requested (PA 1.06p) that the application for the house at Ruchlaw West Mains Farm be approved.
- 1.60. The Council therefore refused the application to for a farm cottage at Newmains on 19th June 2023 (PA 2.02).
- 1.61. This leaves the Appellant in a position of having considerable challenges to manage its farming business without the workforce required. The failure of the Council's agricultural advisor to accurately report the information relevant to the determination is that the Council's planning policy on providing housing for agricultural workers has had no regard for the operational needs of this farming business and the key worker accommodation required in East Lothian's countryside.
- 1.62. Unless reversed by this Appeal, the refusal simply puts significant pressure on the Appellant's husband to undertake manual duties which will exacerbate his knee injury.

Annex 2 Assessment of Proposal Against Development Plan

1.1. The following sets out each of the policies assessed by the Planning Officer within the *Officer Report* (PA 2.01) as referenced within the *Decision Notice* (PA 2.02).

National Planning Framework 4

1.2. On 13th February 2023, *National Planning Framework 4* (NPF4) (NM 2.01) was adopted by the Scottish Ministers and published. Along with the adopted East Lothian Local Development Plan (LDP) (adopted September 2018), it is now part of the statutory development plan. As a result of the adoption of NPF4, Strategic Development Plans such as SESplan (2013) cease to have effect.

1.3. NPF4 also replaces National Planning Framework 3 (NPF3) and Scottish Planning Policy (SPP), which no longer form part of national planning policy.

1.4. NPF4 ...sets out the Scottish Ministers' policies and proposals for the development and use of land. NPF4 is clear that, when preparing Local Development Plans, planning authorities ...must take into account the National Planning Framework.

1.5. The *Decision Notice* for the Application states that the Appeal proposal is contrary to the following policies of NPF4:

- Policy 5 Soils;
- Policy 17 Rural Homes; and
- Policy 29 Rural Development.

1.6. The following provides an assessment of the Appeal proposal against these three policies.

Policy 5 Soils

1.7. Policy 5 Soils sets out a policy intent to ...*protect carbon-rich soils, restore peatlands and minimise disturbance to soils from development.*

1.8. Policy 5 sets out five criteria which proposals are required to comply with. Three of these criteria (c – e) relate to development proposals on areas of carbon-rich soils and peatland. The Site does not contain any carbon-rich soils or peatland. These three criteria are therefore not relevant to this proposal. An assessment of the proposal against the two remaining criteria is provided as follows.

- a) *Development proposals will only be supported if they are designed and constructed:*
- i. In accordance with the mitigation hierarchy by first avoiding and then minimising the amount of disturbance to soils on undeveloped land; and*
 - ii. In a manner that protects soil from damage including from compaction and erosion, and that minimises soil sealing.*

1.9. The Appeal proposal is for a single house and will therefore not lead to any significant disturbance of soils in accord with Policy 5 of NPF4. As explained within the *Design and Access Statement* (PA 0.08), the Appeal Site is relatively flat to ensure any disturbance to soils is kept to a minimum.

b) *Development proposals on prime agricultural land, or land of lesser quality that is culturally or locally important for primary use, as identified by the LDP, will only be supported where it is for:*

- i. Essential infrastructure and there is a specific locational need and no other suitable site;*
- ii. Small-scale development directly linked to a rural business, farm or croft or for essential workers for the rural business to be able to live onsite;*
- iii. The development of production and processing facilities associated with the land produce where no other local site is suitable;*
- iv. The generation of energy from renewable sources or the extraction of minerals and there is secure provision for restoration; and*

In all of the above exceptions, the layout and design of the proposal minimises the amount of protected land that is required.

- 1.10. Criterion b) of Policy 5 seeks to prevent development on prime agricultural land unless it falls within one of the four stated exceptions. As confirmed within the *Officer Report* (PA 2.01) and the James Hutton Institute *Land Capability for Agriculture* mapping, the Site is classified as Class 3.2 land.
- 1.11. Class 3.2 land is not defined as Prime Agricultural Land. The development of the Appeal Site will therefore not lead to the loss of Prime Agricultural Land in accord with Policy 5. The Site is therefore **not** Prime Agricultural Land as stated within the *Officer Report* (PA 2.01).
- 1.12. Criterion b) also makes reference to development proposals on *...land of lesser quality that is culturally or locally important for primary use*. Whilst it is unclear what land which is *...culturally or locally important for primary use* is defined as, criterion ii is clear that *...small-scale development directly linked to a rural business, farm or croft or for essential workers for the rural business to be able to live onsite* is supported on such land.
- 1.13. As demonstrated within this Statement and the Appellant's *Newmains Operational Needs Assessment* (PA 1.01f), this Appeal proposal is for an essential farm worker who is required to live on site to comply with livestock welfare regulations and improve on-site security at Newmains Farm. Therefore, even if the Appeal Site could be considered as *... culturally or locally important for primary use...* Policy 5 still provides support this Appeal proposal.
- 1.14. Policy 5 of NPF4 seeks to prevent development on Prime Agricultural Land where possible. As explained above, the Appeal Site is not classified as Prime Agricultural Land. The Appeal proposal is therefore in accord with Policy 5.

Policy 17 Rural Homes

- 1.15. Policy 17 *Rural Homes* sets out a policy intent *...To encourage, promote and facilitate the delivery of more high quality, affordable and sustainable rural homes in the right locations.*
- 1.16. Policy 17 sets out four criteria for assessing proposals for new homes in rural areas. Criterion a) of Policy 17 is relevant to this Appeal proposal which states as follows:

a) *Development proposals for new homes in rural areas will be supported where the development is suitably scaled, sited and designed to be in keeping with the character of the area and the development:*

- i. is on a site allocated for housing within the LDP;*
- ii. reuses brownfield land where a return to a natural state has not or will not happen without intervention;*

iii. reuses a redundant or unused building;
iv. is an appropriate use of a historic environment asset or is appropriate enabling development to secure the future of historic environment assets;
v. is demonstrated to be necessary to support the sustainable management of a viable rural business or croft, and there is an essential need for a worker (including those taking majority control of a farm business) to live permanently at or near their place of work;
vi. is for a single home for the retirement succession of a viable farm holding;
vii. is for the subdivision of an existing residential dwelling; the scale of which is in keeping with the character and infrastructure provision in the area; or
viii. reinstates a former dwelling house or is a one-for-one replacement of an existing permanent house.

1.17. Of relevance to this Appeal proposal is criterion v. which provides support to proposals required to for the ...*sustainable management of a rural business...* and where there is an essential need for a worker to live permanently at their place of work.

1.18. The Appellant's *Newmains Operational Needs Assessment* (PA 1.01f) and subsequent submissions, demonstrate that there is an operational requirement for two new homes to be constructed to support the farming business. These homes will be occupied by two new farm workers who will undertake all of the manual labour work required to support the business. As explained above, this will enable the Appellant and her husband to revert to an 'office-based' management role, whilst ensuring both the safety of livestock and the security of farm equipment.

1.19. This Appeal proposal is therefore compliant with Policy 17 of NPF4.

Policy 29 Rural Development

1.20. Policy 29 *Rural Development* sets out a policy intent ...*To encourage rural economic activity, innovation and diversification whilst ensuring that the distinctive character of the rural area and the service function of small towns, natural assets and cultural heritage are safeguarded and enhanced.*

1.21. Policy 29 also sets out the following policy outcomes:

- *Rural places are vibrant and sustainable and rural communities and business are supported.*
- *A balanced and sustainable rural population.*

1.22. Based on its policy intent and policy outcomes, it is clear that Policy 29 relates to proposals for rural businesses rather than new homes in rural areas. This is made clear within Policy 16 *Quality Homes* which does not list Policy 29 as one of its *key policy connections*. Policy 29 is therefore not considered to be relevant to the determination of this Appeal.

1.23. This is confirmed within criterion a of Policy 29 which states as follows:

a) *Development proposals that contribute to the viability, sustainability and diversity of rural communities and local rural economy will be supported, including:*

- i. farms, crofts, woodland crofts or other land use businesses, where use of good quality land for development is minimised and business viability is not adversely affected;*
- ii. diversification of existing businesses;*
- iii. production and processing facilities for local produce and materials, for example sawmills, or local food production;*

- iv. *essential community services;*
- v. *essential infrastructure;*
- vi. *reuse of a redundant or unused building;*
- vii. *appropriate use of a historic environment asset or is appropriate enabling development to secure the future of historic environment assets;*
- viii. *reuse of brownfield land where a return to a natural state has not or will not happen without intervention;*
- ix. *small scale developments that support new ways of working such as remote working, homeworking and community hubs; or*
- x. *improvement or restoration of the natural environment.*

- 1.24. It is accepted that criterion a) of Policy 29 relates to (amongst other things) proposals including farming operations, however this is in the context of ... *the viability, sustainability and diversity of rural communities and local rural economy.*
- 1.25. This Appeal proposal is for the construction of a new house to provide accommodation for an agricultural worker required to support the existing farming operation at Newmains Farm. The proposal is therefore not related to an expansion or creation of a new rural business. Rather, it is to support an existing business which has a justified operational requirement for two new homes. It is therefore for an ancillary use to the ongoing farming operation at Newmains Farm.
- 1.26. It is noted that the *Officer Report* (PA 2.01) makes no reference to why the Appeal proposal is contrary to Policy 29 of NPF4. Rather, the *Officer Report* simply includes Policy 29 within a wider reference to policies that the Officer considers this Appeal proposal to be contrary to.
- 1.27. In summary, it is considered that Policy 29 of NPF4 is not relevant to the determination of this Appeal proposal. At the very least, it cannot be considered contrary to a Policy that relates to ... *rural economic activity, innovation and diversification.*

East Lothian Local Development Plan

- 1.28. The Site is located within an area designated under Policy DC1: *Rural Diversification* within the adopted East Lothian Local Development Plan (2018) (LDP) (NM 2.020. As confirmed within the *Officer Report* (PA 2.01), there are no environmental designations on the Site.

Policy DC1 Rural Diversification

- 1.29. The preamble to Policy DC1 states that the adopted LDP ...*supports the principle of new development in the countryside to accommodate an appropriate countryside use or other business, tourism or leisure development,*
- 1.30. Policy DC1 sets out the types of development that will generally ne support within the defined Countryside:
- a) *Agriculture, agriculture, horticulture, forestry, infrastructure or countryside recreation; or*
 - b) *other businesses that have an operational requirement for a countryside location, including tourism and leisure uses.*
- 1.31. Policy DC1 is therefore supportive of development relating to agricultural use, subject to compliance with other relevant policies within the adopted LDP.

- 1.32. Policy DC1 relates to new business developments which require a countryside location.
- 1.33. The proposal for a new house to provide accommodation for an agricultural worker does not specifically fall within the use listed within Policy DC1. Rather, it is for an ancillary use to the farming operation at Newmains Farm. As evidenced within the *Newmains Operational Needs Assessment* (PA 1.01f), the proposed house is required in order to enable the business to continue operating with the support of two additional workers.
- 1.34. Policy DC1 also requires proposals to ...*satisfy the terms of Policy NH1 and other relevant policies including Policy DC6.*
- 1.35. The Appeal Site is not located within the defined coastal area. There is therefore no requirement to assess the proposal against Policy DC6.
- 1.36. Policy NH1 relates to development proposals on sites within an internationally designated site. The Appeal Site is not located within an internationally designated site. There is therefore no requirement to assess the proposal against Policy NH1.

Policy DC4 New Build Housing in the Countryside

- 1.37. The preamble to Policy DC4 *New Build Housing in the Countryside* states that the LDP has a ...*general presumption against new build housing in the countryside.* This is with the exception of a new house ...*which may be justified on the basis of an operational requirement of a rural business.*

- 1.38. Policy DC4 itself states as follows:

...New build housing development will only be supported in the countryside outwith the constrained coast where there is no existing house or no appropriate existing building suitable for conversion to a house is available in the locality and:

(i) In the case of a single house, the Council is satisfied that it is a direct operational requirement of a viable agricultural, horticultural, forestry, countryside recreation or other business, leisure or tourism use supported in principle by Policy DC1. The Council will obtain independent advice from an Agricultural and Rural Advisor on whether there is a direct operational requirement for an associated house; or

(ii) In the case of other small scale housing proposals, it is for affordable housing and evidence of need is provided, and the registered affordable housing provider will ensure that the dwellings will remain affordable for the longer term. Proposals should be very small scale and form a logical addition to an existing small-scale rural settlement identified by this plan.

(iii) The proposal satisfies the terms of Policy NH1.

- 1.39. Criterion (i) of Policy DC4 is clear that proposals for a single house will be supported by the Council provided there is a ...*direct operational requirement.*
- 1.40. In accord with Policy DC4 *New Build Housing in the Countryside*, the Appellant appointed SAC Consulting to ...*evaluate the operational needs associated with the enterprises farmed by this business and examine the requirements for new dwellings for a farm manager and worker* (PA 1.01f page 1).
- 1.41. The *Newmains Operational Needs Assessment* (PA 1.01f) and subsequent submissions made by the Appellant, demonstrate that there is an operational requirement for two new homes to be constructed to support the farming business. These homes will be occupied by two new farm workers who will undertake all of the physical manual labour work required to support the business.

- 1.42. This will enable the Appellant and her husband to revert to undertaking lighter manual duties (such as tractor driving) and an 'office-based' management role in their home.
- 1.43. Section 3 of the *Newmains Operational Needs Assessment* (PA 1.01f) sets out the combined labour requirement for the farming operation comprising Newmains Farm and Ruchlaw West Mains Farm. Based on a standard labour unit of 1,900 hours, SAC Consulting conclude that there is ... *a current labour requirement of 4.42 units at Newmains and Ruchlaw West Mains*. SAC Consulting's assessment therefore concludes that ... *the workload clearly justifies the business employing at least two employees...* to work alongside the Appellant and her husband (PA 1.01f, Section 4.1).
- 1.44. For the reasons explained within the *Design and Access Statement* (PA 0.08) and *Newmains Operational Needs Assessment* (PA 1.01f), these workers are required to be accommodated in on-site accommodation, which currently does not exist. The Appeal proposal is therefore compliant with criterion i) of Policy DC4.
- 1.45. Criterion ii) relates to proposals for affordable housing and is therefore no applicable to the determination of this Appeal proposal.
- 1.46. In terms of compliance with criterion iii), Policy NH1 relates to development proposals on sites within an internationally designated site. The Appeal Site is not located within an internationally designated site. There is therefore no requirement to assess the proposal against Policy NH1.

Policy DC5 Housing as Enabling Development

- 1.47. The preamble to Policy DC5 *Housing as Enabling Development*, states that the Council may be willing to support new build housing as enabling development ... *to help deliver another form of development...* or ... *where it would fund the restoration of a listed building or one that has recognised heritage value*.
- 1.48. The wording of Policy DC5 is clear that it is only applicable to proposals for new housing which are being promoted based on the justification of enabling development.
- 1.49. This Appeal proposal is not being promoted as enabling development. Policy DC5 is therefore not relevant to the determination of this Appeal. Policy DC5 should be afforded to no weight in the determination of this Appeal.

Policy NH7 Protecting Soils

- 1.50. Whilst not stated within the Decision Notice (PA 2.02), the *Officer Report* states that the Appeal proposal ... *would conflict...* would Policy NH7 *Protecting Soils* of the adopted LDP.
- 1.51. Policy NH7 relates to proposals for development on prime agricultural land, or on land identified as containing rare or carbon rich soils such as peat.
- 1.52. The James Hutton Institute *Land Capability for Agriculture* mapping classifies the Appeal Site as Class 3.2 land. Class 3.2 land is not defined as Prime Agricultural Land as incorrectly stated within the *Officer Report* (PA 2.01). The development of the Appeal Site will therefore not lead to the loss of Prime Agricultural Land. There is also no rare or carbon rich soils within the Site.
- 1.53. Policy NH7 should therefore be afforded to no weight in the determination of this Appeal.

Annex 3 Rebuttal of Reasons for Refusal

- 1.1. The Appellant's Grounds of Appeal are based on the rebuttal of each of the two Reasons for Refusal set out in the Decision Notice (PA 2.02) for the Application. This Annex provides further detail on the summary set out in this Statement.
- 1.2. The Decision Notice (PA 2.02) sets out the following two Reasons for Refusal of the Planning Application:
- 1 *The erection of a house on the application site would result in the loss of prime agricultural land and would be new build housing development in the countryside of East Lothian for which a need to meet the requirements of the operation of an agricultural, horticultural, forestry, countryside recreation, or other business, leisure or tourism use has not been demonstrated, and which is not proposed as affordable housing development of an existing rural settlement. The proposal is therefore contrary to Policies 5, 17 and 29 of National Planning Framework 4 and DC1 and DC4 of the adopted East Lothian Local Development Plan 2018.*
 - 2 *The erection of a house on the application site would be new build housing development in the countryside of East Lothian for which a desirable primary use supported in principle by criterion b of Policy DC1 and with benefits that outweigh the normal presumption against new build housing in the countryside has not been demonstrated; and which is not promoted to fund the restoration of a listed building, building of recognised heritage value or significant designated feature of the built or natural environment, the retention of which is desirable. The proposal is therefore contrary to Policy DC5 of the adopted East Lothian Local Development Plan 2018.*
- 1.3. A rebuttal against these two reasons for refusal is set out as follows.

Reason for Refusal 1: The Proposal is contrary to Policies 5, 17 and 29 of NPF4 and Policies DC1 and DC4 of the Adopted LDP

- 1.4. The Appeal Site is classified as Class 3.2 land by the James Hutton Institute Land Capability for Agriculture mapping. This is confirmed within the Officer Report (PA 2.01). Class 3.2 land is not Prime Agricultural Land. The Appeal proposal will therefore not result in the loss of Prime Agricultural Land and is therefore not contrary to Policy 5 of NPF4.
- 1.5. As explained in Annex 2 of this Statement, this Appeal Proposal is not contrary to policies 17 and 29 of NPF4. Policy 17 *Rural homes* of NPF4 provides support for proposals where an essential need for a worker to live permanently at, or near their place of work has been demonstrated. The Appellant has provided clear evidence that demonstrates this critical requirement. Policy 29 of NPF4 relates to economic activity in rural areas. As explained in Annex 2 of this Statement, Policy 29 is not relevant to the determination of this Appeal.
- 1.6. The Appellant has provided the only operations need assessment to support the determination. This demonstrates the requirement for a farm worker's cottage to be located on the Appeal Site in addition to that already approved. As explained within the *Newmains Operational Needs Assessment* (PA 1.01f) and its subsequent updates, in order for the current farming operations to continue, there is a requirement for the business to employ two additional agricultural workers to undertake tasks that the Appellant's are physically no longer able to carry out.

- 1.7. There is a requirement for the Appellant to provide on-site accommodation to for these workers and their dependents as advised by Laurence Gould (PA 1.06b) in 2010. This proposal is therefore in accord with both Policy DC1 and Policy DC4 of the adopted LDP (NM 1.02)
- 1.8. The Appellant's home is not legally tied to the farming business or farm units which comprise Newmains Farm and Ruchlaw West Mains Farm. As shown in *Ownership history of Newmains Building Group* (NM 0.05), the Appellant's home is not within the ownership or title of Newmains Farm. The advice of the Council's Rural Advisor that the Appellant's home should be considered as part of Newmains Farm is therefore incorrect albeit the Appellant and her husband will continue to reside in their home, providing support to the framing business.
- 1.9. There is therefore a requirement for the Appellant to provide on-site accommodation in the form of two new homes to support these workers and their dependents. This proposal is therefore in accord with both Policy DC1 and Policy DC4 of the adopted LDP (NM 1.02).
- 1.10. Accordingly, the Appellant submits that this reason for refusal should be dismissed.

Reason for Refusal 2: The Proposal is for new build housing development and is not for a use supported by criterion b of Policy DC1, or for enabling development in accord with Policy DC5

- 1.11. Policy DC1 and specifically criterion b) relates to ...*tourism and leisure uses...* which have an operational requirement for a countryside location. This Appeal proposal is for a new home required to support an existing farming operation. Criterion b) of Policy DC1 is therefore not applicable to the determination of this Appeal.
- 1.12. The Appeal proposal is not for enabling development. Policy DC5 *Housing as Enabling Development* of the adopted LDP (NM 2.02) is therefore not relevant to the determination of this Appeal and should not have been listed within the second Reason for Refusal.
- 1.13. Accordingly, the Appellant submits that this reason for refusal should be dismissed.

Annex 4 Detailed Breakdown of Farming Operation at Newmains

Newmains Farm, East Lothian Newmains (NM) Document Reference List

| Reference | Productions on behalf of Appellant |
|------------------|---|
| NM 0.01 | Local Review Body Statement |
| NM 0.02 | Submission of Pre-Application Enquiry 18 th December 2020 |
| NM 0.03 | Pre-Application Response 2 nd March 2021 |
| NM 0.04 | Locations of Newmains Farm and Ruchlaw Farm |
| NM 0.05 | Ownership history of Newmains Building Group |
| NM 0.06 | Land Use at Newmains Farm |
| NM 0.07 | Advice from Planning Technician advising that Planning Application for two farm cottages be split into two separate applications (10 th August 2021) |
| NM 0.08 | Invalidation letter from Council (11 th August 2021) |
| | |
| Reference | Development Plan and Guidance |
| NM 1.01 | National Planning Framework 4 (2023) |
| NM 1.02 | East Lothian Local Development Plan (2018) |
| | |
| Reference | Planning Application and Appeal Decisions |
| NM 2.01 | Ruchlaw West Mains Farm Ref 21/01072/PP Decision Notice |
| NM 2.02 | Land West of Hoprig Mains Farmhouse Ref 22/01120/P Review Decision Notice |
| | |

F.A.O. Duty Planning Officer

Good Afternoon,

I refer to my Pre-Application Enquiry email below and I would be grateful if you could confirm that it has been received. Also if you could advise next steps and approximate timescale.

Many Thanks,

Graeme Cook
Director
Dip Arch RIBA RIAS

If files are attached please note that, as work is continually progressing, these files may not be an exact reflection of the currently issued drawings, which should take precedence, and no liability can be accepted for any errors inherent in the digital information. If you should have any problems with the files, please contact the writer. This e-mail together with any attachments is intended solely for the confidential use of the addressee. Any other distribution, use or reproduction without the sender's prior consent is unauthorised. If you are not the intended recipient please notify the sender by e-mail immediately and delete the message from your computer. Any views expressed by the sender of this message are not necessarily those of GCA + D LTD.

From: Graeme Cook <graeme@gcadesign.co.uk>
Sent: 18 December 2020 14:52
To: environment@eastlothian.gov.uk
Subject: NEWMAINS FARM - PRE-APPLICATION ENQUIRY

Good Afternoon,

My Client is running a livestock and arable farming business at Newmains, Stenton and requires to provide a farm manager and farm worker's dwelling on land in their ownership, in order to sustain and expand their business. The Client has prepared the attached 'Operational Needs Statement' with input from SAC Consulting and I have briefed them on current East Lothian LDP policies.

We have prepared a preliminary Design Statement and feasibility plans, also attached, that indicate our preferred site locations. However, there remain a number of suitable alternative dwelling locations on the Farm and, prior to lodging a formal planning application, we would prefer to review the proposals with the planning authority in order to assess that the most favourable locations are selected going forward.

Whilst appreciating the current COVID restrictions may be a factor, if it is possible, the Applicant would be very pleased to arrange a meeting on the Farm or alternatively arrangements could be made to convene a virtual meeting if that is more satisfactory.

I can currently be contacted on this email or my mobile number 07764 695 885, and would be happy to provide any clarifications on the attached documents.

Subject: Pre-application enquiry Dev68539 - Two proposed new houses - Newmains Farm and Ruchlaw West Mains Farm

Good Morning Graeme,

Re: Pre-application enquiry Dev68539 - Two proposed new houses - Newmains Farm and Ruchlaw West Mains Farm

I refer to your email and attachments received 18th December 2020 regarding that above named addresses.

In your email you are seeking planning advice regarding proposals for the erection of two new houses in the countryside. One house is proposed to be located at Newmains Farm and the other is proposed to be located at Ruchlaw West Mains Farm. You advise that your client runs a livestock and arable farming business at Newmains and requires to provide a farm manager's dwelling and farm worker's dwelling in association with that existing farming business.

On the basis of the information you have provided I offer the following comments.

Section 25 of the Town and Country Planning (Scotland) Act 1997 requires that an application be determined in accordance with the development plan, unless material considerations indicate otherwise. The development plan is the Edinburgh and South East Scotland Strategic Development Plan (SESplan) and the adopted East Lothian Local Development Plan 2018.

Based on the information you have provided, the following policies of the adopted East Lothian Local Development Plan 2018 would be relevant to the assessment of any forthcoming application for planning permission: Policies DC1 (Rural Diversification), DC4 (New Build Housing in the Countryside), DC9 (Special Landscape Areas), DP1 (Landscape Character), DP2 (Design), T1 (Development Location and Accessibility) and T2 (General Transport Impact). Policy NH8 (Trees and Development) may also be relevant if the proposals would impact on trees either on or adjacent to the site. Also relevant would be Supplementary Planning Guidance on Special Landscape Areas (October 2018) and on Design Standards for New Housing Areas (May 2020). All of these policies and Supplementary Planning Guidance are available to view on the Council's website and I would recommend that if you have not already done so you familiarise yourself with the policies that would be relevant to the proposals.

https://www.eastlothian.gov.uk/info/210547/planning_and_building_standards/12242/local_development_plan/2

In respect of the principle of the erection of a new house in such a countryside location, Local Development Plan Policy DC4 sets out specific criteria when a new house in the countryside may be supported. A new build house will only be supported in the countryside outwith the constrained coast where there is no existing house or no appropriate existing building suitable for conversion to a house is available in the locality, and where the Council is satisfied that the proposed house is a direct operational requirement of an existing viable agricultural, horticultural, forestry, countryside recreation or other business, leisure or tourism use supported in principle by Policy DC1. The Council will obtain independent advice from an Agricultural and Rural Advisor on whether there is a direct operational requirement for an associated house. Any forthcoming application should be supported by a statement on the business case supporting the proposed house and demonstrating that there is no existing house available and no appropriate existing building suitable for conversion to a house is available in the locality. It is not possible for me to provide comment on the case for justification through a pre-application enquiry.

I note that you have provided an Operational Needs Assessment report however, as stated above, I am unable to provide you with comments on the stated case therein as the Council will obtain independent advice from an Agricultural and Rural Advisor on such a document and this facility is not provided through pre-application advice. I note however that the supporting case is based on the existing herd being increased. Such volume of livestock are not yet part of the business operation and I would suggest that the Operational Needs Assessment report should also include assessment of the current situation as well as the proposed expanded business operation. A farm business plan and financial information on the existing business operation and the proposed business expansion should also be provided to demonstrate the viability of the business to support existing and proposed employment roles and the proposed houses. Any such financial information can be kept sensitive if required by the applicant but will need to be shared with the Council's Independent Agricultural and Rural Advisor.

Where a business is not yet established, in this case it is part of a business (i.e. the expansion of the herd), the preamble to Policy DC4 explains that in the first instance, the Council will normally grant temporary planning permission for temporary accommodation. If the existing business did not justify support for the proposed two houses, it may be that temporary accommodation would be supported in the first instance until such time as the additional livestock had been brought to the farm and become established.

I would also suggest that any supporting statement should provide more information on the following points;

- where your clients live at present in operating the farm business and their reasons for leaving that accommodation;
- what other existing houses are associated with the farms and why are these unavailable for occupation? If there are none, what is the reason for this (i.e. have they been sold separately to the farm land and any agricultural buildings)?
- Demonstrate that there are no existing buildings suitable for conversion to a house(s).
- identify the land that comprises the farm holding (i.e. what land is owned and what is leased, as relevant).

At this time, I cannot advise whether or not the proposed two new houses (one at Ruchlaw West Mains and one at Newmains) would be likely to be supported by relevant policies. If you are unable to demonstrate that there is an operational justification of need of an existing viable agricultural, horticultural, forestry, countryside recreation or other business, leisure or tourism use supported in principle by Policy DC1 for the erection of a new house in this countryside location, then in the absence of any such operational justification of need for it, the principle of the erection of the proposed houses in the countryside would be inconsistent with national, strategic and local planning policy and guidance concerning the control of new build houses in the countryside. Specifically, the proposal would be contrary to Policies DC1 and DC4.

If it is demonstrated that there is a justification of operational need supported by an existing established robust business and no existing house(s) is available and no appropriate existing building suitable for conversion to a house is available, thereafter the general considerations would be whether the proposed two houses would be of an appropriate size, form, height, appearance, design and external finish for their locations, whether the proposed development would have an acceptable visual impact on the landscape character of the area including that of the Whittingehame to Deuchrie Special Landscape Area and the Whittingehame Local Garden and Designed Landscape, whether the proposed development would have any harmful impacts on the privacy and amenity of neighbouring residential properties (if relevant), whether the proposed development could be provided with a safe vehicular access and a sufficient amount of on-site parking, whether there would be any other harmful impacts on the environment, including harmful impacts on trees that are on or adjacent to the site (if relevant). You should also ensure that the proposals comply with the Council's Supplementary Planning Guidance for Design Standards for New Housing Areas (May 2020), which is relevant to single house development proposals as well as larger scale housing developments. Without having details of the size, height, form and appearance of the proposed new houses, I cannot comment on whether or not they would be appropriate to their rural location and in respect of their impact on the Whittingehame to Deuchrie Special Landscape Area and the Whittingehame Local Garden and Designed Landscape.

In respect of the proposed locations for the positioning of the proposed two houses I do have some queries:

- It is stated that the proposed houses would be sited so as to be close to existing livestock sheds and in the case of the site at Ruchlaw West Mains has been chosen to be as close as practically possible to the existing dwellings at Ruchlaw West Mains. However, from the information provided, it does appear that the proposed houses would be somewhat detached from the livestock sheds and from the existing groupings of buildings at both locations. In both cases, the proposed sites would be some 150 metres away from the existing group of buildings, including the livestock buildings. In the case of the site at Newmains, the proposed house would be set some considerable distance away from the road along a long access driveway. There may be practical reasons why other sites that would be closer to the groupings of buildings and the road have been discounted and it would be helpful if this could be set out. You have mentioned that there are other sites which you have considered for the proposed houses and I would be interested to understand where those locations are and why you have eliminated them from your considerations? It would also be helpful for me to understand what land is owned by the applicant and therefore potentially available for use.

- In the case of Newmains, why could the proposed house not be positioned alongside the public road and thereby closer to the livestock buildings, rather than in the position proposed for it, whereby it seems likely that the landform and hedge planting would mean it would have little, if any views, of the livestock sheds and holding paddock to the west unless I have misinterpreted your photographs?
- In both instances the site areas appear to be quite substantial, and I have concerns that the proposals would result in development of a size, scale, form and proportion out of keeping with that existing in the locality, and which would appear as a sprawling form of development inappropriate to its rural setting. The proposed houses should be of a size, scale, form and proportion in keeping with the existing residential properties in the locality, and should be proportionate in size to the use proposed, and their garden areas should also be of a proportionate size.

I have consulted with Road Services, Environmental Protection Services, Biodiversity and Landscape colleagues regarding the proposals. To date I have not yet received comments from Landscape colleagues regarding the potential landscape impacts of the proposals. I will forward these to you separately once I have received them.

Road Services advise as follows:

The accompanying information indicates that:

- Both sites will be provided with a minimum of two car parking spaces and access for servicing, general maintenance and turning space. This is welcome. The details of such would need to be shown on site layout plans.
- Reference is made at various points in the information regarding access to service bays / laybys. I think these are intended to be for bin storage which will be required. Again, the proposals should be shown on drawings accompanying any forthcoming application.
- Re. Ruchlaw West Mains, reference is made to “Local Authority Highways standards for a rural development with a single house”. These are not ELC standards.
- Re. Newmains, reference is made to “SNH guidance ‘Constructed Tracks in the Scottish Uplands’”. Again these are not ELC standards.
- Our own standards for rural dwellings are limited in scope but I can advise the following requirements:
 - **Ruchlaw West Mains** - driveway off the Pressmennan Wood track:
 - The Pressmennan Wood access is a private road and would remain as such.
 - The applicant would need to provide confirmation of arrangements for the future maintenance of the Pressmennan Wood access road.
 - Access to the dwelling would need to be suitable for all vehicles.
 - Access to the Core Path must be maintained at all times, including during construction.
 - **Newmains** - driveway off the public road:
 - A visibility splay of 2.5m x 120m would be required in both directions from the proposed driveway.
 - The driveway to the dwelling would need to be suitable for all vehicles, not just ATVs and emergency vehicles.
 - The driveway should be hardformed over the first 6m - loose gravel within a honeycomb system (e.g. Cedadrive) is not acceptable.
 - As the driveway connects directly to the carriageway (i.e. over a verge where there is no footway), then the applicant should note that first two metres remain part of the adopted road and should be constructed to footway standard in asphalt
 - The driveway must not drain into the public road.
 - Water run-off onto the road should be minimised e.g. through the use of pervious materials.

If the Pressmennan Wood track from which access to the Ruchlaw West Mains site would be gained is not in the ownership of the applicant they would need to demonstrate that they have a right of access to use the track in the manner proposed, otherwise the site would potentially be landlocked with no access. Such information should be submitted with any forthcoming planning application.

The Council’s Contaminated Land Officer advises that based on the historical maps for the area there is no indication of any former, contaminative land-use associated with either of the sites, however, the houses are to be sited within working farms so there is the possibility that localised contamination may exist associated with areas of made

ground on the sites. He advises that at the very least a Phase I Contaminated Land Assessment (Desk Study) would be required to ascertain if there are any potential pollutant linkages that could impact on the development proposals. The Phase I Report would provide a more definitive answer and would also indicate as to the scope of any intrusive investigation that may be deemed necessary. The Contaminated Land Officer suggests that the Phase I Report be submitted with the Planning Application, with any subsequent contaminated land investigations being conditioned should planning permission be supported.

The Biodiversity Officer advises that both of the proposed sites appear to be located within areas which currently have limited biodiversity. The Biodiversity Officer welcomes the undertaking of Preliminary Ecological Appraisal (PEA) and suggests that these include investigation of evidence of badger in particular as there are a number of records within the wider area. If the PEA finds that further survey work is required, this should be submitted with the planning application and include any appropriate mitigation measures as necessary.

The supporting statement refers to habitat statements being submitted at a detailed design stage. I would however advise that any habitat and biodiversity assessments would be required to be considered at the in-principle stage of any forthcoming planning application.

In August 2019 the Council approved a motion declaring a Climate Emergency, and thereafter, at its meeting in September 2019 the Council's Planning Committee decided that a report on the actions to be taken to reduce the carbon emissions from the building and from the completed development should be required on relevant applications for planning permission. Your proposals would be relevant development and such a report should be submitted with any forthcoming planning application. The report should set out what measures are intended to be taken to reduce carbon emissions including where feasible, the use of renewables and EV charging provision, and that the effective measures would comply with building warrant legislation.

I would also recommend that you review your development proposals in the context of the Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2017 and satisfy yourself that the proposals would not be EIA development. If relevant a screening opinion should be sought to ascertain if your proposals would be EIA development.

I trust that this is of assistance to you however if you require any further information or assistance regarding this matter please do not hesitate to contact me by email quoting reference number Dev68539.

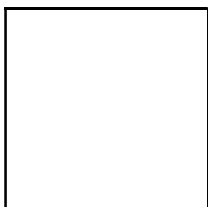
You will appreciate that the content of this email is an expression of officer opinion only which is based on a desk top study and is given without prejudice to any decision taken by the Council in respect of any forthcoming application for planning permission.

Regards,
Stephanie McQueen

Stephanie McQueen | Planner | Planning Delivery | East Lothian Council | John Muir House |
Haddington EH41 3HA
T. 01620 827210 | E. smcqueen@eastlothian.gov.uk Visit our website at www.eastlothian.gov.uk

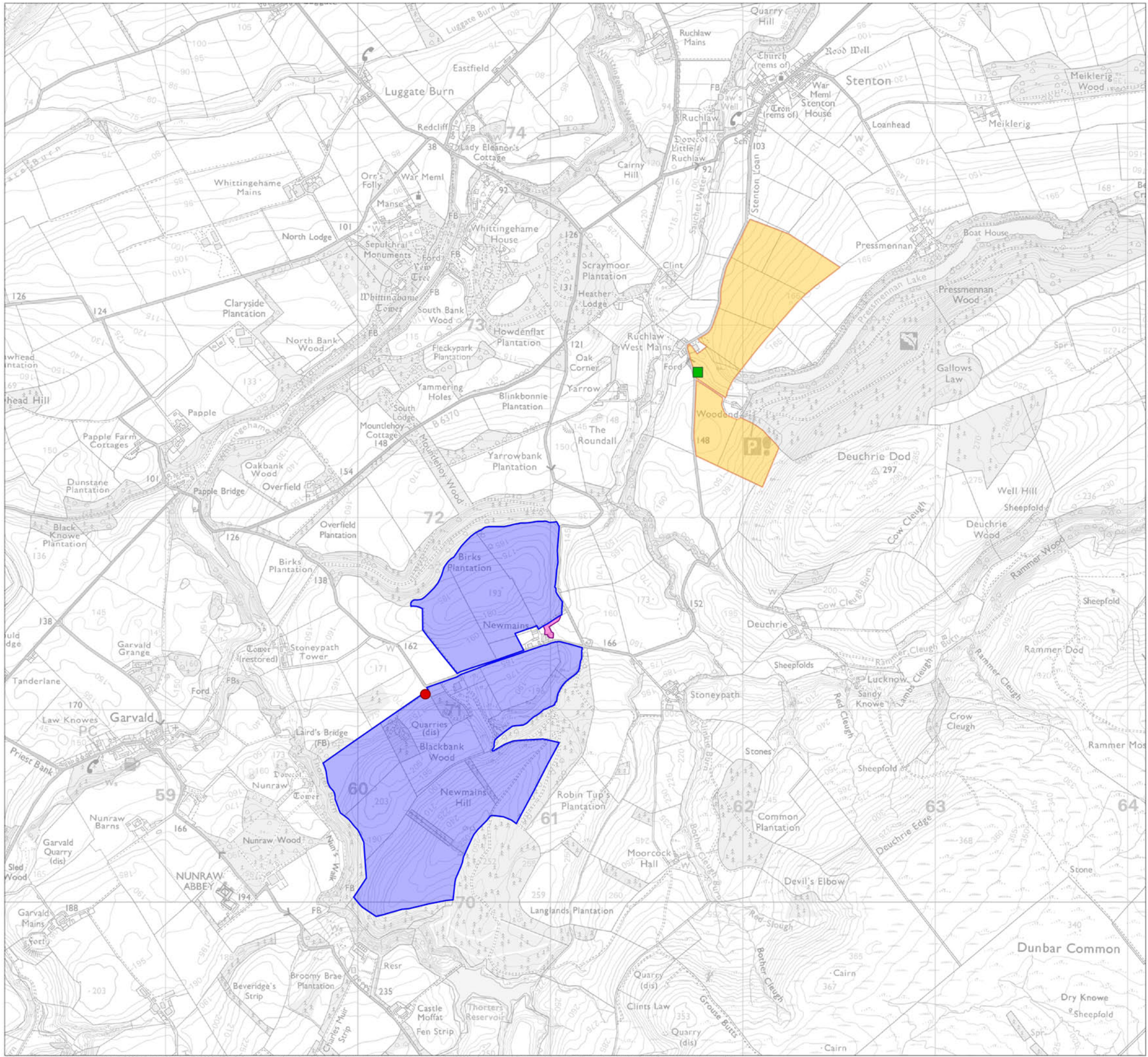


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Newmains Farm

Paddy & Sheila Crerar

NM 0.04 Locations of Newmains Farm and Ruchlaw Farm

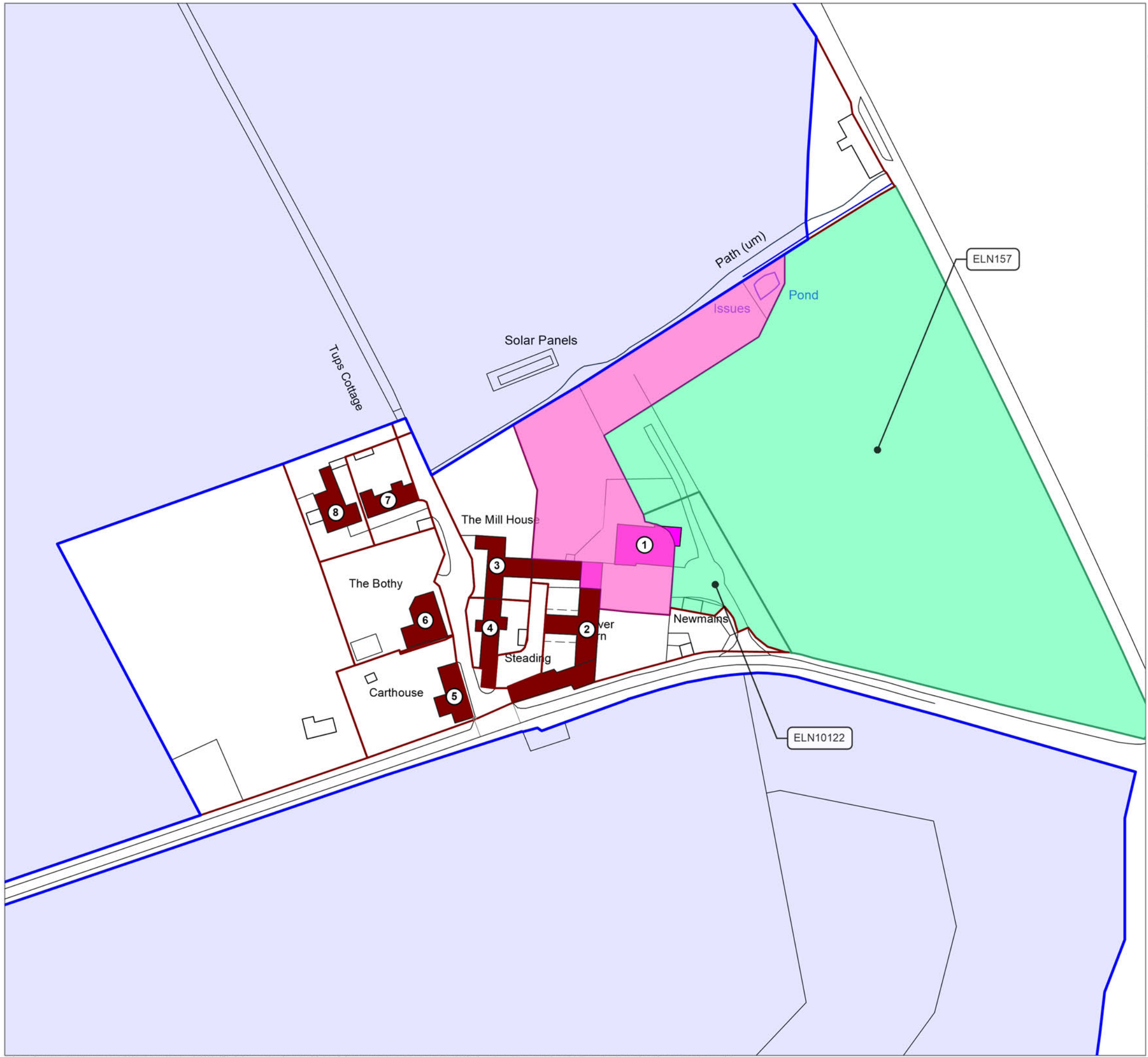
- Newmains Farm / 343 acres (Ref: ELN4804) - purchased 2009
- Ruchlaw Farm / 108 acres (Ref: ELN17887 & ELN17888) - purchased 2012
- Newmains House - purchased 1998
- Approved PPP Application (ref: 21-01072 PP)
- Refused PPP Application (ref: 21-01073 PP)

Rev - (05.09.23) Drawn: KP Checked: SB Approved: BS

Status: For Information
 scale 1:20,000 @ A3
 0 100m 250m 500m 1km



The Quadrant, 17 Bernard St., Edinburgh, EH6 6PW | Tel: 0131 5533639 | info@geddesconsulting.com



Filepath: Z:\Projects\0111 - Geddes General\3 - Sites\Sites\East Lothian\Newmains Farm\Plans & Drawings\Masters\0111-Newmains Farm - Master.vwk

Newmains Farm

Paddy & Sheila Crerar

NM 0.05 Ownership history of Newmains Building Group

- Newmains Farm / 343 acres (Ref: ELN4804) - purchased 2009
- Property owned by Crerar's - Newmains House (Ref: CSS19721) - purchased 1998
- Property owned by Crerar's (Ref: ELN157 & ELN10122) - purchased 1999 & 2004
- Property owned by others

Existing Dwellings

1. Newmains House
2. Cantilever Barn
3. The Mill House
4. Steading
5. Carthouse
6. The Bothy
7. Tups Cottage
8. 1 Newmains Cottage

Rev - (05.09.23) Drawn: KP Checked: SB Approved: BS

Status: For Information
 scale 1:1,250 @ A3
 0 12.5m 25m 50m





Filepath: Z:\Projects\0111 - Geddes General\3 - Sheets\Sheets\East Lothian\Newmains Farm\Plans & Drawings\Masters\0111-Newmains Farm - Master.vwk

Newmains Farm

Paddy & Sheila Crerar

NM 0.06 Land Use at Newmains Farm

- Newmains Farm / 343 acres
(Ref: ELN4804) - purchased 2009
- Newmains Farm Land Uses**
- Stock
- Woodland
- Woodland for shelter and forage for Red Deer
- Winter grazing
- Water Margins (grazed)
- Existing agricultural sheds
- Refused PPP Application (ref: 21-01073 PP)

- Existing Agricultural Shed Uses**
- A. Original Shed
 - B. Original Shed
 - C. Joining roof for extra calving cover (2017)
 - D. Welfare shelter (2017)
 - E. Farm machinery and general storage shed (2019)
 - F. Bespoke deer shed plus deer handling system linked to farm-wide deer race (2018)

Rev - (05.09.23) Drawn: KP Checked: SB Approved: BS

Status: For Information

scale 1:10,000 @ A3

0 100m 200m 500m

Jane Tennant

From: Robertson, Scott <sr Robertson2@eastlothian.gov.uk>
Sent: 10 August 2021 15:39
To: graeme@gcadesign.co.uk
Subject: 21/01032/PP

Hi Graeme,

Having had a quick look over the above application for planning permission in principle, I have discussed with one of our senior planners and we believe it would be better for yourself and your client if two separate applications were made for the houses.

Firstly, it appears the houses are on separate farms and can't be included under the same address. The client may well own all this land but the houses can't be located at the same address when they are at different locations.

It also may be beneficial for yourselves if 2 applications were submitted as 1 house may be refused then the whole application would have to be refused rather than being granted permission for at least 1 house.

Also, looking at the area of the sites the fee may be greater than £802 so it may be cheaper for your client to run with the 2 separate applications.

If you let me know how you want to proceed that would be great.

Kind regards
Scott Robertson
Planning Technician



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Our Ref: 21/01032/PP
Ask For: Scott Robertson Tel: 01620 827585
Your Ref:
Date: 11th August 2021

Newmains Farm
c/o GCA+D Ltd.
Per Graeme Cook
10 South St. Andrew Street
Edinburgh
United Kingdom
EH2 2AZ

Dear Sir/Madam,

LOCATION Newmains Farmhouse Traprain Stenton Dunbar
PROPOSAL Proposal for 2no. dwellings for farm manager and farm workers

I refer to the above application and regret that it cannot be registered until you complete all the points on the following schedule.

Your application cannot be processed until you have complied with this request.

Unless I hear from you within 28 days from the date of this letter, I will assume that your application is withdrawn and I will return it to you.

If you require a meeting please phone Scott Robertson Tel: 01620 82 7585 to arrange a mutually agreeable time.

Yours faithfully

Thelma Barson
Management Systems & Admin Officer

Invalid Schedule for 21/01032/PP

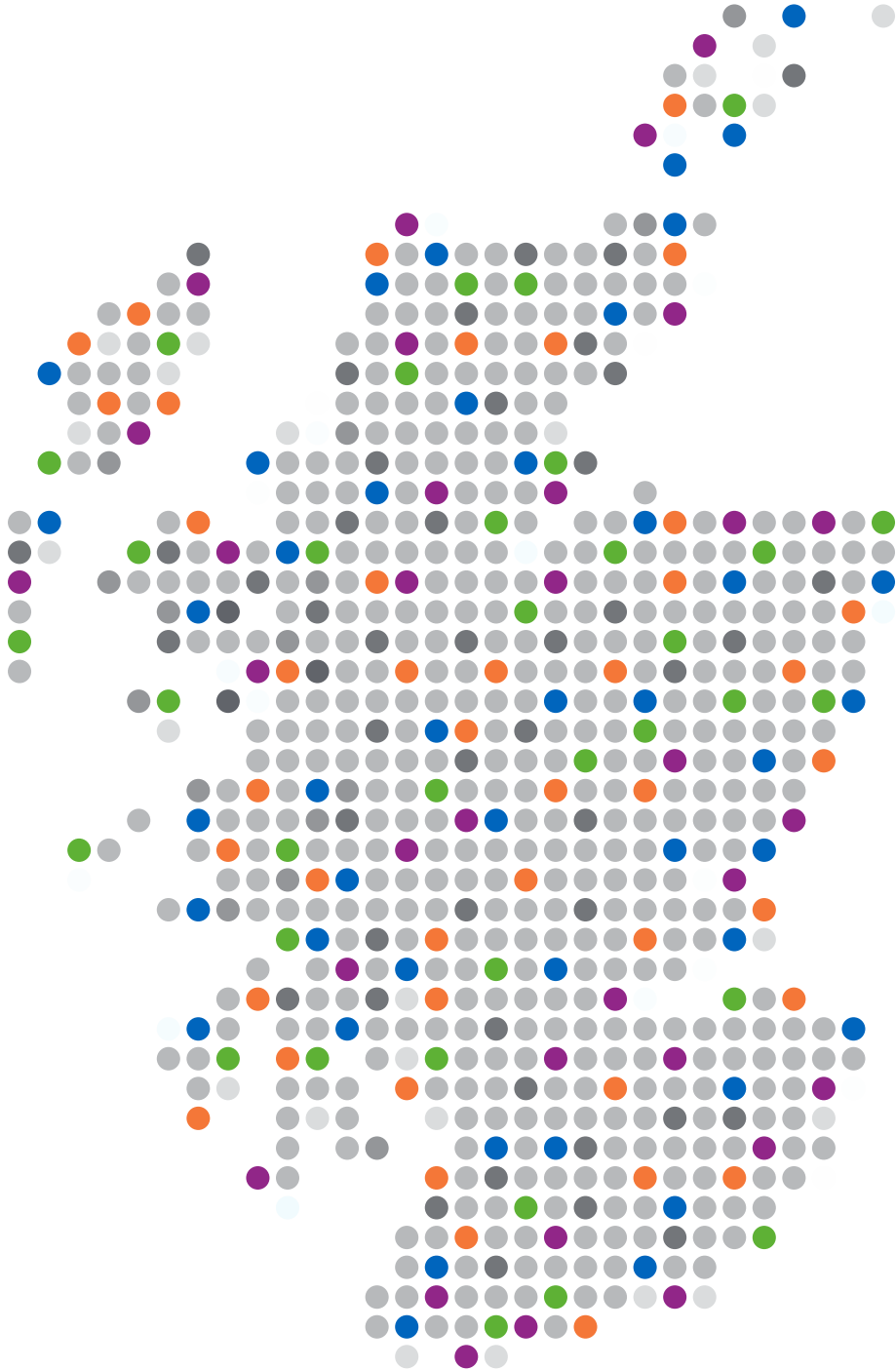
1. As discussed due to the location and separate addresses of the proposed sites we will require two separate applications for the houses with individual site and location plans. The fee of £802 already paid for this application can be split and transferred to the 2 new applications when they are received.
2. Having looked at the application there are a few points I have to make sure the new applications get registered straight away.

Please remove all do not scale notes from the drawings.

Please provide proposed floor plan and elevations of the new buildings. I note there are floor plans within the design statement but please upload these as separate documents.



National Planning Framework 4



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 National Spatial Strategy Map
 National Developments Map
 Regional Spatial Priorities:
 North and West Coast and Islands
 North
 North East
 Central
 South

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Sustainable Places

1. Tackling the climate and nature crises
2. Climate mitigation and adaptation
3. Biodiversity
4. Natural places
5. Soils
6. Forestry, woodland and trees
7. Historic assets and places
8. Green belts
9. Brownfield, vacant and derelict land and empty buildings
10. Coastal development
11. Energy
12. Zero waste
13. Sustainable transport



Liveable Places

14. Design, quality and place
15. Local Living and 20 minute neighbourhoods
16. Quality homes
17. Rural homes
18. Infrastructure first
19. Heat and cooling
20. Blue and green infrastructure
21. Play, recreation and sport
22. Flood risk and water management
23. Health and safety
24. Digital infrastructure



Productive Places

25. Community wealth building
26. Business and industry
27. City, town, local and commercial centres
28. Retail
29. Rural development
30. Tourism
31. Culture and creativity
32. Aquaculture
33. Minerals

94 Part 3 – Annexes

- A – How to use this document
 B – National Developments Statements of Need
 C – Spatial planning priorities
 D – Six qualities of successful places
 E – Minimum all-tenure housing land requirement
 F – Glossary of definitions
 G – Acronyms
-

Ministerial Foreword



Tom Arthur MSP

Minister for Public Finance,
Planning and Community Wealth

I am delighted to publish Scotland's fourth National Planning Framework. I am proud that, for the first time, we have brought together our long-term spatial strategy with a comprehensive set of national planning policies to form part of the statutory development plan.

The world is changing, and so are Scotland's places. This strategy sets out how we will work together in the coming years to improve people's lives by making sustainable, liveable and productive places. This will play a key role in delivering on the United Nations Sustainable Development Goals, as well as our national outcomes.

Planning carries great responsibility – decisions about development will impact on generations to come. Putting the twin global climate and nature crises at the heart of our vision for a future Scotland will ensure the decisions we make today will be in the long-term interest of our country.

As we recover from the pandemic we are working towards achieving net zero in a way which also tackles longstanding challenges and inequalities. We live in challenging times, but better places will be an important part of our response to our strategic priorities of net zero, child poverty and a wellbeing economy. Planning will also play a critical role in delivering the National Strategy for Economic Transformation and in community wealth building.

Planning is already a fully devolved function of the Scottish Government. Our global reputation

for excellence and expertise in this field demonstrates what can be achieved when the choices are in our own hands. We can build on this. By securing a new future for Scotland as an independent country, additional powers will be available to support public and private sector investment in development and infrastructure across our country.

Changes to our places will not always be easy. People care about their neighbourhoods and rightly and reasonably expect that new development should improve their lives, rather than undermining what they value most. To help deliver on this strategy I am committed to involving a wider range of people in planning. A fairer and more inclusive planning system will ensure that everyone has an opportunity to shape their future so that our places work for all of us. I also recognise that planning authorities across Scotland will need support and guidance to put our proposals and policies into practice, and will continue to work with the profession and local government to ensure our system can realise its full potential.

The process for preparing this strategy has shown what can be achieved when we work together. I greatly appreciate the ideas that people and organisations have contributed. I am also very grateful to the Scottish Parliament for the time and energy they have put into their scrutiny of the draft document. National Planning Framework 4 has benefited considerably from their thoughtful and constructive input.

Part 1 – A National Spatial Strategy for Scotland 2045

The world is facing unprecedented challenges. The global climate emergency means that we need to reduce greenhouse gas emissions and adapt to the future impacts of climate change. We will need to respond to a growing nature crisis, and to work together to enable development that addresses the social and economic legacy of the coronavirus pandemic, the cost crisis and longstanding inequality.

Scotland's rich heritage, culture and outstanding environment are national assets which support our economy, identity, health and wellbeing. Many communities benefit from great places with excellent quality of life and quality, affordable homes. Many people can easily access high quality local greenspaces and neighbourhood facilities, safe and welcoming streets and spaces and buildings that reflect diverse cultures and aspirations. Increasingly, communities have been finding new ways to live sustainably, including by taking control of their property or land.

However, people living in Scotland have very different life chances, at least partly a result of the places where they live.

Past industrial restructuring has had significant impacts in some places and communities. Disadvantage, child poverty and poor health

outcomes are concentrated in parts of Scotland where life expectancy is significantly lower than in more advantaged areas. Access to the natural environment varies, and pollution and derelict land is concentrated in some places. Population change will bring further challenges in the future, particularly in rural parts of Scotland. Many people have limited access to opportunities because of the way our places have been designed in the past, and our city and town centres have experienced accelerating change in recent years.

We have already taken significant steps towards decarbonising energy and land use, but choices need to be made about how we can make sustainable use of our natural assets in a way which benefits communities.

Planning is a powerful tool for delivering change on the ground in a way which brings together competing interests so that decisions reflect the long-term public interest. Past, present and future challenges mean that we will need to make the right choices about where development should be located. We also need to be clear about the types of infrastructure we will need to build, and the assets that should be protected to ensure they continue to benefit future generations.

Spatial principles

We will plan our future places in line with six overarching spatial principles:

- **Just transition.** We will empower people to shape their places and ensure the transition to net zero is fair and inclusive.
- **Conserving and recycling assets.** We will make productive use of existing buildings, places, infrastructure and services, locking in carbon, minimising waste, and building a circular economy.
- **Local living.** We will support local liveability and improve community health and wellbeing by ensuring people can easily access services, greenspace, learning, work and leisure locally.
- **Compact urban growth.** We will limit urban expansion so we can optimise the use of land to provide services and resources, including carbon storage, flood risk management, blue and green infrastructure and biodiversity.
- **Rebalanced development.** We will target development to create opportunities for communities and investment in areas of past decline, and manage development sustainably in areas of high demand.
- **Rural revitalisation.** We will encourage sustainable development in rural areas, recognising the need to grow and support urban and rural communities together.

These principles will play a key role in delivering on the United Nations (UN) Sustainable Development Goals (SDGs) and our national outcomes.

Applying these principles in practice

We want our future places to work for everyone. Rather than compromise or trade-offs between environmental, social and economic objectives, this is an integrated strategy to bring together cross-cutting priorities and achieve sustainable development.

By applying these spatial principles, our national spatial strategy will support the planning and delivery of:

- **sustainable places**, where we reduce emissions, restore and better connect biodiversity;
- **liveable places**, where we can all live better, healthier lives; and
- **productive places**, where we have a greener, fairer and more inclusive wellbeing economy.

Eighteen **national developments** support this strategy, including single large scale projects and networks of several smaller scale proposals that are collectively nationally significant. National developments will be a focus for delivery, as well as exemplars of the Place Principle, placemaking and a Community Wealth Building (CWB) approach to economic development. Regional spatial strategies and Local Development Plans (LDPs) should identify and support national developments which are relevant to their areas.

The strategy will be taken forward in different ways across Scotland, reflecting the diverse character, assets and challenges of our places. To guide this, we have identified **regional spatial priorities** for five broad regions of Scotland which will inform the preparation of regional spatial strategies (RSS) and LDPs by planning authorities.

| | Spatial principles | National Developments | Policies | Key policy links | Cross cutting policies |
|---|--|--|--|--|--|
| <p>Sustainable places SDGs: 7, 11, 12, 13</p> <p><i>National outcomes:</i> Environment, communities, economy</p> | <ul style="list-style-type: none"> • Just transition • Conserving and recycling assets | <ul style="list-style-type: none"> • Energy Innovation Development on the islands. • Pumped Hydro Storage • Strategic Renewable Electricity Generation and Transmission Infrastructure • Circular Economy Materials Management Facilities • Urban Sustainable, Blue and Green Surface Water Management Solutions • Urban Mass/Rapid Transit Networks | <ul style="list-style-type: none"> • Tackling the climate and nature crises • Climate mitigation and adaptation • Biodiversity • Natural places • Soils • Forestry, woodland and trees • Historic assets and places • Green belts • Brownfield land, vacant and derelict land and empty buildings • Coastal development • Energy • Zero waste • Sustainable transport | <ul style="list-style-type: none"> • Land Use – getting the best from our land: strategy 2021 – 2026 • Making things last: a circular economy strategy for Scotland • Scotland’s Energy Strategy • Scotland’s Environment Strategy • Scotland’s Forestry Strategy • Scottish Biodiversity Strategy | <ul style="list-style-type: none"> • Climate Change Plan • Climate Change Adaptation Programme |
| <p>Liveable places SDGs: 3, 4, 5, 6, 10, 11</p> <p><i>National outcomes:</i> Communities, culture, human rights, children and young people, health</p> | <ul style="list-style-type: none"> • Liveable places • Compact urban growth | <ul style="list-style-type: none"> • Central Scotland Green Network • National Walking, Cycling and Wheeling Network • Edinburgh Waterfront • Dundee Waterfront • Stranraer Gateway • A Digital Fibre Network | <ul style="list-style-type: none"> • Design, quality and place • Local living and 20 minute neighbourhoods • Quality homes • Rural homes • Infrastructure first • Heat and cooling • Blue and green infrastructure • Play, recreation and sport • Flood risk and water management • Health and Safety • Digital infrastructure | <ul style="list-style-type: none"> • A Connected Scotland • A Healthier Future: Scotland’s diet and healthy weight delivery plan • Cleaner Air for Scotland 2 • Creating Places • Culture Strategy • Heat in Buildings Strategy • Housing to 2040 • Learning Estate Strategy/Learning Estate Investment Programme • Public Health Priorities for Scotland • Remote, Rural and Islands Housing Action Plan (pub. Spring 2023) • Scotland’s Population Strategy | <ul style="list-style-type: none"> • Just Transition Plans • National Transport Strategy • Infrastructure Investment Plan • Strategic Transport Projects Review 2 • National Islands Plan • National Marine Plan • Tackling Child Poverty Delivery Plan |
| <p>Productive places SDGs: 1, 2, 8, 9, 11, 14</p> <p><i>National outcomes:</i> Fair work and business, economy, poverty, communities</p> | <ul style="list-style-type: none"> • Rebalancing development • Rural revitalisation | <ul style="list-style-type: none"> • Clyde Mission • Aberdeen Harbour • Industrial Green Transition Zones • Hunterston Strategic Asset • Chapelcross Power Station Redevelopment • High Speed Rail | <ul style="list-style-type: none"> • Community wealth building • Business and industry • City, town, local and commercial centres • Retail • Rural development • Tourism • Culture and creativity • Aquaculture • Minerals | <ul style="list-style-type: none"> • National Strategy for Economic Transformation • Retail Strategy for Scotland • Report of the City Centre Recovery Taskforce • Scottish land rights and responsibilities statement • Town Centre Action Plan 2 | |



Sustainable places

Our climate is changing, with increasing rainfall, extreme weather events and higher temperatures that will intensify in the coming years. This will increase flood risk, water scarcity, environmental change, coastal erosion, impact on forestry and agriculture, and generate risks to health, food security and safety. Impacts will not be equal and communities who already face disadvantage will be particularly affected.

Scotland's high quality environment, and the natural capital it supports, underpin our approach to tackling climate change and the economy and is fundamental to our health and wellbeing. It provides the essentials we all need to survive, including clean air, water and food.

However, the health of the planet's ecosystems is declining faster than at any point in human history and our natural environment is facing significant challenges, including ongoing loss of biodiversity. Since the 1990s alone, wildlife populations in Scotland have declined, on average, by around a quarter. This threatens the capacity of the natural environment to provide the services we all rely on, and reduces our resilience to the impacts of climate change.

Scotland's Climate Change Plan, backed by legislation, has set our approach to achieving net zero emissions by 2045, and we must make significant progress towards this by 2030 including by reducing car kilometres travelled by 20% by reducing the need to travel and promoting more sustainable transport.

Just Transition sector plans, designed and delivered with those impacted, will play an important role in delivering the change we need to see. We must also adapt to the impacts of climate change that are already locked in, by delivering Scotland's Climate Change Adaptation Programme.

Scotland's Climate Assembly set out recommendations for how Scotland should change to tackle the climate emergency and gives us a key insight into the measures the Scottish Public expect for a just transition to net zero emissions by 2045.

Scotland's Energy Strategy will set a new agenda for the energy sector in anticipation of continuing innovation and investment. The interplay between land and sea will be critical, given the scale of offshore renewable energy resources. Our Infrastructure Investment Plan and National Transport Strategy are clear that we must work with our existing infrastructure assets first, before investing in additional assets.

Scotland's Environment Strategy sets out the Scottish Government's vision for tackling the twin climate and nature crises. Building on this, a new Scottish Biodiversity Strategy will set targets for halting biodiversity loss by 2030 and restoring and regenerating biodiversity by 2045. Scotland's Land Use Strategy aims to make efficient use of our land by managing competing activities in a sustainable way.

National spatial strategy

Scotland's future places will be net zero, nature-positive places that are designed to reduce emissions and adapt to the impacts of climate change, whilst protecting, recovering and restoring our environment.

Meeting our climate ambition will require a rapid transformation across all sectors of our economy and society. This means ensuring the right development happens in the right place.

Every decision on our future development must contribute to making Scotland a more sustainable place. We will encourage low and zero carbon design and energy efficiency, development that is accessible by sustainable travel, and expansion of renewable energy generation. It is also crucial that we build resilience to the future impacts of climate change including water resources and assets and development on our coasts. Our places will also need to evolve to help us cope with changing temperatures.

Our commitment to a **just transition**, means that our journey to a net zero society and nature recovery must involve, and be fair to, everyone. We will grow a circular economy and make best use of embodied carbon by **conserving and recycling assets**, including by encouraging sustainable design and the wise use of resources.

To respond to the global biodiversity crisis, nature recovery must be at the heart of future places. We will secure positive effects for biodiversity, create and strengthen nature networks and invest in nature-based solutions to benefit natural capital and contribute to net zero. We will use our land wisely including through a renewed focus on reusing vacant and derelict land to help limit the new land that we build on. We will protect and enhance our historic environment, and safeguard our shared heritage for future generations. We will also work together to ensure that development onshore aligns with national, sectoral and regional marine plans.

National developments

Six national developments support the delivery of sustainable places:

- **Energy Innovation Development on the Islands** provides infrastructure for low carbon fuels for communities and commerce, as well as for export. This will contribute to improved energy security, unlock opportunities for employment and business, and help to put Scotland at the forefront of low carbon fuel innovation.
- **Pumped Hydro Storage** extends hydro-electricity capacity to support the transition away from fossil fuels, whilst also providing employment opportunities in rural areas.
- **Strategic Renewable Electricity Generation and Transmission Infrastructure** supports electricity generation and associated grid infrastructure throughout Scotland, providing employment and opportunities for community benefit, helping to reduce emissions and improve security of supply.
- **Circular Economy Materials Management Facilities** facilitates delivery of zero waste objectives by reducing the need for new materials, resource use and emissions.
- **Urban Sustainable, Blue and Green Surface Water Management Solutions** is an exemplar of a nature based, infrastructure first approach to catchment wide surface water flood risk management to help our two largest cities adapt to the future impacts of climate change.
- **Urban Mass/Rapid Transit Networks** facilitates a shift towards sustainable transport in Glasgow, Edinburgh, and Aberdeen and their wider regions, helping to reduce transport related emissions and supporting accessibility for all.

CROSS-CUTTING OUTCOME AND POLICY LINKS:

REDUCING GREENHOUSE GAS EMISSIONS

Our strategy and policies support development that helps to meet greenhouse gas emissions targets.

The global climate emergency and the nature crisis have formed the foundations for the spatial strategy as a whole. The regional priorities share opportunities and challenges for reducing emissions and adapting to the long-term impacts of climate change, in a way which protects and enhances our natural environment.

[Policy 1](#) gives significant weight to the global climate emergency in order to ensure that it is recognised as a priority in all plans and decisions. [Policy 2](#) will ensure that emissions from new development are minimised as far as possible.

A healthy natural environment is key to reducing emissions. [Policies 3](#) and [4](#) protect biodiversity and natural assets, which in turn play a crucial role in carbon reduction. [Policy 5](#) provides significant protection for peatland and carbon rich soils and [Policy 6](#) aims to protect and expand forests, woodland and trees. Blue and green infrastructure is supported by [Policy 20](#). [Policy 10](#) encourages the use of natural solutions to coastal protection. [Policy 7](#) protects the embodied carbon in the historic built environment, and [Policy 9](#) makes better use of previously used land and buildings, helping to lock in carbon.

By supporting the transition of key emissions generating activities, [Policy 11](#) supports renewable energy development, [Policy 19](#) helps to decarbonise heat, alongside [Policy 18](#) and its encouragement of an infrastructure first approach. [Policy 12](#) encourages sustainable waste management, and [Policy 13](#) will facilitate a transition towards more sustainable, lower emissions travel including active travel and public transport.

Several policies support more local living and limit the use of additional land for development. This includes [Policy 8](#) which manages development in the greenbelt, [Policy 15](#) which promotes local living, including where feasible 20 minute neighbourhoods, and [Policy 16](#) which focuses on delivering new homes that are designed to a high standard and located in sustainable places. Minimising and reducing emissions is also integral to the six qualities of successful places, as set out in [Policy 14](#). [Policies 17](#) and [29](#) support rural development which is compatible with climate change targets. [Policy 24](#) facilitates the roll out of digital infrastructure, helping to reduce the need to travel. [Policy 27](#) promotes a town centre first approach to development and [Policy 28](#) restricts additional out of town retail development.

Policies relating to productive places are consistent with our ambition for green growth in the futures. More specifically, [Policy 33](#) is clear that fossil fuel exploration, development and production (excluding unconventional oil and gas) will not be supported other than in exceptional circumstances, and that the Scottish Government does not support the development of unconventional oil and gas in Scotland.

CROSS-CUTTING OUTCOME AND POLICY LINKS:

IMPROVING BIODIVERSITY

Our strategy and policies support development that helps to secure positive effects for biodiversity.

The nature crisis, together with the global climate emergency, underpinned the spatial strategy as a whole. The action areas include proposals which protect and enhance the natural environment.

[Policy 1](#) gives significant weight to the nature crisis to ensure that it is recognised as a priority in all plans and decisions. [Policy 4](#) protects and enhances natural heritage, and this is further supported by [Policy 5](#) on soils and [Policy 6](#) on forests, woodland and trees. [Policy 20](#) also promotes the expansion and connectivity of blue and green infrastructure, whilst [Policy 10](#) recognises the particular sensitivities of coastal areas.

Protection of the natural features of brownfield land is also highlighted in [Policy 9](#), and protection of the green belt in [Policy 8](#) will ensure that biodiversity in these locations is conserved and accessible to communities, bringing nature into the design and layout of our cities, towns, streets and spaces in [Policy 14](#).

Most significantly, [Policy 3](#) plays a critical role in ensuring that development will secure positive effects for biodiversity. It rebalances the planning system in favour of conserving, restoring and enhancing biodiversity and promotes investment in nature-based solutions, benefiting people and nature. The policy ensures that LDPs protect, conserve, restore and enhance biodiversity and promote nature recovery and nature restoration. Proposals will be required to contribute to the enhancement of biodiversity, including by restoring degraded habitats and building and strengthening nature networks. Adverse impacts, including cumulative impacts, of development proposals on the natural environment will be minimised through careful planning and design, taking into account the need to reverse biodiversity loss. Development proposals for national, major or Environmental Impact Assessment (EIA) development will only be supported where it can be demonstrated that the proposal will conserve, restore and enhance biodiversity, including nature networks, so they are in a demonstrably better state than without intervention. Proposals for local development will include appropriate measures to conserve, restore and enhance biodiversity.



Liveable places

The global pandemic has left a social legacy that requires urgent, as well as long-term action. Many people need better places to support their lifelong health and wellbeing and build their future resilience. In recent years communities have found ways to work together to find local solutions to shared challenges. However, the cost crisis is again underlining the need for our future buildings and places to do more to support our long-term resilience.

There remain significant differences between the healthy life expectancy of people living in the most and least deprived parts of Scotland. More people need to be involved in planning their future places so that the built environment is safe and welcoming to everyone, including women, disabled people, children and young people and black and ethnic minority groups.

Scotland's Tackling Child Poverty Delivery Plan sets out actions required to continue to reduce the number of children living in poverty. It recognises the importance of place and continued investment in regeneration, targeted to areas where the need is greatest.

Access to affordable, quality homes in better places, as supported by Housing to 2040, will make an important contribution to addressing the impact of the cost crisis, particularly on younger people who will also benefit from reduced transport costs. The planning system has an important role to play in supporting the delivery of homes which meet our future needs.

Consistent with this, Scotland's Population Strategy reflects the need for planning to identify the amount of land required for future homes and to enable more balanced demographic change including sustainable rural development.

Health policies, including Scotland's diet and healthy weight delivery plan reflect the importance of places which provide opportunities for exercise and access to healthy food. Our strategy for tackling social isolation and loneliness also recognises the importance of providing quality, accessible and welcoming places for everyone through placemaking and regeneration.

National spatial strategy

Scotland's future places will have homes and neighbourhoods that are healthier, affordable and vibrant places to live.

We have an opportunity to significantly improve our places, address longstanding inequality and eliminate discrimination, helping to transform our country for the better. Cleaner, safer and greener places and improved open spaces will build resilience and provide wider benefits for people, health and biodiversity, in a balanced way.

We will plan our future places in a way that improves **local living**, so that we live in communities that are inclusive, empowered, resilient, safe and provides opportunities for learning. Quality homes will be better served by local facilities and services by applying the principles of local living to development proposals. The concept of 20 minute neighbourhoods will help to support this, particularly in more urban areas. In rural areas the approach to local living will be shaped by local context.

Planning must also enable the delivery of good quality, affordable homes by allocating enough land in the right locations to meet current and future needs and aspirations.

Recognising the need for liveable places to be consistent with our ambition for net zero and nature recovery, we will promote **compact urban growth**. Higher density development which will help to sustain public transport and support local living. Virtual connectivity and continued investment in active travel links will also be important.

We want to make better use of our spaces to support physical activity, relaxation and play, to bring people together and to celebrate our culture, diversity and heritage. Buildings and other physical assets can also support activities based on intangible cultural assets such as Gaelic language.

We will improve green infrastructure to bring nature into our towns and cities, connecting people with nature, building resilience and helping our biodiversity to recover and flourish. We will ensure we work towards a stronger infection-resilient society through adaptations to our buildings and the spaces around them.

Our strategy is to value, enhance, conserve and celebrate our places and to build better communities for future generations. A stronger commitment to placemaking, through a design-led approach and a focus on quality, will ensure every new development improves the experience of our places.

Underpinning this, everyone must have an opportunity to help shape their local neighbourhoods. We will continue to work to broaden involvement in the planning system as a whole.

National developments

Six national developments support the delivery of liveable places:

- **Central Scotland Green Network** restores nature at scale and acts as an exemplar of green infrastructure in placemaking that provides benefits for communities and supports a wellbeing economy. This will provide multiple benefits for health, biodiversity, and will help us to mitigate and adapt to climate change. Action should continue to focus on areas where community wellbeing and resilience would benefit most.
- **National Walking, Cycling and Wheeling Network** strengthens and extends a national active travel network to reduce emissions from transport, focusing on areas where improvements to accessibility are most needed.
- **Edinburgh Waterfront** creates a high quality, mixed use, locally liveable place, contributing to the sustainable future development of Scotland's capital city.
- **Dundee Waterfront** delivers a high quality, mixed use, locally liveable place demonstrating resilient waterfront regeneration which anticipates and responds to climate impacts.
- **Stranraer Gateway** acts as a hub for surrounding communities. Regeneration will help create a high quality, mixed use, locally liveable place, optimising the area as a national and international gateway.
- A **Digital Fibre Network** enhances the connectivity of communities and help to facilitate more sustainable ways of living including in rural and island communities.

CROSS-CUTTING OUTCOME AND POLICY LINKS:

A FAIR AND INCLUSIVE PLANNING SYSTEM

Our strategy and policies support development that helps to eliminate discrimination and promote equality.

We expect everyone involved in planning to take steps to ensure that a wide range of people are involved in shaping their future places. Planning authorities are required to respect, protect and fulfil human rights in accordance with the Human Rights Act 1998. As per the Equality Act 2010, the Public Sector Equality duty is applicable and Equality Impact Assessments, Fairer Scotland Duty Assessments and where applicable Island Communities Impact Assessments are required for LDPs. The UN Convention of the Rights of the Child also means that young people must be encouraged to play an active role in planning.

Throughout the planning system, opportunities are available to engage in development planning and decisions about future development. Such engagement, undertaken in line with statutory requirements, should be early, collaborative, meaningful and proportionate. Support or concern expressed on matters material to planning must be given careful consideration in the determination of development proposals.

Our places can only work for everyone if the views of all users are properly understood, but experience shows that some people can find it more challenging to engage with planning.

There are opportunities to involve a wider range of people in the planning system. It is essential, and a statutory requirement, that people with protected characteristics, including disability, race, age, sex and sexual orientation, and including people from a range of socio-economic backgrounds, are given particular support to express their views on plans and decisions, with consultations designed to meet the communication needs of people.

The spatial strategy as a whole is clear that our future development must support a just transition, and it highlights opportunities for development and regeneration that are designed to tackle social, economic and health inequalities. [Policy 14](#), focusing on the six qualities of successful places recognises that diversity is an integral part of placemaking. Children and young people will have an important contribution to make, given the long-term impacts of planning for future generations. Women, as well as disabled people and their representatives, can ensure that barriers and challenges of the design of our living and working environments are tackled effectively. We have also provided clear support for development that will help to ensure human rights are maintained, for example: [Policy 16](#) on quality homes which addresses the need for accommodation for Gypsy/Travellers and Travelling Showpeople yards, as well as homes for older people and disabled people; and [Policy 21](#) which supports and facilitates spaces and opportunities for play, recreation and sport in our natural and built environments for children and people for all ages.

Our impact assessment has demonstrated that there is potential for significant benefits from more sustainable, liveable and productive places which will be delivered by these and other policies. We recognise that delivery will also depend on fair and inclusive engagement with people, and we will therefore continue to promote best practice and innovation, including in guidance on effective community engagement.

CROSS-CUTTING OUTCOME AND POLICY LINKS:

HOMES THAT MEET OUR DIVERSE NEEDS

Our strategy and policies support development that helps to meet the housing needs of people living in Scotland including, in particular, the housing needs of older people and disabled people.

The spatial strategy has taken into account future population and household projections, and highlights areas where there will be particular challenges arising from an ageing population. Spatial principles, including local living and just transition, will also help to ensure that the needs of all people are reflected in our future places.

Policy 16 supports the delivery of high quality, sustainable homes that meet the needs of people throughout their lives. In particular, it supports proposals for new homes that improve affordability and choice by being adaptable to changing and diverse needs, and which address identified gaps in provision. This could include: accessible, adaptable and wheelchair accessible homes; homes that meet the needs of older people; a range of size of homes; and other specialist groups.

The majority of older people want to remain in their home as they age, preferring mainstream housing, and so accessible and adaptable homes can allow people to continue to live independently. The close alignment of planning and housing delivery at the local level, through LDPs and Local Housing Strategies, will help to deliver the right type and mix of homes in the right locations. In addition Housing to 2040 sets out a commitment to Scottish Accessible Home Standard in 2025/26.

Development that provides homes to meet the needs of older people and disabled people will be further promoted by LDPs. Evidence reports will explain the action taken to support and promote the construction and/ or adaptation of homes to meet their needs. Spatial strategies will take into account housing needs and the availability of land for new homes, including for older people and disabled people through the Accessible Home Standard, wheelchair housing targets and the consideration of accessibility in design of the wider development and local amenity. The planning authority must also keep their plan under review, and monitor any changes in this.

Placemaking and choices about the location of development will also help to meet the needs of older people and disabled people. **Policy 14** supports development that is consistent with the six qualities of successful places, including health and wellbeing, and safe and pleasant places for people to meet. **Policy 15** supports development that is consistent with the principles of local living and 20 minute neighbourhoods, helping to ensure our homes and wider neighbourhoods meet all of our needs. As part of this, it recognises that affordable housing options, ability to age in place and housing diversity are an integral part of more liveable places. **Policy 13** is also clear that the views of disabled people must be sought when seeking to reduce reliance on the car including by managing car parking provision.



Productive places

The economic performance of different parts of Scotland varies considerably, with challenges and opportunities for different places and sectors. At present, some communities are particularly affected by high rates of poverty, one in five people of working age is economically inactive, and there is significant scope to improve our productivity and the scale and rate of business development.

The unprecedented challenge of the pandemic has created difficult conditions for some sectors including hospitality, tourism, and culture. The cost crisis and our exit from the European Union have combined with this to exacerbate labour shortages particularly in our more remote, rural and island communities. World-wide supply chain issues have generated severe challenges, including for the construction sector.

Scotland's National Strategy for Economic Transformation aims to make Scotland a successful place with opportunities for everyone, in every region of Scotland, to share in our economic prosperity. It tackles the challenges of structural inequality, the transition to net zero, and achieving a green recovery from the pandemic. It also supports entrepreneurship and aims to play to the strengths and assets of each part of Scotland to build community wealth.

Building community wealth should be founded on an assessment of local assets in partnership with communities. It also involves better co-ordinated state investment at national, regional and local levels to strengthen of Scotland's indigenous business base and create sustainable fair work opportunities. Opportunities will flow from more land and assets being placed in the hands of communities or under their guiding influence.

Our city centres are socially and culturally important, supporting our productivity and stimulating innovation and investment. The pandemic has generated severe impacts and longer term challenges for these places. The City Centre Recovery Taskforce has developed a shared vision for their future with support from the City Centre Recovery Fund for recovery and repurposing. Through playing their part in the delivery of the National Strategy for Economic Transformation, Scotland's cities have a nationally significant opportunity to contribute to Scotland's economic recovery and to achieve a wellbeing economy.

The Town Centre Action Plan Review and our subsequent response recognises the critical importance of planning with and for communities sets a new vision for town centres, and reaffirms our commitment to the Town Centre First Principle. It recognises the critical importance of planning in diversifying the offer within our city and town centres, to help them thrive, improve their resilience and anticipate continuing societal, environmental and economic change. The Place Based Investment Programme supports our commitment to town centre action, places, local living and community wealth building.

National spatial strategy

Our future places will attract new investment, build business confidence, stimulate GDP, export growth and entrepreneurship, and facilitate future ways of working.

Planning will play a key role in creating a globally competitive, entrepreneurial, inclusive and sustainable economy, with thriving and innovative businesses, quality jobs and fair work for everyone.

We will actively encourage investment where it is needed most by **rebalancing development**. This will play to the economic strengths and opportunities of each part of Scotland. Significant investment opportunities include strategic sites which were previously a focus for industrial activity but which have experienced decline. These locations will play a significant role in our transition to net zero as they are served by strategic infrastructure, well located on or close to developed coasts, and could provide added benefits for communities that are in greatest need. They also include areas that have been overlooked historically, but which are now strategically located for extensive renewable energy generation.

Planning can enable diversification of city, town and commercial centres, to better manage their role and respond to ongoing changes to the way we shop and access services. The way we work is changing, and we will need to be flexible to facilitate future business and employment that benefits communities and improves places. Digital connectivity will play a crucial role in supporting sustainable work in the future.

The way we plan our places can contribute to our short term recovery, as well as longer term restructuring to tackle long standing inequalities. Our strategy is to build a wellbeing economy that benefits everyone, and every place, in Scotland. We want the planning system to create a society that is thriving across economic, social and environmental dimensions, and that delivers prosperity for all.

Scotland's national and international connectivity for people and freight will remain important, for the economic, social and cultural benefits it delivers and for supporting wider Government ambitions on trade, tourism, and business development. Airports, ports and rail links will provide vital connections within Scotland and beyond which will be crucial to building on a sustainable recovery whilst helping to decarbonise transport through low and zero emissions technologies. Looking ahead, there will also be opportunities to build on inclusive growth within communities and support economic transformation through Green Freeports in Scotland.

Rural revitalisation, achieved by distributing development, investment and infrastructure strategically and by actively enabling rural development in particular, will play an important role in this. Key sectors including energy and food and drink focus on natural resources and provide significant employment in rural parts of Scotland. These sectors also depend on supporting services and access to markets and there is significant potential for associated investment to develop a sustainable supply chain. Digital connectivity will also be critical to their continued success.

Urban areas are a focus for investment in the built environment and many of our industries and businesses are located in and around our cities. These areas will also be more attractive to future investors and their employees if they are greener and healthier places to live.

National developments

Six national developments support the delivery of productive places:

- **Clyde Mission** brings together substantial public and private investment to remediate and regenerate brownfield land along the River Clyde for economic, social and environmental uses.
- **Aberdeen Harbour** facilitates completion of the South Harbour and access to it as well as a more mixed use waterfront for Aberdeen on areas of the harbour that will not in future be required for port uses. This will contribute to international and national connectivity, freight and the renewable energy sector.
- **Industrial Green Transition Zones** support transformation of key sites including by putting in place the infrastructure needed to commercialise carbon capture and storage and decarbonise industry. Innovation will provide green jobs, reduce emissions and help Scotland lead the way on new technologies.
- **Hunterston Strategic Asset** supports re-use the port and wider site, engaging in new technologies and creating opportunities from nuclear decommissioning to make best use of existing infrastructure and provide local benefits.
- **Chapelcross Power Station Redevelopment** involves the reuse of a key site to provide a range of economic opportunities for local communities. Energy produced will help to reduce heating and transport emissions within the wider region.
- **High Speed Rail** ensures connectivity with the United Kingdom (UK) and beyond, reduce long distance transport emissions and optimise the benefits more widely.

CROSS-CUTTING OUTCOME AND POLICY LINKS:

RURAL REVITALISATION

Our strategy and policies support development that helps to retain and increase the population of rural areas of Scotland.

The spatial strategy reflects a wide range of proposals for development in rural areas, supported by national developments that recognise the potential and need to expand key sectors including renewable energy, sustainable transport and green infrastructure.

[Policy 17](#) promotes the development of rural homes, to ensure the needs of communities are met in a sustainable way. Similarly, [Policy 29](#) encourages development that will contribute to rural economies and communities. Development proposals that contribute to the viability, sustainability and diversity of rural businesses are supported while ensuring planning policies take into consideration local characteristics. Both policies support development in previously inhabited areas in a way that is guided by LDPs. Greater constraint will be applied in areas of pressure whilst in rural areas with fragile communities, a more enabling approach has been taken to support communities to be sustainable and thrive. LDPs are required to set out an appropriate approach to development in areas of pressure and decline informed by an understanding of population change and settlement characteristics and how these have changed over time as well as an understanding of the local circumstances including housing and travel.

Many policies will also play an important role in supporting rural communities and population growth. Some focus on supporting sustainable development in key sectors for rural areas such as [Policy 30](#) on tourism, which aims to ensure community, environmental and business considerations are fully taken into account. [Policy 32](#) encourages sustainable aquaculture, whilst [Policy 10](#) supports development in coastal areas that takes into account future vulnerability to climate change. [Policy 11](#) supports opportunities for renewable energy development whilst [Policy 24](#) will support the delivery of digital infrastructure to support investment and population growth in rural areas.

Care has been taken to ensure policies reflect the specific needs and constraints of rural areas. [Policy 13](#) ensures that in assessing the transport impacts of development, the area's needs and characteristics are taken into account. [Policy 15](#) aims to promote local living in broad terms, including through 20 minute neighbourhoods where practical, recognising varying settlement patterns and the particular characteristics and challenges of different areas in applying these principles in practice. [Policy 28](#) also recognises the importance of retail facilities for rural communities and economies.

Alongside this, recognising that environmental quality is a key asset for rural areas, Policies [3](#), [4](#), [5](#) and [6](#) ensure that natural assets are protected and enhanced.

CROSS-CUTTING OUTCOME AND POLICY LINKS:

LIFELONG HEALTH AND WELLBEING

Our strategy and policies support development that helps to improve health and wellbeing. The spatial strategy as a whole recognises that there are significant health inequalities in Scotland that future development can help to address. The spatial principles aim to ensure that future development is directed to sustainable locations, recognising that the role of planning in supporting development in places which would benefit most from regeneration and investment.

The natural environment is fundamental to our health and wellbeing from the benefits we get from being in nature to the design and delivery of blue and green infrastructure. Policies [1](#), [3](#), [4](#), [5](#) and [6](#) manage the effects of development on biodiversity and on natural places. [Policy 20](#) supports development that will provide good quality, accessible greenspaces and nature networks and [Policy 21](#) supports development that will provide opportunities for sport and play. Active travel is encouraged by [Policy 13](#) with walking and cycling providing wider health benefits.





[Policy 23](#) helps to protect health and wellbeing, including by ensuring that air and noise pollution are taken into account, and by planning and managing development to take hazards into account. [Policy 22](#) ensures that future flood risk is not exacerbated by development, and facilitates the delivery of sustainable flood risk management solutions. [Policy 10](#) manages development to reflect future vulnerability of coastal areas. [Policy 9](#) encourages the redevelopment of brownfield land, helping to reduce the impact of vacant and derelict sites on communities.

Housing plays a critical role in supporting our health and wellbeing. [Policy 16](#) enables the delivery of well planned, good quality, affordable, safe and warm homes. Alongside this, [Policy 13](#) supports development that provides, or is accessible by active travel and [Policy 15](#) ensures people have access to facilities from their homes, including healthcare facilities. Development is also required to take into account the capacity and any additional needs for community services and facilities, as part of the infrastructure first approach set out in [Policy 18](#).



















[Policy 14](#) applies the six qualities of successful places to development proposals, including health and wellbeing. As part of this it prioritises key aspects including women's safety and suicide risk and aims to ensure development does not undermine the amenity of our existing homes and places. Climate related mental and physical health effects will be addressed by the strategy as a whole and in particular by Policies [1](#) and [2](#) by ensuring future development minimises emissions and is built to reflect the future risks of climate change. Health and wellbeing will also be supported by development that helps us to transition to net zero, as reflected in [Policy 11](#) on renewable energy, [Policy 12](#) on zero waste, and [Policy 19](#) on heat and cooling. Wider policies relating to economic development will have a further positive effect on overall health and wellbeing by supporting employment and investment in our places in a fair and sustainable way.

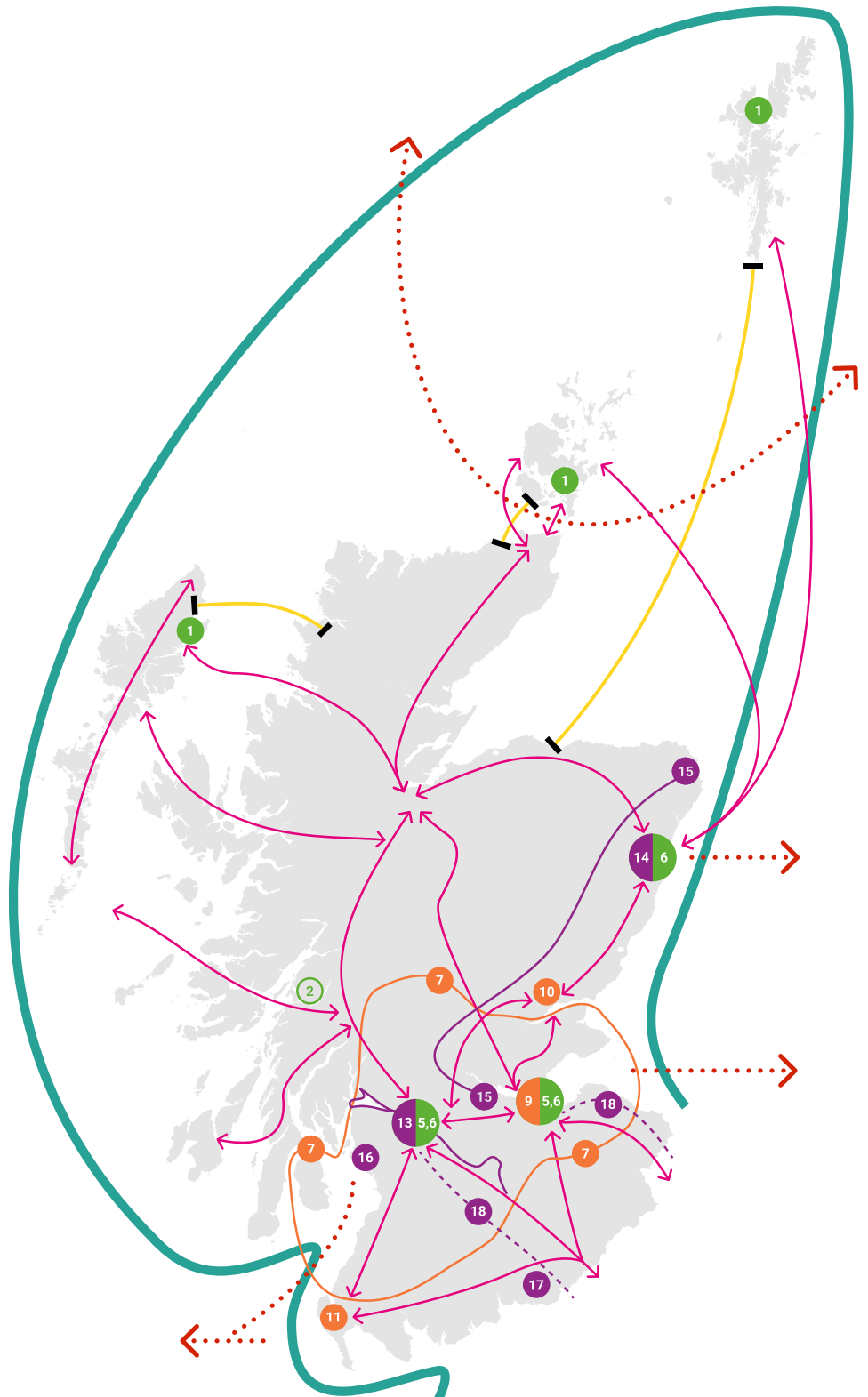
National Spatial Strategy

Legend

-  Strategic maritime routes
-  Strategic connection
-  Blue economy
-  Transmission infrastructure

National Developments

-  Energy Innovation Development on the Islands
-  Pumped Hydro Storage
Scotland Wide
-  Strategic Renewable Electricity Generation and Transmission Infrastructure
Scotland Wide
-  Circular Economy Materials Management Facilities
Scotland Wide
-  Urban Sustainable, Blue and Green Surface Water Management Solutions
Edinburgh and Glasgow
-  Urban Mass/Rapid Transit Networks
Aberdeen, Edinburgh and Glasgow
-  Central Scotland Green Network
-  National Walking, Cycling and Wheeling Network
Scotland Wide
-  Edinburgh Waterfront
-  Dundee Waterfront
-  Stranraer Gateway
-  Digital Fibre Network
Scotland Wide
-  Clyde Mission
-  Aberdeen Harbour
-  Industrial Green Transition Zones
-  Hunterston Strategic Asset
-  Chapelcross Power Station Redevelopment
-  High Speed Rail



Indicative

National Developments

Legend

Sustainable Places

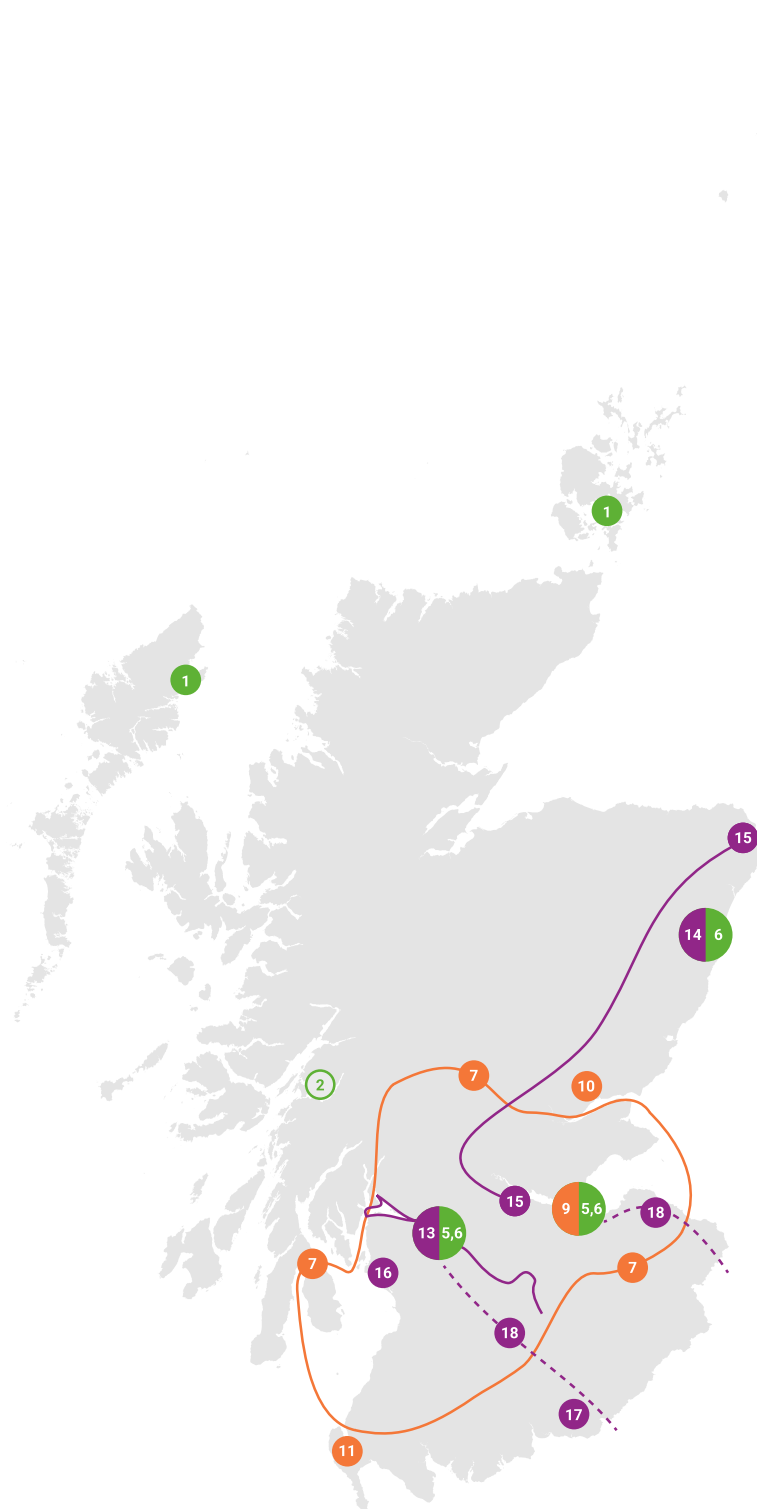
- 1 Energy Innovation Development on the Islands
- 2 Pumped Hydro Storage
Scotland Wide
- 3 Strategic Renewable Electricity Generation and Transmission Infrastructure
Scotland Wide
- 4 Circular Economy Materials Management Facilities
Scotland Wide
- 5 Urban Sustainable, Blue and Green Surface Water Management Solutions
Edinburgh and Glasgow
- 6 Urban Mass/Rapid Transit Networks
Aberdeen, Edinburgh and Glasgow

Liveable Places

- 7 Central Scotland Green Network
- 8 National Walking, Cycling and Wheeling Network
Scotland Wide
- 9 Edinburgh Waterfront
- 10 Dundee Waterfront
- 11 Stranraer Gateway
- 12 Digital Fibre Network
Scotland Wide

Productive Places

- 13 Clyde Mission
- 14 Aberdeen Harbour
- 15 Industrial Green Transition Zones
- 16 Hunterston Strategic Asset
- 17 Chapelcross Power Station Redevelopment
- 18 High Speed Rail



Indicative

Regional Spatial Priorities

North and West Coast and Islands

This part of Scotland will be at the forefront of our efforts to reach net zero emissions by 2045. It is a diverse area, from Shetland and Orkney in the north, to the Outer and Inner Hebrides and the coastal areas of Highland and Argyll and Bute. As one of the most renewable energy rich localities in Europe with significant natural resources, there is a real opportunity for this area to support our shared national outcomes.

Key centres where lifeline links provide access to the islands include Lerwick, Kirkwall, Stromness, Stornoway, Wick and Thurso, Ullapool, Mallaig and Oban, whilst Tarbert, Lochgilphead and Campbeltown are important hubs to the south of the area. These centres provide important services to their wider hinterlands. Local projects are ongoing, including the regeneration of Stromness, the Stornoway Deep Water Port development, the linked Islands Growth Deal Outer Hebrides Energy Hub project in Stornoway, and the Islands Growth Deal Knab Redevelopment project in Shetland.

The area has an exceptional environment with coastal and island landscapes that are an important part of our national identity. It is rich in biodiversity, sustaining many internationally significant ecological sites, including the United Nations Educational, Scientific and Cultural Organization (UNESCO) Global Geoparks in the North West Highlands and Shetland, and Wester Ross UNESCO Biosphere Reserve and species including some of the best remaining temperate rainforest sites in Europe. It has a rich history, language and distinctive cultural heritage including the St Kilda and the Heart of Neolithic Orkney UNESCO World Heritage Sites. These key assets require careful management to ensure they continue to benefit communities.

There will be significant climate challenges for this part of Scotland. Island and coastal ecosystems, and the communities they support, are naturally more vulnerable to the effects of climate change, sea level rise and extreme events. Of particular concern are the impacts on vulnerable low-lying coastal zones and

infrastructure, with potentially wide-ranging effects from biodiversity loss to coastal erosion, flooding and landslips. If we do not take action to plan and build resilience, communities could suffer disproportionately from the impacts of climate change.

A climate and nature conscious approach to development of this area can help to tackle wider challenges. The Carbon Neutral Islands project will support six islands (Hoy, Islay, Great Cumbrae, Raasay, Barra and Yell) to become carbon neutral by 2040. This will act as a catalyst for further climate action across all Scottish islands to make more attractive, resilient and sustainable communities in the long-term.

The relatively high levels of community land ownership, particularly in the Outer Hebrides, and strong ties with the land and sea reflect this area's strong sense of place and local resilience. Scotland's National Islands Plan aims to grow the population and economy, improve transport and housing, and ensure island communities are served by the facilities, jobs, education and services they need to flourish. Environmental wellbeing, clean and affordable energy, strong communities, culture and identity are also priorities.

Around 94 of Scotland's 900 islands are permanently inhabited. The size and composition of each population has changed over the years and continues to do so. Whilst most recent estimates indicate population growth across the majority of local authority areas with islands, population change within each area is more complex, with areas of growth and depopulation varying between islands and coastal communities, and across different strata of the population. An ageing population in some parts of the area will mean that we need to do more to reverse past patterns of population decline and sustain local facilities and services that support rural and dispersed communities.

Public service provision, transport, energy consumption, fuel poverty, child poverty and housing, including its affordability, will continue to be significant challenges. Employment varies across the area, and can tend to rely on the public sector, tourism and lower wage sectors,

limiting the scope and choice of skilled jobs in some locations. It can be difficult to attract and retain a local workforce to support some jobs, underlining the importance of building skills and promoting fair work principles to support future investment. Language skills are also important in many areas where Gaelic is used by the community.

Challenges from the end of free movement and changing markets, and the agriculture and fishing industries, will need support to ensure long-term sustainability, but there are also substantial economic opportunities presented by developments in sectors such as renewable energy generation.

Priorities

Alongside Scotland's marine planning authorities, we will work with the area's exceptional assets and natural resources to build a more resilient future for island and coastal communities. By guiding RSS and LDPs in this area, our strategy aims to:

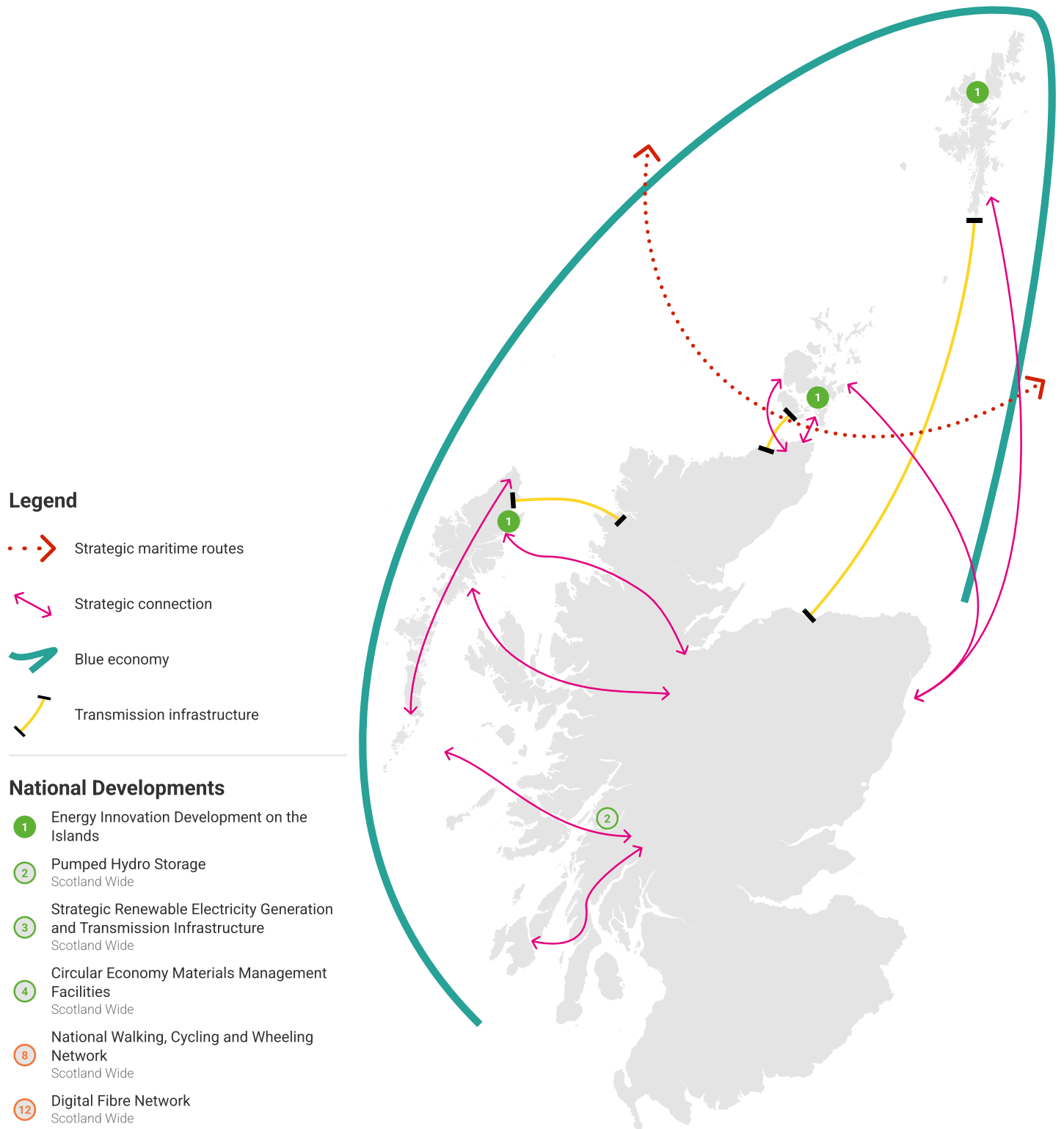
- Maximise the benefits of renewable energy whilst enhancing blue and green infrastructure, decarbonising transport and building resilient connections.
- Support coastal and island communities to become carbon neutral, thus contributing to net-zero commitments and reducing fuel poverty.
- Seize the opportunities to grow the blue and green economy, recognising the world-class environmental assets that require careful management and opportunities to develop skills and diversify employment.

The following national developments will support delivery of the spatial strategy for this area:

- [Energy Innovation Development on the Islands](#)
- [Pumped Hydro Storage](#)
- [Strategic Renewable Electricity Generation and Transmission Infrastructure](#)
- [Circular Economy Material Management Facilities](#)
- [National Walking, Cycling and Wheeling Network](#)
- [Digital Fibre Network](#)

Further detail about the priorities for this area is contained in [Annex C](#). Further details of national developments are contained in [Annex B](#).

North and West Coast and Islands



Indicative

North

The Highlands of Scotland, Moray, mainland Argyll, northern parts of rural Stirling and Perthshire are world renowned for their stunning landscapes, rich biodiversity and cultural heritage.

Settlement patterns vary, from dispersed or low density crofting townships, to key centres such as Inverness, Ullapool, Dingwall, Grantown-on-Spey, Aviemore, Elgin, Pitlochry and Aberfeldy. Cairngorms National Park is a national asset with internationally significant habitats and landscapes and there is currently a proposal to make the Flow Country a UNESCO World Heritage Site. The northern part of the Loch Lomond and The Trossachs National Park also extends into this area.

Emissions here are partly offset by the climate sequestration from land use and forestry so that the area acts as a net carbon sink overall. There are few sources of significant industrial emissions. Climate change risks include changing levels of rainfall, increased storm events, temperature rise, flood risk, rising sea levels and associated erosion. Tailored measures will be required to assist communities in adapting to climate change and transitioning to net zero.

This rural heartland is much more than a place of beauty and isolation. Many thriving communities live here, and they depend on local jobs and learning to support their quality of life. Some communities have experienced outmigration, particularly the loss of younger people, especially outwith Inverness. Further population decline is a future risk, particularly for the west and north. People often depend on the car and more limited access to services creates disadvantage, despite the quality of life and good health that many living here enjoy. An ageing population will put pressures on some services.

Parts of the area have recently experienced an accelerated increase in house prices. The pandemic has reinforced long standing issues of affordability and a more mobile remote workforce has been attracted to the area, adding increased pressure. Without intervention, access to affordable homes, jobs and services that enable local people, including young people, to stay in their communities could become more challenging. Fuel and transport poverty is a particular challenge towards the north and west and there are significant areas which do not currently benefit from good quality digital connectivity.

The area's environmental quality, culture, language, landscape and wildlife sustain key economic sectors including tourism, food and drink, distilling and clean energy. Extensive areas of woodland and peatland act as a carbon sink, contributing significantly to our national sustainability. The area has a strong economy with growing income and low unemployment overall, but there remain pockets of deprivation both in urban areas and in more remote areas where there is a need for alternatives to low skilled and low paid jobs.

Priorities

This part of Scotland can continue to make a strong contribution towards meeting our ambition for a net zero and nature positive country by demonstrating how natural assets can be managed and used to secure a more sustainable future. By guiding RSS and LDPs in this area, our strategy aims to:

- Protect environmental assets and stimulate investment in natural and engineered solutions to climate change and nature restoration, whilst decarbonising transport and building resilient connections.
- Maintain and help to grow the population by taking a positive approach to rural development that strengthens networks of communities.
- Support local economic development by making sustainable use of the areas' world-class environmental assets to innovate and lead greener growth.


The following national developments will also support delivery of the spatial strategy for this area:

- [Pumped Hydro Storage](#)
- [Strategic Renewable Electricity Generation and Transmission Infrastructure](#)
- [Circular Economy Material Management Facilities](#)
- [National Walking, Cycling and Wheeling Network](#)
- [Digital Fibre Network](#)


Further detail about the priorities for this area is contained in [Annex C](#). Further details of national developments are contained in [Annex B](#).

North






Legend

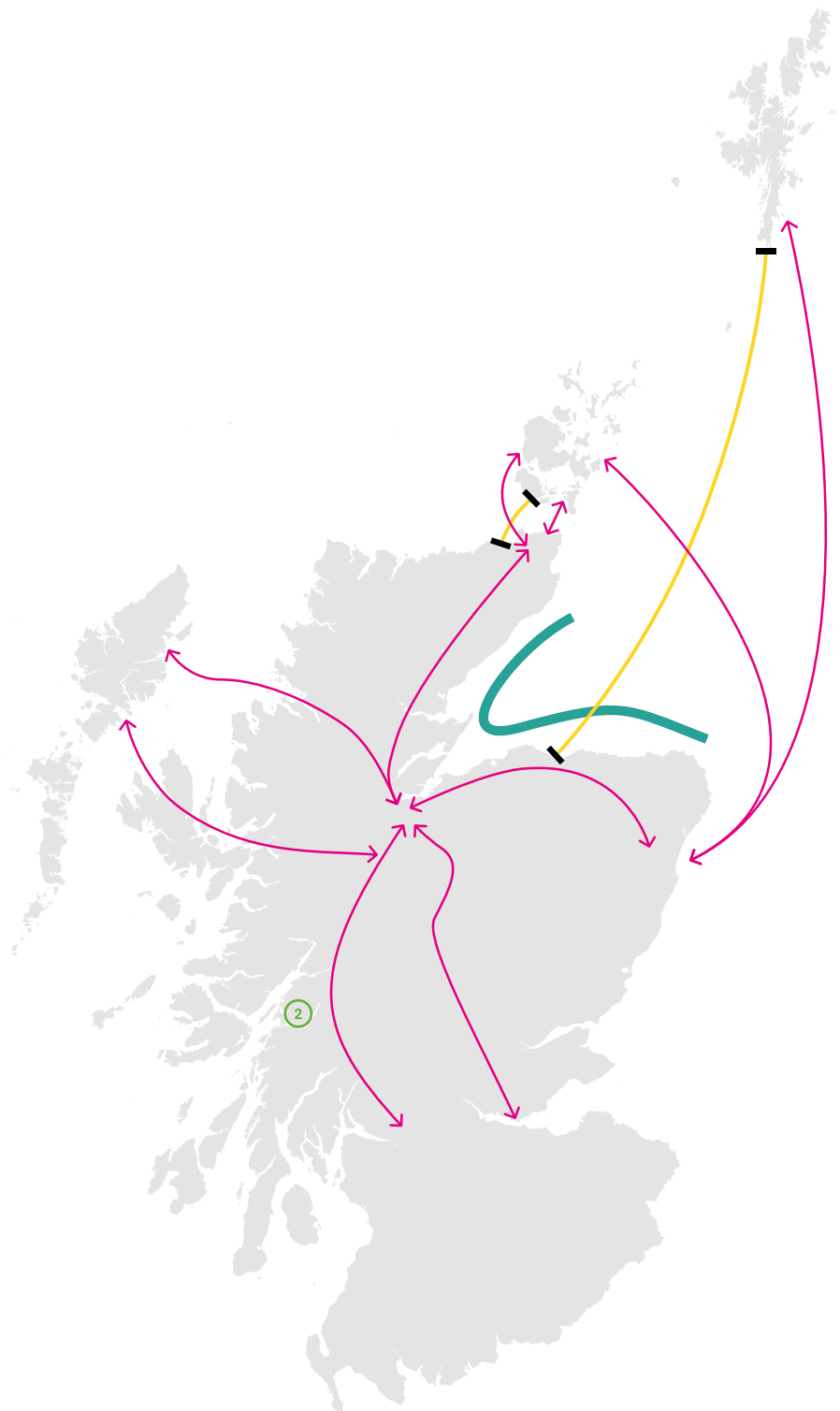
 Strategic connection

 Blue economy

 Transmission infrastructure

National Developments

-  **Pumped Hydro Storage**
Scotland Wide
-  **Strategic Renewable Electricity Generation and Transmission Infrastructure**
Scotland Wide
-  **Circular Economy Materials Management Facilities**
Scotland Wide
-  **National Walking, Cycling and Wheeling Network**
Scotland Wide
-  **Digital Fibre Network**
Scotland Wide



Indicative

North East

The north east is a centre for the skills and expertise we will need to meet our climate change commitments. This area will evolve, through a just transition, to move industry and business away from the oil and gas sector towards a cleaner, greener future. Rich in natural assets, this area, along with the wider Moray and Cromarty Firths, has built on its oil and gas experience to pioneer new technologies. This makes it a uniquely investable proposition that could benefit Scotland as a whole. We can build on the area's experience to find innovative solutions to climate change.

Emissions generated from this area arise mainly from transport, industrial and commercial activity and domestic properties, with land use and forestry providing carbon sequestration. Car ownership is particularly high in Aberdeenshire. Significant parts of the coast will be vulnerable to future climate impacts.

This area is amongst the most prosperous parts of Scotland, but has experienced significant economic challenges in recent years and has pockets of deprivation. The area comprises a mix of rural and urban communities, with the city of Aberdeen and a surrounding network of towns including Huntly, Fraserburgh, Peterhead, Ellon, Inverurie and Stonehaven, and significant rural areas including countryside around Aberdeen city. Whilst parts of the area have experienced population decline, several settlements around Aberdeen have grown. Links from Aberdeenshire to communities in Moray, Angus and Tayside are also important.

Affordability and choice of homes is acute across the area, especially within Aberdeen. The growing proportion of retirees in Aberdeenshire presents a further challenge to housing and service delivery. There are lower levels of educational attainment and limited access to services for communities along the Aberdeenshire and Moray coast. Many of these places will benefit from further regeneration that builds on their identity and natural assets.

The excellent quality of the built environment, natural assets and cultural heritage already contribute to health and wellbeing in the area

and can form the basis of a transition to net zero. Some of our highest quality productive agricultural land is concentrated here, together with other land-based industries, and the economy benefits from a strong fishing industry, alongside its globally significant energy sector. The dominance of these sectors, together with wider changes including from the pandemic, European Union (EU) Exit and global markets, means that economic diversification and repurposing of buildings and infrastructure will be key priorities.

Priorities

This part of Scotland will play a crucial role in achieving Just Transition to net zero. By guiding RSS and LDPs in this area, our strategy aims to:

- Plan infrastructure and investment to support the transition from oil and gas to net zero whilst protecting and enhancing blue and green infrastructure and decarbonising connectivity.
- Focus on continued regeneration through the principles of local living and 20 minute neighbourhoods to sustain the skilled workforce and improve local liveability.
- Support continued economic diversification and innovation.





The following national developments will also support delivery of the spatial strategy for this area:

- [Pumped Hydro Storage](#)
- [Strategic Renewable Electricity Generation and Transmission Infrastructure](#)
- [Circular Economy Material Management Facilities](#)
- [Urban Mass/Rapid Transit Networks](#)
- [National Walking, Cycling and Wheeling Network](#)
- [Digital Fibre Network](#)
- [Aberdeen Harbour](#)
- [Industrial Green Transition Zones](#)









Further detail about the priorities for this area is contained in [Annex C](#). Further details of national developments are contained in [Annex B](#).

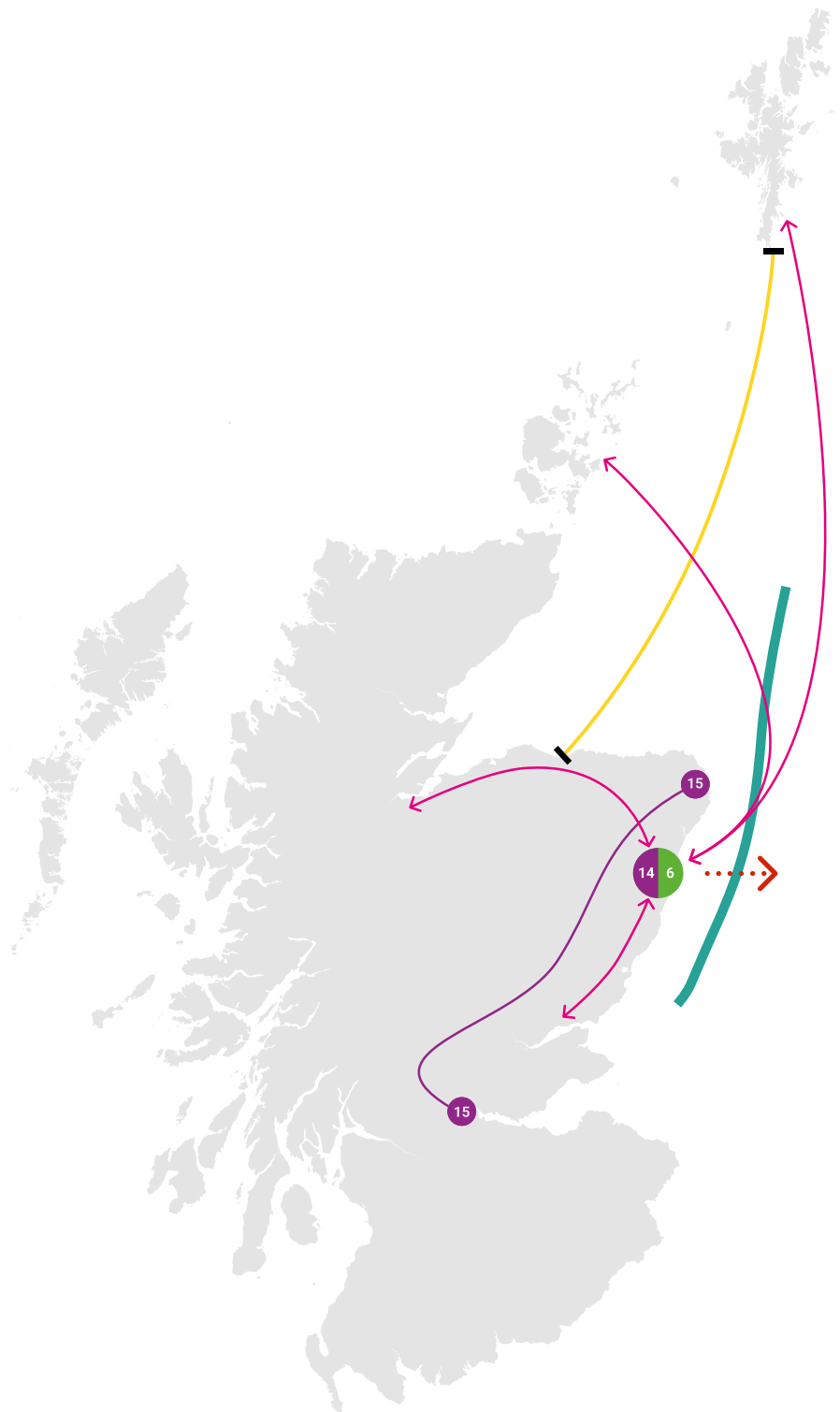
North East

Legend

-  Strategic maritime routes
-  Strategic connection
-  Blue economy
-  Transmission infrastructure

National Developments

-  **2** Pumped Hydro Storage
Scotland Wide
-  **3** Strategic Renewable Electricity Generation and Transmission Infrastructure
Scotland Wide
-  **4** Circular Economy Materials Management Facilities
Scotland Wide
-  **6** Urban Mass/Rapid Transit Networks
Aberdeen, Edinburgh and Glasgow
-  **8** National Walking, Cycling and Wheeling Network
Scotland Wide
-  **12** Digital Fibre Network
Scotland Wide
-  **14** Aberdeen Harbour
-  **15** Industrial Green Transition Zones



Indicative

Central

We will only meet our climate change commitments if we make significant changes to the densely populated central belt of Scotland. Our urban communities will play a critical role in reducing the emissions generated by the way we live our lives.

This area includes the Glasgow, Edinburgh, Stirling, Dundee and Perth city regions as well as networks of towns and smaller settlements, and more rural surroundings.

Many of our largest emitters of greenhouse gas emissions are located in this area, including Grangemouth where industrial activity is concentrated, providing high value manufacturing and employment, and playing a key role in our resilience. Other key sources include industrial, manufacturing and waste management sites and facilities. Overall emissions from domestic properties and transport are high as a result of the area's population density and the scale of daily movement within and between city regions. The growing risk of flooding could have significant impacts in the future, as many key settlements and economic assets are located on the Clyde, Forth and Tay estuaries.

We need to work together to decarbonise buildings and transport and tackle congestion, make more efficient use of existing land and buildings, generate renewable energy and establish supporting electricity and heat networks and create more inclusive, greener and sustainable places that will stand the test of time. By weaving blue and green infrastructure across our urban fabric we can ensure that nature and the outdoors are accessible to everyone, supporting lifelong health and wellbeing and creating places that are more resilient to flooding.

There are significant social and economic differences across the area – at a broad scale there are relatively high concentrations of poor health, child poverty, economic disadvantage and population decline in parts of the Glasgow city region contrasting with strong demand

and expected population growth in parts of the Edinburgh city region. The broad pattern is repeated for children living in poverty, who are more likely to live in the Glasgow city region. Across the area as a whole, however, there are localised areas of high and low deprivation.

As a nation we have a particular obligation to do more to tackle the concentration of poor health outcomes in west central Scotland. Action is needed to reduce inequality and improve health and wellbeing so that everyone is able to thrive. Better places can do more to support lifelong health and wellbeing by providing warm homes that are connected to services. Access to quality greenspace and nature-based solutions can help to mitigate health inequalities and improve physical and mental health, by providing opportunities for play, socialising, relaxation and physical activity. Developing our communities to promote local living and 20 minute neighbourhoods can help reduce inequalities in health. The frequency of urban car use can be reduced by improving local liveability and improved access to facilities, helping to reduce emissions and air pollution. Access to health and social care facilities will need to be built into our future places and can benefit from continuing investment in digital infrastructure and innovation.

Household projections show there will be a continuing demand for more homes across the most urban parts of Scotland. There has been a strong market, high levels of housebuilding and pressure on infrastructure in some 'hot spots' including the Edinburgh city region, Stirling and Falkirk, and Perth. In contrast, despite good connections and infrastructure capacity, it can be more challenging to encourage the market to deliver new homes particularly in parts of the west where unemployment is also higher.

There are also inequalities across each of the city regions, with local concentrations of economic deprivation and many former coalfield communities. Overall, economic performance is higher in Edinburgh and Glasgow and lower in surrounding areas including Inverclyde, Ayrshire, along parts of the Clyde Coast and Lanarkshire.

The diverse business base reflects nationally important sectors including financial services, business administration, life sciences, distribution and transport, retail and commercial, and manufacturing and production. City centres are experiencing significant challenges, caused or accelerated by the pandemic, but each retain a strong character and distinctive identity, offering opportunities for new business, homes, and services. Similar issues apply to the towns across this area.

A wellbeing economy goes beyond strategic investment sites to link more closely with the wellbeing of communities and their local environments. It will be critical to recognise the importance of anchor institutions who can support local investment in our places and natural and historic assets, provide education, employment and other services, and act as community hubs. Significant investment in our health and social care, justice and learning estates will continue to provide important sources of employment and income for smaller scale local businesses.

Around the area's settlements there are many high quality environments, from World Heritage Sites, historic burghs and conservation areas to protected biodiversity sites of international importance, ancient woodlands and areas of high landscape quality, including the coastline, country and national parks, and canals. This brings opportunities for outdoor recreation within a short distance of the majority of Scotland's population.

The coast is an integral part of the area's identity, combining natural and cultural heritage and acting as a focus for investment and regeneration. We have made progress in restoring and reusing areas that were historically a focus for heavy industry and mining, leaving a legacy of disused sites and areas blighted by dereliction. Key sites for further investment include urban waterfronts and former industrial sites where existing infrastructure can be reused to support the transition to a low carbon economy.

Priorities

A coherent strategy that focuses on climate change and responds to the challenges of the pandemic will drive forward change to tackle inequalities and build a new, greener, future for this part of the country. By guiding RSS and LDPs in this area, our strategy aims to:

- Provide net zero energy solutions including extended heat networks and improved energy efficiency, together with urban greening and improved low carbon transport.
- Pioneer low carbon, resilient urban living by rolling out networks of 20 minute neighbourhoods, future proofing city and town centres, accelerating urban greening, investing in net zero homes, and managing development on the edge of settlements.
- Target economic investment and build community wealth to overcome disadvantage and support a greener wellbeing economy.




The following national developments will also support delivery of the spatial strategy for this area:

- [Pumped Hydro Storage](#)
- [Strategic Renewable Electricity Generation and Transmission Infrastructure](#)
- [Circular Economy Material Management Facilities](#)
- [Urban Sustainable, Blue and Green Drainage Solutions](#)
- [Urban Mass/Rapid Transit Networks](#)
- [Central Scotland Green Network](#)
- [National Walking, Cycling and Wheeling Network](#)
- [Edinburgh Waterfront](#)
- [Dundee Waterfront](#)
- [Digital Fibre Network](#)
- [Clyde Mission](#)
- [Industrial Green Transition Zones](#)
- [Hunterston Strategic Asset](#)
- [High Speed Rail](#)















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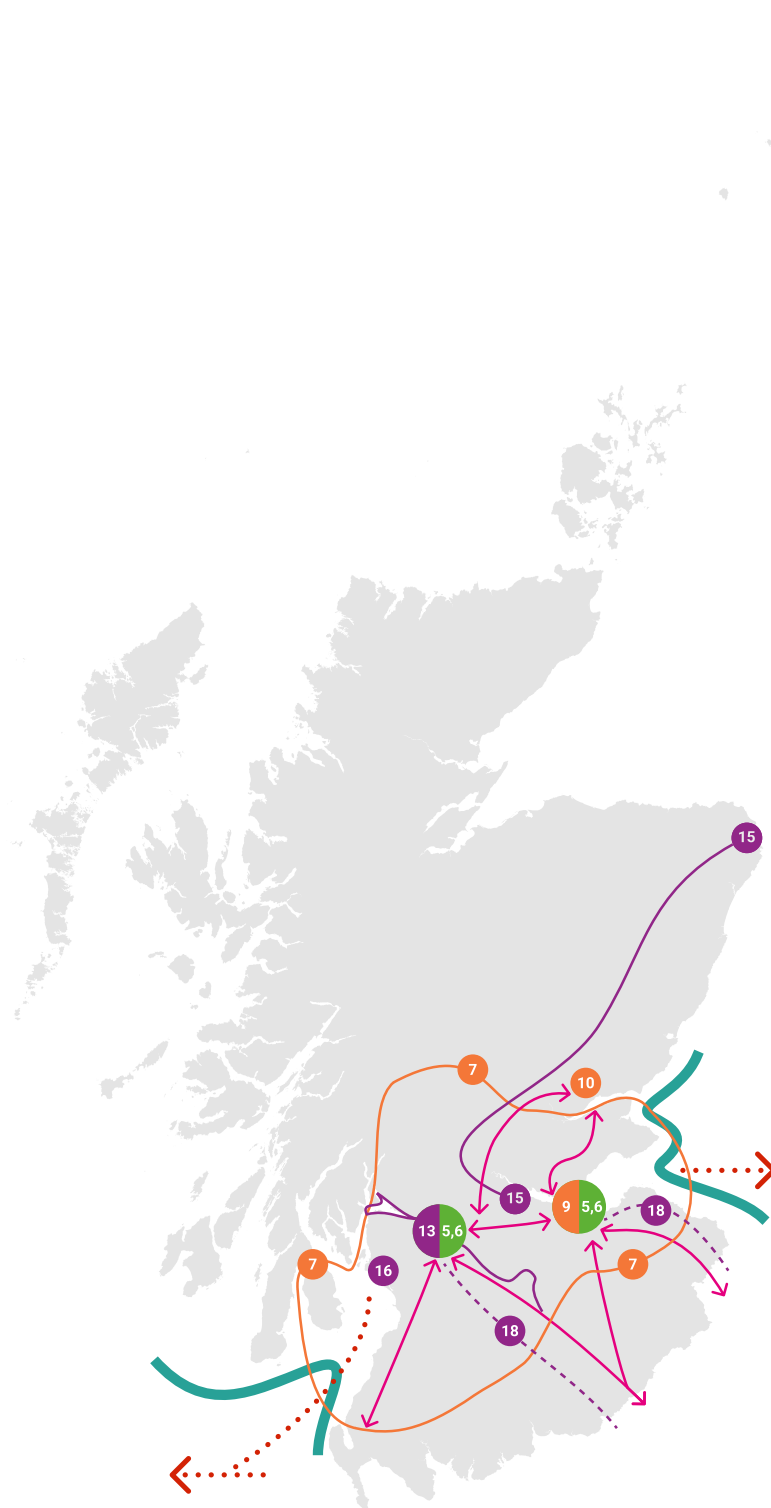
Central

Legend

-  Strategic maritime routes
-  Strategic connection
-  Blue economy

National Developments

-  Pumped Hydro Storage
Scotland Wide
-  Strategic Renewable Electricity Generation and Transmission Infrastructure
Scotland Wide
-  Circular Economy Materials Management Facilities
Scotland Wide
-  Urban Sustainable, Blue and Green Surface Water Management Solutions
Edinburgh and Glasgow
-  Urban Mass/Rapid Transit Networks
Aberdeen, Edinburgh and Glasgow
-  Central Scotland Green Network
Mapping is indicative
-  National Walking, Cycling and Wheeling Network
Scotland Wide
-  Edinburgh Waterfront
-  Dundee Waterfront
-  Digital Fibre Network
Scotland Wide
-  Clyde Mission
-  Industrial Green Transition Zones
-  Hunterston Strategic Asset
-  High Speed Rail



Indicative

South

The South of Scotland is strategically important with a strong sense of identity centred on networks of towns and villages, supported by distinctive landscapes and coasts. This is a place with a rich cultural heritage and exceptional environmental assets and natural resources, such as the Galloway and Southern Ayrshire UNESCO Biosphere and Galloway Forest Dark Sky Park. This area is ambitious for positive change in the coming years, and the immediate work to recover from the pandemic will form the basis of a longer term plan to respond to the challenges of climate change and support nature restoration and recovery.

Settlements across this area provide services to the surrounding rural communities. Towns are well placed to be models of sustainable living, with many undergoing regeneration. Larger settlements include Dumfries, Stranraer, Galashiels, Hawick, with a network of towns and villages throughout Dumfries and Galloway and the Scottish Borders. The area extends northwards to include Ayrshire towns such as Ayr, Girvan, Dalmellington and Cumnock in the west, as well as towards the southern rural parts of East Lothian in the east and parts of South Lanarkshire including Biggar and Moffat. Beyond the towns there are many small settlements and rural homes, farms and smallholdings.

Cross border relationships are important in this area, together with strategic transport connections to England, Northern Ireland and Ireland.

Emissions in this area are moderate, with transport and industry emissions being partly offset by land use. The area has significant areas of woodland and peatland which act as a carbon sink and form the basis for future investment opportunities. The few sites that are significant sources of greenhouse gas emissions include industrial and commercial activities, including some food and drink processing facilities. Coastal erosion and flood risk is expected to be a significant challenge in the future, particularly where there is a risk of impacts on key transport corridors or settlements.

Working with communities to find new ways of rural living that are consistent with climate change will be a challenge for this part of Scotland, given the relatively high levels of dependence on the car, limited public transport, housing affordability challenges and the dispersed population.

Despite having high levels of wellbeing and quality of life, population decline is projected to continue in some regions to the west of the area, with fewer younger people and more retired people living in the area in the future. Economic diversification will help to address dependence on low wage and public sector employment.

Priorities

Our strategy aims to ensure that this part of Scotland fulfils its potential. There is significant potential for the area to develop and increase recognition of it as a place to live, work and visit. By guiding RSS and LDPs in this area, our strategy aims to:

- Protect environmental assets and stimulate investment in natural and engineered solutions to climate change and nature restoration, whilst decarbonising transport and building resilient physical and digital connections.
- Increase the population by improving local liveability, creating a low carbon network of towns and supporting sustainable rural development.
- Support local economic development whilst making sustainable use of the area's world-class environmental assets to innovate and lead greener growth.




The following national developments will also support delivery of the spatial strategy for this area:

- [Pumped Hydro Storage](#)
- [Strategic Renewable Electricity Generation and Transmission Infrastructure](#)
- [Circular Economy Material Management Facilities](#)
- [National Walking, Cycling and Wheeling Network](#)
- [Stranraer Gateway](#)
- [Digital Fibre Network](#)
- [Clyde Mission](#)
- [Chapelcross Power Station Redevelopment](#)
- [High Speed Rail](#)









Further detail about the priorities for this area is contained in [Annex C](#). Further details of national developments are contained in [Annex B](#).

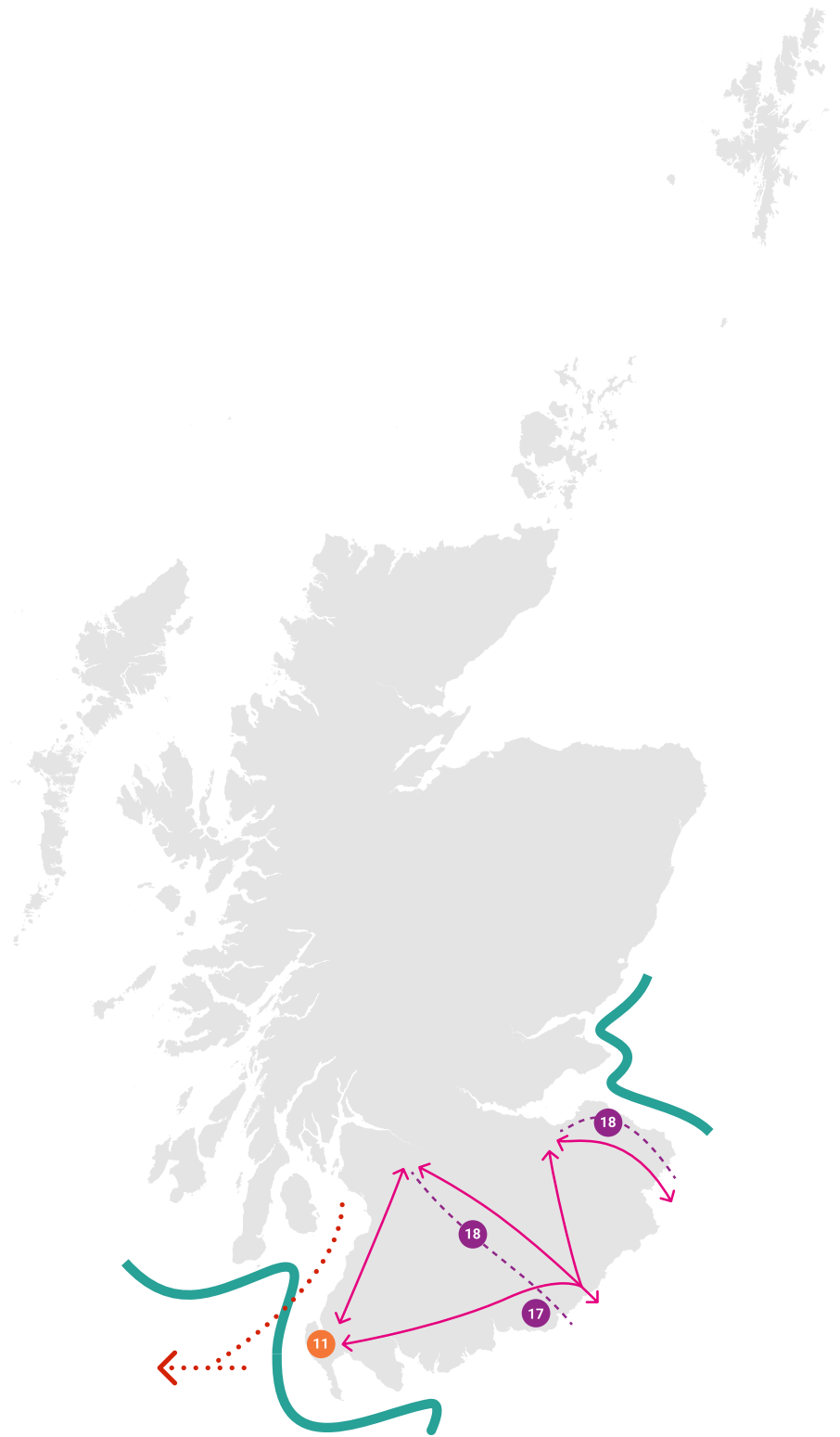
South

Legend

-  Strategic maritime routes
-  Strategic connection
-  Blue economy

National Developments

-  **2** Pumped Hydro Storage
Scotland Wide
-  **3** Strategic Renewable Electricity Generation and Transmission Infrastructure
Scotland Wide
-  **4** Circular Economy Materials Management Facilities
Scotland Wide
-  **8** National Walking, Cycling and Wheeling Network
Scotland Wide
-  **11** Stranraer Gateway
-  **12** Digital Fibre Network
Scotland Wide
-  **17** Chapelcross Power Station Redevelopment
-  **18** High Speed Rail



Indicative

Part 2 – National Planning Policy



Sustainable Places

Tackling the climate and nature crises

Policy Principles

Policy Intent:

To encourage, promote and facilitate development that addresses the global climate emergency and nature crisis.

Policy Outcomes:

- Zero carbon, nature positive places.

Local Development Plans:

LDPs must address the global climate emergency and nature crisis by ensuring the spatial strategy will reduce emissions and adapt to current and future risks of climate change by promoting nature recovery and restoration in the area.

Policy 1

When considering all development proposals significant weight will be given to the global climate and nature crises.

Policy impact:

- ✓ Just Transition
- ✓ Conserving and recycling assets
- ✓ Local living
- ✓ Compact urban growth
- ✓ Rebalanced development
- ✓ Rural revitalisation

Key policy connections:

All other policies.

Climate mitigation and adaptation

Policy Principles

Policy Intent:

To encourage, promote and facilitate development that minimises emissions and adapts to the current and future impacts of climate change.

Policy Outcomes:

- Emissions from development are minimised; and
- Our places are more resilient to climate change impacts.

Local Development Plans:

The LDP spatial strategy should be designed to reduce, minimise or avoid greenhouse gas emissions. The six spatial principles should form the basis of the spatial strategy, helping to guide development to, and create, sustainable locations. The strategy should be informed by an understanding of the impacts of the proposals on greenhouse gas emissions.

LDPs should support adaptation to the current and future impacts of climate change by taking into account climate risks, guiding development away from vulnerable areas, and enabling places to adapt to those risks.

Policy 2

- a) Development proposals will be sited and designed to minimise lifecycle greenhouse gas emissions as far as possible.
- b) Development proposals will be sited and designed to adapt to current and future risks from climate change.
- c) Development proposals to retrofit measures to existing developments that reduce emissions or support adaptation to climate change will be supported.

Policy impact:

- ✔ Just Transition
- ✔ Conserving and recycling assets
- ✔ Local living
- ✔ Compact urban growth
- ✔ Rebalanced development
- ✔ Rural revitalisation

Key policy connections:

All other policies.

Biodiversity

Policy Principles

Policy Intent:

To protect biodiversity, reverse biodiversity loss, deliver positive effects from development and strengthen nature networks.

Policy Outcomes:

- Biodiversity is enhanced and better connected including through strengthened nature networks and nature-based solutions.

Local Development Plans:

LDPs should protect, conserve, restore and enhance biodiversity in line with the mitigation hierarchy. They should also promote nature recovery and nature restoration across the development plan area, including by: facilitating the creation of nature networks and strengthening connections between them to support improved ecological connectivity; restoring degraded habitats or creating new habitats; and incorporating measures to increase biodiversity, including populations of priority species.

Policy 3

- a) Development proposals will contribute to the enhancement of biodiversity, including where relevant, restoring degraded habitats and building and strengthening nature networks and the connections between them. Proposals should also integrate nature-based solutions, where possible.
- b) Development proposals for national or major development, or for development that requires an Environmental Impact Assessment will only be supported where it can be demonstrated that the proposal will conserve, restore and enhance biodiversity, including nature networks so they are in a demonstrably better state than without intervention. This will include future management. To inform this, best practice assessment methods should be used. Proposals within these categories will demonstrate how they have met all of the following criteria:
 - i. the proposal is based on an understanding of the existing characteristics of the site and its local, regional and national ecological context prior to development, including the presence of any irreplaceable habitats;
 - ii. wherever feasible, nature-based solutions have been integrated and made best use of;
 - iii. an assessment of potential negative effects which should be fully mitigated in line with the mitigation hierarchy prior to identifying enhancements;
 - iv. significant biodiversity enhancements are provided, in addition to any proposed mitigation. This should include nature networks, linking to and strengthening habitat connectivity within and beyond the development, secured within a reasonable timescale and with reasonable certainty. Management arrangements for their long-term retention and monitoring should be included, wherever appropriate; and
 - v. local community benefits of the biodiversity and/or nature networks have been considered.
- c) Proposals for local development will include appropriate measures to conserve, restore and enhance biodiversity, in accordance with national and local guidance. Measures should be proportionate to the nature and scale of development. Applications for individual householder development, or which fall within scope of (b) above, are excluded from this requirement.
- d) Any potential adverse impacts, including cumulative impacts, of development proposals on biodiversity, nature networks and the natural environment will be minimised through careful planning and design. This will take into account the need to reverse biodiversity loss, safeguard the ecosystem services that the natural environment provides, and build resilience by enhancing nature networks and maximising the potential for restoration.

Policy impact:

- ✔ Just Transition
- ✔ Conserving and recycling assets
- ✔ Rebalanced development
- ✔ Rural revitalisation

Key policy connections:

[Tackling the climate and nature crises](#)

[Climate mitigation and adaptation](#)

[Natural places](#)

[Soils](#)

[Forestry, woodland and trees](#)

[Green belts](#)

[Coastal development](#)

[Energy](#)

[Design, quality and place](#)

[Blue and green infrastructure](#)

[Flood risk and water management](#)

Natural places

Policy Principles

Policy Intent:

To protect, restore and enhance natural assets making best use of nature-based solutions.

Policy Outcomes:

- Natural places are protected and restored.
- Natural assets are managed in a sustainable way that maintains and grows their essential benefits and services.

Local Development Plans:

LDPs will identify and protect locally, regionally, nationally and internationally important natural assets, on land and along coasts. The spatial strategy should safeguard them and take into account the objectives and level of their protected status in allocating land for development. Spatial strategies should also better connect nature rich areas by establishing and growing nature networks to help protect and restore the biodiversity, ecosystems and natural processes in their area.

Policy 4

- Development proposals which by virtue of type, location or scale will have an unacceptable impact on the natural environment, will not be supported.
 - Development proposals that are likely to have a significant effect on an existing or proposed European site (Special Area of Conservation or Special Protection Areas) and are not directly connected with or necessary to their conservation management are required to be subject to an “appropriate assessment” of the implications for the conservation objectives.
- Development proposals that will affect a National Park, National Scenic Area, Site of Special Scientific Interest or a National Nature Reserve will only be supported where:
 - The objectives of designation and the overall integrity of the areas will not be compromised; or
 - Any significant adverse effects on the qualities for which the area has been designated are clearly outweighed by social, environmental or economic benefits of national importance.

All Ramsar sites are also European sites and/or Sites of Special Scientific Interest and are extended protection under the relevant statutory regimes.
 - Development proposals that affect a site designated as a local nature conservation site or landscape area in the LDP will only be supported where:
 - Development will not have significant adverse effects on the integrity of the area or the qualities for which it has been identified; or
 - Any significant adverse effects on the integrity of the area are clearly outweighed by social, environmental or economic benefits of at least local importance.
 - The precautionary principle will be applied in accordance with relevant legislation and Scottish Government guidance.
 - Development proposals that are likely to have an adverse effect on species protected by legislation will only be supported where the proposal meets the relevant statutory tests. If there is reasonable evidence to suggest that a protected species is present on a site or may be affected by a proposed development, steps must be taken to establish its presence. The level of protection required by legislation must be factored into the planning and design of development, and potential impacts must be fully considered prior to the determination of any application.

g) Development proposals in areas identified as wild land in the Nature Scot Wild Land Areas map will only be supported where the proposal:

- i. will support meeting renewable energy targets; or,
- ii. is for small scale development directly linked to a rural business or croft, or is required to support a fragile community in a rural area.

All such proposals must be accompanied by a wild land impact assessment which sets out how design, siting, or other mitigation measures have been and will be used to minimise significant impacts on the qualities of the wild land, as well as any management and monitoring arrangements where appropriate. Buffer zones around wild land will not be applied, and effects of development outwith wild land areas will not be a significant consideration.

Policy impact:

- ✔ Just Transition
- ✔ Conserving and recycling assets
- ✔ Rebalanced development
- ✔ Rural revitalisation

Key policy connections:

[Tackling the climate and nature crises](#)

[Climate mitigation and adaptation](#)

[Biodiversity](#)

[Soils](#)

[Forestry, woodland and trees](#)

[Historic assets and places](#)

[Green belts](#)

[Coastal development](#)

[Energy](#)

[Design, quality and place](#)

[Blue and green infrastructure](#)

[Play, recreation and sport](#)

[Flood risk and water management](#)

[Rural development](#)

[Tourism](#)

Soils

Policy Principles

Policy Intent:

To protect carbon-rich soils, restore peatlands and minimise disturbance to soils from development.

Policy Outcomes:

- Valued soils are protected and restored.
- Soils, including carbon-rich soils, are sequestering and storing carbon.
- Soils are healthy and provide essential ecosystem services for nature, people and our economy.

Local Development Plans:

LDPs should protect locally, regionally, nationally and internationally valued soils, including land of lesser quality that is culturally or locally important for primary use.

Policy 5

- a) Development proposals will only be supported if they are designed and constructed:
 - i. In accordance with the mitigation hierarchy by first avoiding and then minimising the amount of disturbance to soils on undeveloped land; and
 - ii. In a manner that protects soil from damage including from compaction and erosion, and that minimises soil sealing.
 - b) Development proposals on prime agricultural land, or land of lesser quality that is culturally or locally important for primary use, as identified by the LDP, will only be supported where it is for:
 - i. Essential infrastructure and there is a specific locational need and no other suitable site;
 - ii. Small-scale development directly linked to a rural business, farm or croft or for essential workers for the rural business to be able to live onsite;
 - iii. The development of production and processing facilities associated with the land produce where no other local site is suitable;
 - iv. The generation of energy from renewable sources or the extraction of minerals and there is secure provision for restoration; and
- In all of the above exceptions, the layout and design of the proposal minimises the amount of protected land that is required.
- c) Development proposals on peatland, carbon-rich soils and priority peatland habitat will only be supported for:
 - i. Essential infrastructure and there is a specific locational need and no other suitable site;
 - ii. The generation of energy from renewable sources that optimises the contribution of the area to greenhouse gas emissions reductions targets;
 - iii. Small-scale development directly linked to a rural business, farm or croft;
 - iv. Supporting a fragile community in a rural or island area; or
 - v. Restoration of peatland habitats.
 - d) Where development on peatland, carbon-rich soils or priority peatland habitat is proposed, a detailed site specific assessment will be required to identify:
 - i. the baseline depth, habitat condition, quality and stability of carbon rich soils;
 - ii. the likely effects of the development on peatland, including on soil disturbance; and
 - iii. the likely net effects of the development on climate emissions and loss of carbon.

This assessment should inform careful project design and ensure, in accordance with relevant guidance and the mitigation hierarchy, that adverse impacts are first avoided and then minimised through best practice. A peat management plan will be required to demonstrate that this approach has been followed, alongside other appropriate plans required for restoring and/ or enhancing the site into a functioning peatland system capable of achieving carbon sequestration.

- e) Development proposals for new commercial peat extraction, including extensions to existing sites, will only be supported where:
- i. the extracted peat is supporting the Scottish whisky industry;
 - ii. there is no reasonable substitute;
 - iii. the area of extraction is the minimum necessary and the proposal retains an in-situ residual depth of peat of at least 1 metre across the whole site, including drainage features;
 - iv. the time period for extraction is the minimum necessary; and
 - v. there is an agreed comprehensive site restoration plan which will progressively restore, over a reasonable timescale, the area of extraction to a functioning peatland system capable of achieving carbon sequestration.

Policy impact:

- ✔ Just Transition
- ✔ Conserving and recycling assets
- ✔ Rebalanced development
- ✔ Rural revitalisation

Key policy connections:

[Tackling the climate and nature crises](#)

[Climate mitigation and adaptation](#)

[Biodiversity](#)

[Natural places](#)

[Forestry, woodland and trees](#)

[Historic assets and places](#)

[Energy](#)

[Blue and green infrastructure](#)

[Rural development](#)

Forestry, woodland and trees

Policy Principles

Policy Intent:

To protect and expand forests, woodland and trees.

Policy Outcomes:

- Existing woodlands and trees are protected, and cover is expanded.
- Woodland and trees on development sites are sustainably managed.

Local Development Plans:

LDPs should identify and protect existing woodland and the potential for its enhancement or expansion to avoid habitat fragmentation and improve ecological connectivity, helping to support and expand nature networks. The spatial strategy should identify and set out proposals for forestry, woodlands and trees in the area, including their development, protection and enhancement, resilience to climate change, and the expansion of a range of types to provide multiple benefits. This will be supported and informed by an up to date Forestry and Woodland Strategy.

Policy 6

- Development proposals that enhance, expand and improve woodland and tree cover will be supported.
- Development proposals will not be supported where they will result in:
 - Any loss of ancient woodlands, ancient and veteran trees, or adverse impact on their ecological condition;
 - Adverse impacts on native woodlands, hedgerows and individual trees of high biodiversity value, or identified for protection in the Forestry and Woodland Strategy;
 - Fragmenting or severing woodland habitats, unless appropriate mitigation measures are identified and implemented in line with the mitigation hierarchy;
 - Conflict with Restocking Direction, Remedial Notice or Registered Notice to Comply issued by Scottish Forestry.

- Development proposals involving woodland removal will only be supported where they will achieve significant and clearly defined additional public benefits in accordance with relevant Scottish Government policy on woodland removal. Where woodland is removed, compensatory planting will most likely be expected to be delivered.
- Development proposals on sites which include an area of existing woodland or land identified in the Forestry and Woodland Strategy as being suitable for woodland creation will only be supported where the enhancement and improvement of woodlands and the planting of new trees on the site (in accordance with the Forestry and Woodland Strategy) are integrated into the design.

Policy impact:

- ✓ Just Transition
- ✓ Conserving and recycling assets
- ✓ Rebalanced development
- ✓ Rural revitalisation

Key policy connections:

- [Tackling the climate and nature crises](#)
- [Climate mitigation and adaptation](#)
- [Biodiversity](#)
- [Natural places](#)
- [Soils](#)
- [Historic assets and places](#)
- [Green belts](#)
- [Energy](#)
- [Design, quality and place](#)
- [Local Living and 20 minute neighbourhoods](#)
- [Heat and cooling](#)
- [Blue and green infrastructure](#)
- [Play, recreation and sport](#)
- [Flood risk and water management](#)
- [Health and safety](#)
- [Tourism](#)

Historic assets and places

Policy Principles

Policy Intent:

To protect and enhance historic environment assets and places, and to enable positive change as a catalyst for the regeneration of places.

Policy Outcomes:

- The historic environment is valued, protected, and enhanced, supporting the transition to net zero and ensuring assets are resilient to current and future impacts of climate change.
- Redundant or neglected historic buildings are brought back into sustainable and productive uses.
- Recognise the social, environmental and economic value of the historic environment, to our economy and cultural identity.

Local Development Plans:

LDPs, including through their spatial strategies, should support the sustainable management of the historic environment. They should identify, protect and enhance valued historic assets and places.

Policy 7

a) Development proposals with a potentially significant impact on historic assets or places will be accompanied by an assessment which is based on an understanding of the cultural significance of the historic asset and/or place. The assessment should identify the likely visual or physical impact of any proposals for change, including cumulative effects and provide a sound basis for managing the impacts of change.

Proposals should also be informed by national policy and guidance on managing change in the historic environment, and information held within Historic Environment Records.

- b) Development proposals for the demolition of listed buildings will not be supported unless it has been demonstrated that there are exceptional circumstances and that all reasonable efforts have been made to retain, reuse and/or adapt the listed building. Considerations include whether the:
- i. building is no longer of special interest;
 - ii. building is incapable of physical repair and re-use as verified through a detailed structural condition survey report;
 - iii. repair of the building is not economically viable and there has been adequate marketing for existing and/or new uses at a price reflecting its location and condition for a reasonable period to attract interest from potential restoring purchasers; or
 - iv. demolition of the building is essential to delivering significant benefits to economic growth or the wider community.
- c) Development proposals for the reuse, alteration or extension of a listed building will only be supported where they will preserve its character, special architectural or historic interest and setting. Development proposals affecting the setting of a listed building should preserve its character, and its special architectural or historic interest.
- d) Development proposals in or affecting conservation areas will only be supported where the character and appearance of the conservation area and its setting is preserved or enhanced. Relevant considerations include the:
- i. architectural and historic character of the area;
 - ii. existing density, built form and layout; and
 - iii. context and siting, quality of design and suitable materials.
- e) Development proposals in conservation areas will ensure that existing natural and built features which contribute to the character of the conservation area and its setting, including structures, boundary walls, railings, trees and hedges, are retained.

- f) Demolition of buildings in a conservation area which make a positive contribution to its character will only be supported where it has been demonstrated that:
 - i. reasonable efforts have been made to retain, repair and reuse the building;
 - ii. the building is of little townscape value;
 - iii. the structural condition of the building prevents its retention at a reasonable cost; or
 - iv. the form or location of the building makes its reuse extremely difficult.
- g) Where demolition within a conservation area is to be followed by redevelopment, consent to demolish will only be supported when an acceptable design, layout and materials are being used for the replacement development.
- h) Development proposals affecting scheduled monuments will only be supported where:
 - i. direct impacts on the scheduled monument are avoided;
 - ii. significant adverse impacts on the integrity of the setting of a scheduled monument are avoided; or
 - iii. exceptional circumstances have been demonstrated to justify the impact on a scheduled monument and its setting and impacts on the monument or its setting have been minimised.
- i) Development proposals affecting nationally important Gardens and Designed Landscapes will be supported where they protect, preserve or enhance their cultural significance, character and integrity and where proposals will not significantly impact on important views to, from and within the site, or its setting.
- j) Development proposals affecting nationally important Historic Battlefields will only be supported where they protect and, where appropriate, enhance their cultural significance, key landscape characteristics, physical remains and special qualities.
- k) Development proposals at the coast edge or that extend offshore will only be supported where proposals do not significantly hinder the preservation objectives of Historic Marine Protected Areas.
- l) Development proposals affecting a World Heritage Site or its setting will only be supported where their Outstanding Universal Value is protected and preserved.
- m) Development proposals which sensitively repair, enhance and bring historic buildings, as identified as being at risk locally or on the national Buildings at Risk Register, back into beneficial use will be supported.
- n) Enabling development for historic environment assets or places that would otherwise be unacceptable in planning terms, will only be supported when it has been demonstrated that the enabling development proposed is:
 - i. essential to secure the future of an historic environment asset or place which is at risk of serious deterioration or loss; and
 - ii. the minimum necessary to secure the restoration, adaptation and long-term future of the historic environment asset or place.

The beneficial outcomes for the historic environment asset or place should be secured early in the phasing of the development, and will be ensured through the use of conditions and/or legal agreements.
- o) Non-designated historic environment assets, places and their setting should be protected and preserved in situ wherever feasible. Where there is potential for non-designated buried archaeological remains to exist below a site, developers will provide an evaluation of the archaeological resource at an early stage so that planning authorities can assess impacts. Historic buildings may also have archaeological significance which is not understood and may require assessment.

Where impacts cannot be avoided they should be minimised. Where it has been demonstrated that avoidance or retention is not possible, excavation, recording, analysis, archiving, publication and activities to provide public benefit may be required through the use of conditions or legal/planning obligations.

When new archaeological discoveries are made during the course of development works, they must be reported to the planning authority to enable agreement on appropriate inspection, recording and mitigation measures.

Policy impact:

- ✔ Just Transition
- ✔ Conserving and recycling assets
- ✔ Local living
- ✔ Compact urban growth
- ✔ Rebalanced development
- ✔ Rural revitalisation

Key policy connections:

[Tackling the climate and nature crises](#)

[Climate mitigation and adaptation](#)

[Natural places](#)

[Forestry, woodland and trees](#)

[Green belts](#)

[Brownfield, vacant and derelict land and empty buildings](#)

[Coastal development](#)

[Energy](#)

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[Infrastructure first](#)

[Quality homes](#)

[Rural homes](#)

[Blue and green infrastructure](#)

[Flood risk and water management](#)

[Digital infrastructure](#)

[Community wealth building](#)

[City, town, local and commercial centres](#)

[Rural development](#)

[Tourism](#)

[Culture and creativity](#)

Green belts

Policy Principles

Policy Intent:

To encourage, promote and facilitate compact urban growth and use the land around our towns and cities sustainably.

Policy Outcomes:

- Development is directed to the right locations, urban density is increased and unsustainable growth is prevented.
- The character, landscape, natural setting and identity of settlements is protected and enhanced.
- Nature networks are supported and land is managed to help tackle climate change.

Local Development Plans:

LDPs should consider using green belts, to support their spatial strategy as a settlement management tool to restrict development around towns and cities.

Green belts will not be necessary for most settlements but may be zoned around settlements where there is a significant danger of unsustainable growth in car-based commuting or suburbanisation of the countryside.

Green belts should be identified or reviewed as part of the preparation of LDPs. Boundary changes may be made to accommodate planned growth, or to extend, or alter the area covered as green belt. Detailed green belt boundaries should be based on evidence and should be clearly identified in plans.

Policy 8

- a) Development proposals within a green belt designated within the LDP will only be supported if:
- they are for:
 - development associated with agriculture, woodland creation, forestry and existing woodland (including community woodlands);
 - residential accommodation required and designed for a key worker in a primary industry within the immediate vicinity of their place of employment where the presence of a worker is essential to the operation of the enterprise, or retired workers where there is no suitable alternative accommodation available;
 - horticulture, including market gardening and directly connected retailing, as well as community growing;
 - outdoor recreation, play and sport or leisure and tourism uses; and developments that provide opportunities for access to the open countryside (including routes for active travel and core paths);
 - flood risk management (such as development of blue and green infrastructure within a “drainage catchment” to manage/mitigate flood risk and/or drainage issues);
 - essential infrastructure or new cemetery provision;
 - minerals operations and renewable energy developments;
 - intensification of established uses, including extensions to an existing building where that is ancillary to the main use;
 - the reuse, rehabilitation and conversion of historic environment assets; or
 - one-for-one replacements of existing permanent homes.
- and

ii) the following requirements are met:

- reasons are provided as to why a green belt location is essential and why it cannot be located on an alternative site outwith the green belt;
- the purpose of the green belt at that location is not undermined;
- the proposal is compatible with the surrounding established countryside and landscape character;
- the proposal has been designed to ensure it is of an appropriate scale, massing and external appearance, and uses materials that minimise visual impact on the green belt as far as possible; and
- there will be no significant long-term impacts on the environmental quality of the green belt.

Policy impact:

- ✔ Just Transition
- ✔ Conserving and recycling assets
- ✔ Local living
- ✔ Compact urban growth
- ✔ Rebalanced development
- ✔ Rural revitalisation

Key policy connections:

[Tackling the climate and nature crises](#)

[Climate mitigation and adaptation](#)

[Biodiversity](#)

[Natural places](#)

[Forestry, woodland and trees](#)

[Historic assets and places](#)

[Brownfield, vacant and derelict land and empty buildings](#)

[Energy](#)

[Sustainable transport](#)

[Design, quality and place](#)

[Local Living and 20 minute neighbourhoods](#)

[Infrastructure first](#)

[Quality homes](#)

[Rural homes](#)

[Blue and green infrastructure](#)

[Play, recreation and sport](#)

[Flood risk and water management](#)

[Digital infrastructure](#)

[Business and industry](#)

[Rural development](#)

[Retail](#)

[Tourism](#)

[Minerals](#)

Brownfield, vacant and derelict land and empty buildings

Policy Principles

Policy Intent:

To encourage, promote and facilitate the reuse of brownfield, vacant and derelict land and empty buildings, and to help reduce the need for greenfield development.

Policy Outcomes:

- Development is directed to the right locations, maximising the use of existing assets and minimising additional land take.
- The contribution of brownfield land to nature recovery is recognised and opportunities for use as productive greenspace are realised where appropriate.
- Derelict buildings and spaces are regenerated to improve wellbeing and transform our places.

Local Development Plans:

LDPs should set out opportunities for the sustainable reuse of brownfield land including vacant and derelict land and empty buildings.

Policy 9

- Development proposals that will result in the sustainable reuse of brownfield land including vacant and derelict land and buildings, whether permanent or temporary, will be supported. In determining whether the reuse is sustainable, the biodiversity value of brownfield land which has naturalised should be taken into account.
- Proposals on greenfield sites will not be supported unless the site has been allocated for development or the proposal is explicitly supported by policies in the LDP.

- Where land is known or suspected to be unstable or contaminated, development proposals will demonstrate that the land is, or can be made, safe and suitable for the proposed new use.
- Development proposals for the reuse of existing buildings will be supported, taking into account their suitability for conversion to other uses. Given the need to conserve embodied energy, demolition will be regarded as the least preferred option.

Policy impact:

- ✓ Just Transition
- ✓ Conserving and recycling assets
- ✓ Local living
- ✓ Compact urban growth
- ✓ Rebalanced development

Key policy connections:

[Tackling the climate and nature crises](#)

[Climate mitigation and adaptation](#)

[Historic assets and places](#)

[Zero waste](#)

[Design, quality and place](#)

[Local Living and 20 minute neighbourhoods](#)

[Infrastructure first](#)

[Quality homes](#)

[Rural homes](#)

[Blue and green infrastructure](#)

[Play, recreation and sport](#)

[Health and safety](#)

[Business and industry](#)

[City, town, local and commercial centres](#)

[Rural development](#)

[Culture and creativity](#)

Coastal development

Policy Principles

Policy Intent:

To protect coastal communities and assets and support resilience to the impacts of climate change.

Policy Outcomes:

- Coastal areas develop sustainably and adapt to climate change.

Local Development Plans:

LDP spatial strategies should consider how to adapt coastlines to the impacts of climate change. This should recognise that rising sea levels and more extreme weather events resulting from climate change will potentially have a significant impact on coastal and islands areas, and take a precautionary approach to flood risk including by inundation. Spatial strategies should reflect the diversity of coastal areas and opportunities to use nature-based solutions to improve the resilience of coastal communities and assets. LDP spatial strategies should identify areas of developed and undeveloped coast and should align with national, sectoral and regional marine plans.

Policy 10

- a) Development proposals in developed coastal areas will only be supported where the proposal:
- does not result in the need for further coastal protection measures taking into account future sea level change; or increase the risk to people of coastal flooding or coastal erosion, including through the loss of natural coastal defences including dune systems; and
 - is anticipated to be supportable in the long-term, taking into account projected climate change.
- b) Development proposals in undeveloped coastal areas will only be supported where they:
- are necessary to support the blue economy, net zero emissions or to contribute to the economy or wellbeing of communities whose livelihood depend on marine or coastal activities, or is for essential infrastructure, where there is a specific locational need and no other suitable site;
 - do not result in the need for further coastal protection measures taking into account future sea level change; or increase the risk to people of coastal flooding or coastal erosion, including through the loss of natural coastal defences including dune systems; and
 - are anticipated to be supportable in the long-term, taking into account projected climate change; or
 - are designed to have a very short lifespan.
- c) Development proposals for coastal defence measures will be supported if:
- they are consistent with relevant coastal or marine plans;
 - nature-based solutions are utilised and allow for managed future coastal change wherever practical; and
 - any in-perpetuity hard defense measures can be demonstrated to be necessary to protect essential assets.
- d) Where a design statement is submitted with any planning application that may impact on the coast it will take into account, as appropriate, long-term coastal vulnerability and resilience.

Policy impact:

- ✔ Just Transition
- ✔ Conserving and recycling assets
- ✔ Local living
- ✔ Compact urban growth
- ✔ Rebalanced development
- ✔ Rural revitalisation

Key policy connections:

[Tackling the climate and nature crises](#)

[Climate mitigation and adaptation](#)

[Biodiversity](#)

[Natural places](#)

[Energy](#)

[Design, quality and place](#)

[Local Living and 20 minute neighbourhoods](#)

[Infrastructure first](#)

[Blue and green infrastructure](#)

[Play, recreation and sport](#)

[Flood risk and water management](#)

[Rural development](#)

[Tourism](#)

[Aquaculture](#)

Energy

Policy Principles

Policy Intent:

To encourage, promote and facilitate all forms of renewable energy development onshore and offshore. This includes energy generation, storage, new and replacement transmission and distribution infrastructure and emerging low-carbon and zero emissions technologies including hydrogen and carbon capture utilisation and storage (CCUS).

Policy Outcomes:

- Expansion of renewable, low-carbon and zero emissions technologies.

Local Development Plans:

LDPs should seek to realise their area's full potential for electricity and heat from renewable, low carbon and zero emission sources by identifying a range of opportunities for energy development.

Policy 11

- a) Development proposals for all forms of renewable, low-carbon and zero emissions technologies will be supported. These include:
 - i. wind farms including repowering, extending, expanding and extending the life of existing wind farms;
 - ii. enabling works, such as grid transmission and distribution infrastructure;
 - iii. energy storage, such as battery storage and pumped storage hydro;
 - iv. small scale renewable energy generation technology;
 - v. solar arrays;
 - vi. proposals associated with negative emissions technologies and carbon capture; and
 - vii. proposals including co-location of these technologies.
- b) Development proposals for wind farms in National Parks and National Scenic Areas will not be supported.
- c) Development proposals will only be supported where they maximise net economic impact, including local and community socio-economic benefits such as employment, associated business and supply chain opportunities.
- d) Development proposals that impact on international or national designations will be assessed in relation to Policy 4.
- e) In addition, project design and mitigation will demonstrate how the following impacts are addressed:
 - i. impacts on communities and individual dwellings, including, residential amenity, visual impact, noise and shadow flicker;
 - ii. significant landscape and visual impacts, recognising that such impacts are to be expected for some forms of renewable energy. Where impacts are localised and/or appropriate design mitigation has been applied, they will generally be considered to be acceptable;
 - iii. public access, including impact on long distance walking and cycling routes and scenic routes;
 - iv. impacts on aviation and defence interests including seismological recording;
 - v. impacts on telecommunications and broadcasting installations, particularly ensuring that transmission links are not compromised;
 - vi. impacts on road traffic and on adjacent trunk roads, including during construction;
 - vii. impacts on historic environment;
 - viii. effects on hydrology, the water environment and flood risk;
 - ix. biodiversity including impacts on birds;
 - x. impacts on trees, woods and forests;
 - xi. proposals for the decommissioning of developments, including ancillary infrastructure, and site restoration;
 - xii. the quality of site restoration plans including the measures in place to safeguard or guarantee availability of finances to effectively implement those plans; and
 - xiii. cumulative impacts.

In considering these impacts, significant weight will be placed on the contribution of the proposal to renewable energy generation targets and on greenhouse gas emissions reduction targets.

Grid capacity should not constrain renewable energy development. It is for developers to agree connections to the grid with the relevant network operator. In the case of proposals for grid infrastructure, consideration should be given to underground connections where possible.

- f) Consents for development proposals may be time-limited. Areas identified for wind farms are, however, expected to be suitable for use in perpetuity.

Policy impact:

- ✔ Just Transition
- ✔ Conserving and recycling assets
- ✔ Rebalanced development

Key policy connections:

[Tackling the climate and nature crises](#)

[Climate mitigation and adaptation](#)

[Biodiversity](#)

[Natural places](#)

[Forestry, woodland and trees](#)

[Soils](#)

[Historic assets and places](#)

[Green belts](#)

[Infrastructure first](#)

[Heat and cooling](#)

[Community wealth building](#)

Zero waste

Policy Principles

Policy Intent:

To encourage, promote and facilitate development that is consistent with the waste hierarchy.

Policy Outcomes:

- The reduction and reuse of materials in construction is prioritised.
- Infrastructure for zero waste and to develop Scotland's circular economy is delivered in appropriate locations.

Local Development Plans:

LDPs should identify appropriate locations for new waste management infrastructure to support the circular economy and meet identified needs in a way that moves waste as high up the waste hierarchy as possible.

Policy 12

- a) Development proposals will seek to reduce, reuse, or recycle materials in line with the waste hierarchy.
- b) Development proposals will be supported where they:
 - i. reuse existing buildings and infrastructure;
 - ii. minimise demolition and salvage materials for reuse;
 - iii. minimise waste, reduce pressure on virgin resources and enable building materials, components and products to be disassembled, and reused at the end of their useful life;
 - iv. use materials with the lowest forms of embodied emissions, such as recycled and natural construction materials;
 - v. use materials that are suitable for reuse with minimal reprocessing.
- c) Development proposals that are likely to generate waste when operational, including residential, commercial, and industrial properties, will set out how much waste the proposal is expected to generate and how it will be managed including:
 - i. provision to maximise waste reduction and waste separation at source, and
 - ii. measures to minimise the cross-contamination of materials, through appropriate segregation and storage of waste; convenient access for the collection of waste; and recycling and localised waste management facilities.
- d) Development proposals for waste infrastructure and facilities (except landfill and energy from waste facilities) will be only supported where:
 - i. there are no unacceptable impacts (including cumulative) on the residential amenity of nearby dwellings, local communities; the transport network; and natural and historic environment assets;
 - ii. environmental (including cumulative) impacts relating to noise, dust, smells, pest control and pollution of land, air and water are acceptable;
 - iii. any greenhouse gas emissions resulting from the processing and transportation of waste to and from the facility are minimised;
 - iv. an adequate buffer zone between sites and sensitive uses such as homes is provided taking account of the various environmental effects likely to arise;
 - v. a restoration and aftercare scheme (including appropriate financial mechanisms) is provided and agreed to ensure the site is restored;
 - vi. consideration has been given to co-location with end users of outputs.
- e) Development proposals for new or extended landfill sites will only be supported if:
 - i. there is demonstrable need for additional landfill capacity taking into account Scottish Government objectives on waste management; and
 - ii. waste heat and/or electricity generation is included. Where this is considered impractical, evidence and justification will require to be provided.

- f) Proposals for the capture, distribution or use of gases captured from landfill sites or waste water treatment plant will be supported.
- g) Development proposals for energy-from-waste facilities will not be supported except under limited circumstances where a national or local need has been sufficiently demonstrated (e.g. in terms of capacity need or carbon benefits) as part of a strategic approach to residual waste management and where the proposal:
- i. is consistent with climate change mitigation targets and in line with circular economy principles;
 - ii. can demonstrate that a functional heat network can be created and provided within the site for appropriate infrastructure to allow a heat network to be developed and potential local consumers have been identified;
 - iii. is supported by a heat and power plan, which demonstrates how energy recovered from the development would be used to provide electricity and heat and where consideration is given to methods to reduce carbon emissions of the facility (for example through carbon capture and storage)
 - iv. complies with relevant guidelines published by Scottish Environment Protection Agency (SEPA); and
 - v. has supplied an acceptable decarbonisation strategy aligned with Scottish Government decarbonisation goals.

Policy impact:

- ✔ Just Transition
- ✔ Conserving and recycling assets
- ✔ Compact urban growth

Key policy connections:

[Tackling the climate and nature crises](#)

[Climate mitigation and adaptation](#)

[Brownfield, vacant and derelict land and empty buildings](#)

[Energy](#)

[Infrastructure first](#)

[Heat and cooling](#)

[Community wealth building](#)

[Minerals](#)

Sustainable transport

Policy Principles

Policy Intent:

To encourage, promote and facilitate developments that prioritise walking, wheeling, cycling and public transport for everyday travel and reduce the need to travel unsustainably.

Policy Outcomes:

- Investment in transport infrastructure supports connectivity and reflects place-based approaches and local living.
- More, better, safer and more inclusive active and sustainable travel opportunities.
- Developments are in locations which support sustainable travel.

Local Development Plans:

LDPs should prioritise locations for future development that can be accessed by sustainable modes. The spatial strategy should reflect the sustainable travel hierarchy and sustainable investment hierarchy by making best use of existing infrastructure and services.

LDPs should promote a place-based approach to consider how to reduce car-dominance. This could include low traffic schemes, shared transport options, designing-in speed controls, bus/cycle priority, pedestrianisation and minimising space dedicated to car parking. Consideration should be given to the type, mix and use of development; local living and 20 minute neighbourhoods; car ownership levels; the accessibility of proposals and allocations by sustainable modes; and the accessibility for users of all abilities.

LDPs should be informed by an appropriate and effective transport appraisal undertaken in line with relevant transport appraisal guidance. Plans should be informed by evidence of the area's transport infrastructure capacity, and an appraisal of the spatial strategy on the transport network. This should identify any potential cumulative transport impacts and deliverable

mitigation proposed to inform the plan's infrastructure first approach. Where there is likely to be an impact on the trunk road or rail network, early engagement with Transport Scotland is required.

Policy 13

- a) Proposals to improve, enhance or provide active travel infrastructure, public transport infrastructure or multi-modal hubs will be supported. This includes proposals:
 - i. for electric vehicle charging infrastructure and electric vehicle forecourts, especially where fuelled by renewable energy.
 - ii. which support a mode shift of freight from road to more sustainable modes, including last-mile delivery.
 - iii. that build in resilience to the effects of climate change and where appropriate incorporate blue and green infrastructure and nature rich habitats (such as natural planting or water systems).
- b) Development proposals will be supported where it can be demonstrated that the transport requirements generated have been considered in line with the sustainable travel and investment hierarchies and where appropriate they:
 - i. Provide direct, easy, segregated and safe links to local facilities via walking, wheeling and cycling networks before occupation;
 - ii. Will be accessible by public transport, ideally supporting the use of existing services;
 - iii. Integrate transport modes;
 - iv. Provide low or zero-emission vehicle and cycle charging points in safe and convenient locations, in alignment with building standards;
 - v. Supply safe, secure and convenient cycle parking to meet the needs of users and which is more conveniently located than car parking;
 - vi. Are designed to incorporate safety measures including safe crossings for walking and wheeling and reducing the number and speed of vehicles;

- vii. Have taken into account, at the earliest stage of design, the transport needs of diverse groups including users with protected characteristics to ensure the safety, ease and needs of all users; and
 - viii. Adequately mitigate any impact on local public access routes.
- c) Where a development proposal will generate a significant increase in the number of person trips, a transport assessment will be required to be undertaken in accordance with the relevant guidance.
- d) Development proposals for significant travel generating uses will not be supported in locations which would increase reliance on the private car, taking into account the specific characteristics of the area.
- e) Development proposals which are ambitious in terms of low/no car parking will be supported, particularly in urban locations that are well-served by sustainable transport modes and where they do not create barriers to access by disabled people.
- f) Development proposals for significant travel generating uses, or smaller-scale developments where it is important to monitor travel patterns resulting from the development, will only be supported if they are accompanied by a Travel Plan with supporting planning conditions/obligations. Travel plans should set out clear arrangements for delivering against targets, as well as monitoring and evaluation.
- g) Development proposals that have the potential to affect the operation and safety of the Strategic Transport Network will be fully assessed to determine their impact. Where it has been demonstrated that existing infrastructure does not have the capacity to accommodate a development without adverse impacts on safety or unacceptable impacts on operational performance, the cost of the mitigation measures required to ensure the continued safe and effective operation of the network should be met by the developer.

While new junctions on trunk roads are not normally acceptable, the case for a new junction will be considered by Transport Scotland where significant economic or regeneration benefits can be demonstrated. New junctions will only be considered if they are designed in accordance with relevant guidance and where there will be no adverse impact on road safety or operational performance.

Policy impact:

- ✔ Just Transition
- ✔ Conserving and recycling assets
- ✔ Local living
- ✔ Compact urban growth
- ✔ Rebalanced development
- ✔ Rural revitalisation

Key policy connections:

- [Tackling the climate and nature crises](#)
- [Climate mitigation and adaptation](#)
- [Design, quality and place](#)
- [Local Living and 20 minute neighbourhoods](#)
- [Infrastructure first](#)
- [Quality homes](#)
- [Rural homes](#)
- [Blue and green infrastructure](#)
- [Business and industry](#)
- [City, town, local and commercial centres](#)
- [Retail](#)
- [Rural development](#)
- [Tourism](#)



Liveable Places

Design, quality and place

Policy Principles

Policy Intent:

To encourage, promote and facilitate well designed development that makes successful places by taking a design-led approach and applying the Place Principle.

Policy Outcomes:

- Quality places, spaces and environments.
- Places that consistently deliver healthy, pleasant, distinctive, connected, sustainable and adaptable qualities.

Local Development Plans:

LDPs should be place-based and created in line with the Place Principle. The spatial strategy should be underpinned by the [six qualities of successful places](#). LDPs should provide clear expectations for design, quality and place taking account of the local context, characteristics and connectivity of the area. They should also identify where more detailed design guidance is expected, for example, by way of design frameworks, briefs, masterplans and design codes.

Planning authorities should use the Place Standard tool in the preparation of LDPs and design guidance to engage with communities and other stakeholders. They should also where relevant promote its use in early design discussions on planning applications.

Policy 14

- Development proposals will be designed to improve the quality of an area whether in urban or rural locations and regardless of scale.
- Development proposals will be supported where they are consistent with the six qualities of successful places:

Healthy: Supporting the prioritisation of women's safety and improving physical and mental health.

Pleasant: Supporting attractive natural and built spaces.

Connected: Supporting well connected networks that make moving around easy and reduce car dependency

Distinctive: Supporting attention to detail of local architectural styles and natural landscapes to be interpreted, literally or creatively, into designs to reinforce identity.

Sustainable: Supporting the efficient use of resources that will allow people to live, play, work and stay in their area, ensuring climate resilience, and integrating nature positive, biodiversity solutions.

Adaptable: Supporting commitment to investing in the long-term value of buildings, streets and spaces by allowing for flexibility so that they can be changed quickly to accommodate different uses as well as maintained over time.

Further details on delivering the [six qualities of successful places](#) are set out in Annex D.

- Development proposals that are poorly designed, detrimental to the amenity of the surrounding area or inconsistent with the six qualities of successful places, will not be supported.

Policy impact:

- ✔ Just Transition
- ✔ Conserving and recycling assets
- ✔ Local living
- ✔ Compact urban growth
- ✔ Rebalanced development
- ✔ Rural revitalisation

Key policy connections:

[All other policies.](#)

Local Living and 20 minute neighbourhoods

Policy Principles

Policy Intent:

To encourage, promote and facilitate the application of the Place Principle and create connected and compact neighbourhoods where people can meet the majority of their daily needs within a reasonable distance of their home, preferably by walking, wheeling or cycling or using sustainable transport options.

Policy Outcomes:

- Places are planned to improve local living in a way that reflects local circumstances.
- A network of high-quality, accessible, mixed-use neighbourhoods which support health and wellbeing, reduce inequalities and are resilient to the effects of climate change.
- New and existing communities are planned together with homes and the key local infrastructure including schools, community centres, local shops, greenspaces, health and social care, digital and sustainable transport links.

Local Development Plans:

LDPs should support local living, including 20 minute neighbourhoods within settlements, through the spatial strategy, associated site briefs and masterplans. The approach should take into account the local context, consider the varying settlement patterns and reflect the particular characteristics and challenges faced by each place. Communities and businesses will have an important role to play in informing this, helping to strengthen local living through their engagement with the planning system.

Policy 15

- a) Development proposals will contribute to local living including, where relevant, 20 minute neighbourhoods. To establish this, consideration will be given to existing settlement pattern, and the level and quality of interconnectivity of the proposed development

with the surrounding area, including local access to:

- sustainable modes of transport including local public transport and safe, high quality walking, wheeling and cycling networks;
- employment;
- shopping;
- health and social care facilities;
- childcare, schools and lifelong learning opportunities;
- playgrounds and informal play opportunities, parks, green streets and spaces, community gardens, opportunities for food growth and allotments, sport and recreation facilities;
- publicly accessible toilets;
- affordable and accessible housing options, ability to age in place and housing diversity.

Policy impact:

- ✓ Just Transition
- ✓ Conserving and recycling assets
- ✓ Local living
- ✓ Compact urban growth
- ✓ Rebalanced development
- ✓ Rural revitalisation

Key policy connections:

[Tackling the climate and nature crises](#)

[Climate mitigation and adaptation](#)

[Sustainable transport](#)

[Design, quality and place](#)

[Infrastructure first](#)

[Quality homes](#)

[Blue and green infrastructure](#)

[Play, recreation and sport](#)

[Community wealth building](#)

[City, town, local and commercial centres](#)

[Retail](#)

Quality homes

Policy Principles

Policy Intent:

To encourage, promote and facilitate the delivery of more high quality, affordable and sustainable homes, in the right locations, providing choice across tenures that meet the diverse housing needs of people and communities across Scotland.

Policy Outcomes:

- Good quality homes are at the heart of great places and contribute to strengthening the health and wellbeing of communities.
- Provision of land in the right locations to accommodate future need and demand for new homes, supported by the appropriate infrastructure.
- More energy efficient, net zero emissions homes, supporting a greener, fairer and more inclusive wellbeing economy and community wealth building, tackling both fuel and child poverty.

Local Development Plans:

LDPs are expected to identify a Local Housing Land Requirement for the area they cover. This is to meet the duty for a housing target and to represent how much land is required. To promote an ambitious and plan-led approach, the Local Housing Land Requirement is expected to exceed the 10 year [Minimum All-Tenure Housing Land Requirement \(MATHLR\) set out in Annex E](#).

Deliverable land should be allocated to meet the 10 year Local Housing Land Requirement in locations that create quality places for people to live. Areas that may be suitable for new homes beyond 10 years are also to be identified. The location of where new homes are allocated should be consistent with local living including, where relevant, 20 minute neighbourhoods and an infrastructure first approach. In rural and island areas, authorities are encouraged to set out tailored approaches to housing which

reflect locally specific market circumstances and delivery approaches. Diverse needs and delivery models should be taken into account across all areas, as well as allocating land to ensure provision of accommodation for Gypsy/Travellers and Travelling Showpeople where need is identified.

The LDP delivery programme is expected to establish a deliverable housing land pipeline for the Local Housing Land Requirement. The purpose of the pipeline is to provide a transparent view of the phasing of housing allocations so that interventions, including infrastructure, that enable delivery can be planned: it is not to stage permissions. Representing when land will be brought forward, phasing is expected across the short (1-3 years), medium (4-6 years) and long-term (7-10 years). Where sites earlier in the deliverable housing land pipeline are not delivering as programmed, and alternative delivery mechanisms identified in the delivery programme are not practical, measures should be considered to enable earlier delivery of long-term deliverable sites (7-10 years) or areas identified for new homes beyond 10 years. De-allocations should be considered where sites are no longer deliverable. The annual Housing Land Audit will monitor the delivery of housing land to inform the pipeline and the actions to be taken in the delivery programme.

Policy 16

- a) Development proposals for new homes on land allocated for housing in LDPs will be supported.
- b) Development proposals that include 50 or more homes, and smaller developments if required by local policy or guidance, should be accompanied by a Statement of Community Benefit. The statement will explain the contribution of the proposed development to:
 - i. meeting local housing requirements, including affordable homes;
 - ii. providing or enhancing local infrastructure, facilities and services; and
 - iii. improving the residential amenity of the surrounding area.

- c) Development proposals for new homes that improve affordability and choice by being adaptable to changing and diverse needs, and which address identified gaps in provision, will be supported. This could include:
- i. self-provided homes;
 - ii. accessible, adaptable and wheelchair accessible homes;
 - iii. build to rent;
 - iv. affordable homes;
 - v. a range of size of homes such as those for larger families;
 - vi. homes for older people, including supported accommodation, care homes and sheltered housing;
 - vii. homes for people undertaking further and higher education; and
 - viii. homes for other specialist groups such as service personnel.
- d) Development proposals for public or private, permanent or temporary, Gypsy/Travellers sites and family yards and Travelling Showpeople yards, including on land not specifically allocated for this use in the LDP, should be supported where a need is identified and the proposal is otherwise consistent with the plan spatial strategy and other relevant policies, including human rights and equality.
- e) Development proposals for new homes will be supported where they make provision for affordable homes to meet an identified need. Proposals for market homes will only be supported where the contribution to the provision of affordable homes on a site will be at least 25% of the total number of homes, unless the LDP sets out locations or circumstances where:
- i. a higher contribution is justified by evidence of need, or
 - ii. a lower contribution is justified, for example, by evidence of impact on viability, where proposals are small in scale, or to incentivise particular types of homes that are needed to diversify the supply, such as self-build or wheelchair accessible homes.
- The contribution is to be provided in accordance with local policy or guidance.
- f) Development proposals for new homes on land not allocated for housing in the LDP will only be supported in limited circumstances where:
- i. the proposal is supported by an agreed timescale for build-out; and
 - ii. the proposal is otherwise consistent with the plan spatial strategy and other relevant policies including local living and 20 minute neighbourhoods;
 - iii. and either:
 - delivery of sites is happening earlier than identified in the deliverable housing land pipeline. This will be determined by reference to two consecutive years of the Housing Land Audit evidencing substantial delivery earlier than pipeline timescales and that general trend being sustained; or
 - the proposal is consistent with policy on rural homes; or
 - the proposal is for smaller scale opportunities within an existing settlement boundary; or
 - the proposal is for the delivery of less than 50 affordable homes as part of a local authority supported affordable housing plan.
- g) Householder development proposals will be supported where they:
- i. do not have a detrimental impact on the character or environmental quality of the home and the surrounding area in terms of size, design and materials; and
 - ii. do not have a detrimental effect on the neighbouring properties in terms of physical impact, overshadowing or overlooking.
- h) Householder development proposals that provide adaptations in response to risks from a changing climate, or relating to people with health conditions that lead to particular accommodation needs will be supported.

Policy impact:

- ✔ Just Transition
- ✔ Conserving and recycling assets
- ✔ Local living
- ✔ Compact urban growth
- ✔ Rebalanced development
- ✔ Rural revitalisation

Key policy connections:

[Tackling the climate and nature crises](#)

[Climate mitigation and adaptation](#)

[Green belts](#)

[Brownfield, vacant and derelict land and empty buildings](#)

[Sustainable transport](#)

[Design, quality and place](#)

[Local Living and 20 minute neighbourhoods](#)

[Infrastructure first](#)

[Heat and cooling](#)

[Blue and green infrastructure](#)

[Play, recreation and sport](#)

[Rural homes](#)

[Health and safety](#)

[City, town, local and commercial centres](#)

Rural homes

Policy Principles

Policy Intent:

To encourage, promote and facilitate the delivery of more high quality, affordable and sustainable rural homes in the right locations.

Policy Outcomes:

- Improved choice of homes across tenures so that identified local needs of people and communities in rural and island areas are met.
- Homes are provided that support sustainable rural communities and are linked with service provision.
- The distinctive character, sense of place and natural and cultural assets of rural areas are safeguarded and enhanced.

Local Development Plans:

LDPs should be informed by an understanding of population change over time, locally specific needs and market circumstances in rural and island areas.

LDPs should set out tailored approaches to rural housing and where relevant include proposals for future population growth – including provision for small-scale housing such as crofts and woodland crofts and the appropriate resettlement of previously inhabited areas. The Scottish Government's 6 fold Urban Rural Classification 2020 should be used to identify remote rural areas. Plans should reflect locally appropriate delivery approaches. Previously inhabited areas that are suitable for resettlement should be identified in the spatial strategy.

Policy 17

- a) Development proposals for new homes in rural areas will be supported where the development is suitably scaled, sited and designed to be in keeping with the character of the area and the development:
- i. is on a site allocated for housing within the LDP;
 - ii. reuses brownfield land where a return to a natural state has not or will not happen without intervention;
 - iii. reuses a redundant or unused building;
 - iv. is an appropriate use of a historic environment asset or is appropriate enabling development to secure the future of historic environment assets;
 - v. is demonstrated to be necessary to support the sustainable management of a viable rural business or croft, and there is an essential need for a worker (including those taking majority control of a farm business) to live permanently at or near their place of work;
 - vi. is for a single home for the retirement succession of a viable farm holding;
 - vii. is for the subdivision of an existing residential dwelling; the scale of which is in keeping with the character and infrastructure provision in the area; or
 - viii. reinstates a former dwelling house or is a one-for-one replacement of an existing permanent house.
- b) Development proposals for new homes in rural areas will consider how the development will contribute towards local living and take into account identified local housing needs (including affordable housing), economic considerations and the transport needs of the development as appropriate for the rural location.
- c) Development proposals for new homes in remote rural areas will be supported where the proposal:
- i. supports and sustains existing fragile communities;
 - ii. supports identified local housing outcomes; and

- iii. is suitable in terms of location, access, and environmental impact.
- d) Development proposals for new homes that support the resettlement of previously inhabited areas will be supported where the proposal:
- i. is in an area identified in the LDP as suitable for resettlement;
 - ii. is designed to a high standard;
 - iii. responds to its rural location; and
 - iv. is designed to minimise greenhouse gas emissions as far as possible.

Policy impact:

- ✔ Just Transition
- ✔ Conserving and recycling assets
- ✔ Local living
- ✔ Compact urban growth
- ✔ Rebalanced development
- ✔ Rural revitalisation

Key policy connections:

[Tackling the climate and nature crises](#)

[Climate mitigation and adaptation](#)

[Natural places](#)

[Historic assets and places](#)

[Green belts](#)

[Brownfield, vacant and derelict land and empty buildings](#)

[Coastal development](#)

[Sustainable transport](#)

[Design, quality and place](#)

[Local Living and 20 minute neighbourhoods](#)

[Infrastructure first](#)

[Quality homes](#)

[City, town, local and commercial centres](#)

[Rural development](#)

[Tourism](#)

Infrastructure first

Policy Principles

Policy Intent:

To encourage, promote and facilitate an infrastructure first approach to land use planning, which puts infrastructure considerations at the heart of placemaking.

Policy Outcomes:

- Infrastructure considerations are integral to development planning and decision making and potential impacts on infrastructure and infrastructure needs are understood early in the development planning process as part of an evidenced based approach.
- Existing infrastructure assets are used sustainably, prioritising low-carbon solutions.
- Infrastructure requirements, and their planned delivery to meet the needs of communities, are clear.

Local Development Plans:

LDPs and delivery programmes should be based on an integrated infrastructure first approach. Plans should:

- be informed by evidence on infrastructure capacity, condition, needs and deliverability within the plan area, including cross boundary infrastructure;
- set out the infrastructure requirements to deliver the spatial strategy, informed by the evidence base, identifying the infrastructure priorities, and where, how, when and by whom they will be delivered; and
- indicate the type, level (or method of calculation) and location of the financial or in-kind contributions, and the types of development from which they will be required.

Plans should align with relevant national, regional and local infrastructure plans and policies and take account of the Scottish Government infrastructure investment hierarchy and sustainable travel and investment hierarchies in developing the spatial strategy. Consistent early engagement and collaboration between relevant stakeholders will better inform decisions on land use and investment.

Policy 18

- a) Development proposals which provide (or contribute to) infrastructure in line with that identified as necessary in LDPs and their delivery programmes will be supported.
- b) The impacts of development proposals on infrastructure should be mitigated. Development proposals will only be supported where it can be demonstrated that provision is made to address the impacts on infrastructure. Where planning conditions, planning obligations, or other legal agreements are to be used, the relevant tests will apply.

Where planning obligations are entered into, they should meet the following tests:

- be necessary to make the proposed development acceptable in planning terms
- serve a planning purpose
- relate to the impacts of the proposed development
- fairly and reasonably relate in scale and kind to the proposed development
- be reasonable in all other respects

Planning conditions should only be imposed where they meet all of the following tests. They should be:

- necessary
- relevant to planning
- relevant to the development to be permitted
- enforceable
- precise
- reasonable in all other respects

Policy impact:

- ✔ Just Transition
- ✔ Conserving and recycling assets
- ✔ Local living
- ✔ Compact urban growth
- ✔ Rebalanced development

Key policy connections:

[Tackling the climate and nature crises](#)

[Climate mitigation and adaptation](#)

[Biodiversity](#)

[Brownfield, vacant and derelict land and empty buildings](#)

[Energy](#)

[Zero waste](#)

[Sustainable transport](#)

[Design, quality and place](#)

[Local Living and 20 minute neighbourhoods](#)

[Heat and cooling](#)

[Quality homes](#)

[Rural homes](#)

[Blue and green infrastructure](#)

[Play, recreation and sport](#)

[Flood risk and water management](#)

[Health and safety](#)

[Digital infrastructure](#)

[Business and industry](#)

[City, town, local and commercial centres](#)

[Rural development](#)

Heat and cooling

Policy Principles

Policy Intent:

To encourage, promote and facilitate development that supports decarbonised solutions to heat and cooling demand and ensure adaptation to more extreme temperatures.

Policy Outcomes:

- Development is connected to expanded heat networks which use and store heat from low or zero emission sources.
- Buildings and places are adapted to more extreme temperatures.

Local Development Plans:

LDPs should take into account the area's Local Heat & Energy Efficiency Strategy (LHEES). The spatial strategy should take into account areas of heat network potential and any designated Heat Network Zones (HNZ).

Policy 19

- Development proposals within or adjacent to a Heat Network Zone identified in a LDP will only be supported where they are designed and constructed to connect to the existing heat network.
- Proposals for retrofitting a connection to a heat network will be supported.
- Where a heat network is planned but not yet in place, development proposals will only be supported where they are designed and constructed to allow for cost-effective connection at a later date.
- National and major developments that will generate waste or surplus heat and which are located in areas of heat demand, will be supported providing wider considerations, including residential amenity, are not adversely impacted. A Heat and Power Plan should demonstrate how energy recovered from the development will be used to produce electricity and heat.

- Development proposals for energy infrastructure will be supported where they:
 - repurpose former fossil fuel infrastructure for the production or handling of low carbon energy;
 - are within or adjacent to a Heat Network Zone; and
 - can be cost-effectively linked to an existing or planned heat network.
- Development proposals for buildings that will be occupied by people will be supported where they are designed to promote sustainable temperature management, for example by prioritising natural or passive solutions such as siting, orientation, and materials.

Policy impact:

- ✓ Just Transition
- ✓ Conserving and recycling assets
- ✓ Rebalanced development

Key policy connections:

[Tackling the climate and nature crises](#)

[Climate mitigation and adaptation](#)

[Energy](#)

[Zero waste](#)

[Infrastructure first](#)

[Blue and green infrastructure](#)

[Business and industry](#)

Blue and green infrastructure

Policy Principles

Policy Intent:

To protect and enhance blue and green infrastructure and their networks.

Policy Outcomes:

- Blue and green infrastructure are an integral part of early design and development processes; are designed to deliver multiple functions including climate mitigation, nature restoration, biodiversity enhancement, flood prevention and water management.
- Communities benefit from accessible, high quality blue, green and civic spaces.

Local Development Plans:

LDPs should be informed by relevant, up-to-date audits and/or strategies, covering the multiple functions and benefits of blue and green infrastructure. The spatial strategy should identify and protect blue and green infrastructure assets and networks; enhance and expand existing provision including new blue and/or green infrastructure. This may include retrofitting. Priorities for connectivity to other blue and/or green infrastructure assets, including to address cross-boundary needs and opportunities, should also be identified.

LDPs should encourage the permanent or temporary use of unused or under-used land as green infrastructure. Where this is temporary, this should not prevent future development potential from being realised.

LDPs should safeguard access rights and core paths, including active travel routes, and encourage new and enhanced opportunities for access linked to wider networks.

Policy 20

- a) Development proposals that result in fragmentation or net loss of existing blue and green infrastructure will only be supported where it can be demonstrated that the proposal would not result in or exacerbate a deficit in blue or green infrastructure provision, and the overall integrity of the network will be maintained. The planning authority's Open Space Strategy should inform this.
- b) Development proposals for or incorporating new or enhanced blue and/or green infrastructure will be supported. Where appropriate, this will be an integral element of the design that responds to local circumstances.

Design will take account of existing provision, new requirements and network connections (identified in relevant strategies such as the Open Space Strategies) to ensure the proposed blue and/or green infrastructure is of an appropriate type(s), quantity, quality and accessibility and is designed to be multi-functional and well integrated into the overall proposals.

- c) Development proposals in regional and country parks will only be supported where they are compatible with the uses, natural habitats, and character of the park.
- d) Development proposals for temporary open space or green space on unused or under-used land will be supported.
- e) Development proposals that include new or enhanced blue and/or green infrastructure will provide effective management and maintenance plans covering the funding arrangements for their long-term delivery and upkeep, and the party or parties responsible for these.

Policy impact:

- ✔ Just Transition
- ✔ Local living
- ✔ Compact urban growth
- ✔ Rebalanced development
- ✔ Rural revitalisation

Key policy connections:

[Tackling the climate and nature crises](#)

[Climate mitigation and adaptation](#)

[Biodiversity](#)

[Natural places](#)

[Soils](#)

[Forestry, woodland and trees](#)

[Historic assets and places](#)

[Green belts](#)

[Sustainable transport](#)

[Design, quality and place](#)

[Local Living and 20 minute neighbourhoods](#)

[Infrastructure first](#)

[Heat and cooling](#)

[Quality homes](#)

[Play, recreation and sport](#)

[Flood risk and water management](#)

[Health and safety](#)

[City, town, local and commercial centres](#)

[Rural development](#)

Play, recreation and sport

Policy Principles

Policy Intent:

To encourage, promote and facilitate spaces and opportunities for play, recreation and sport.

Policy Outcomes:

- Natural and built environments are improved, with more equitable access to opportunities for play and recreation.
- Physical and mental health are improved through provision of, and access to, outdoor recreation, play and sport facilities.

Local Development Plans:

LDPs should identify sites for sports, play and outdoor recreation for people of all ages. This should be based on an understanding of the needs and demand in the community and informed by the planning authority's Play Sufficiency Assessment and Open Space Strategy. These spaces can be incorporated as part of enhancing and expanding blue and green infrastructure, taking account of relevant agencies' plans or policy frameworks, such as flood risk and/or water management plans. New provisions should be well-designed, high quality, accessible and inclusive.

Policy 21

- a) Development proposals which result in the loss of outdoor sports facilities will only be supported where the proposal:
 - i. is ancillary to the principal use of the site as an outdoor sports facility; or
 - ii. involves only a minor part of the facility and would not affect its use; or
 - iii. meets a requirement to replace the facility which would be lost, either by a new facility or by upgrading an existing facility to provide a better quality facility. The location will be convenient for users and the overall playing capacity of the area will be maintained; or
- iv. can demonstrate that there is a clear excess of provision to meet current and anticipated demand in the area, and that the site would be developed without detriment to the overall quality of provision.

This should be informed by the local authority's Open Space Strategy and/or Play Sufficiency Assessment and in consultation with sportscotland where appropriate.
- b) Development proposals that result in the quantitative and/or qualitative loss of children's outdoor play provision, will only be supported where it can be demonstrated that there is no ongoing or future demand or the existing play provision will be replaced by a newly created, or improved existing asset, that is better quality or more appropriate.

This should be informed by the planning authority's Play Sufficiency Assessment.
- c) Development proposals for temporary or informal play space on unused or underused land will be supported.
- d) Development proposals likely to be occupied or used by children and young people will be supported where they incorporate well-designed, good quality provision for play, recreation, and relaxation that is proportionate to the scale and nature of the development and existing provision in the area.
- e) Development proposals that include new streets and public realm should be inclusive and enable children and young people to play and move around safely and independently, maximising opportunities for informal and incidental play in the neighbourhood.
- f) New, replacement or improved play provision will, as far as possible and as appropriate:
 - i. provide stimulating environments;
 - ii. provide a range of play experiences including opportunities to connect with nature;
 - iii. be inclusive;
 - iv. be suitable for different ages of children and young people;
 - v. be easily and safely accessible by children and young people independently, including those with a disability;

- vi. incorporate trees and/or other forms of greenery;
 - vii. form an integral part of the surrounding neighbourhood;
 - viii. be well overlooked for passive surveillance;
 - ix. be linked directly to other open spaces and play areas.
- g) Development proposals that include new or enhanced play or sport facilities will provide effective management and maintenance plans covering the funding arrangements for their long-term delivery and upkeep, and the party or parties responsible for these.

Policy impact:

- ✔ Just Transition
- ✔ Compact urban growth
- ✔ Local living
- ✔ Rebalanced development
- ✔ Rural revitalisation

Key policy connections:

[Tackling the climate and nature crises](#)

[Climate mitigation and adaptation](#)

[Biodiversity](#)

[Natural places](#)

[Forestry, woodland and trees](#)

[Historic assets and places](#)

[Green belts](#)

[Brownfield, vacant and derelict land and empty buildings](#)

[Sustainable transport](#)

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[Local Living and 20 minute neighbourhoods](#)

[Infrastructure first](#)

[Quality homes](#)

[Rural homes](#)

[Blue and green infrastructure](#)

[Flood risk and water management](#)

[Health and safety](#)

[City, town, local and commercial centres](#)

[Culture and creativity](#)

Flood risk and water management

Policy Principles

Policy Intent:

To strengthen resilience to flood risk by promoting avoidance as a first principle and reducing the vulnerability of existing and future development to flooding.

Policy Outcomes:

- Places are resilient to current and future flood risk.
- Water resources are used efficiently and sustainably.
- Wider use of natural flood risk management benefits people and nature.

Local Development Plans:

LDPs should strengthen community resilience to the current and future impacts of climate change, by avoiding development in areas at flood risk as a first principle. Resilience should also be supported by managing the need to bring previously used sites in built up areas into positive use; planning for adaptation measures; and identifying opportunities to implement improvements to the water environment through natural flood risk management and blue green infrastructure.

Plans should take into account the probability of flooding from all sources and make use of relevant flood risk and river basin management plans for the area. A precautionary approach should be taken, regarding the calculated probability of flooding as a best estimate, not a precise forecast. For areas where climate change is likely to result in increased flood exposure that becomes unmanageable, consideration should be given to alternative sustainable land use.

Policy 22

- a) Development proposals at risk of flooding or in a flood risk area will only be supported if they are for:
- i. essential infrastructure where the location is required for operational reasons;
 - ii. water compatible uses;
 - iii. redevelopment of an existing building or site for an equal or less vulnerable use; or.
 - iv. redevelopment of previously used sites in built up areas where the LDP has identified a need to bring these into positive use and where proposals demonstrate that long-term safety and resilience can be secured in accordance with relevant SEPA advice.

The protection offered by an existing formal flood protection scheme or one under construction can be taken into account when determining flood risk.

In such cases, it will be demonstrated by the applicant that:

- all risks of flooding are understood and addressed;
- there is no reduction in floodplain capacity, increased risk for others, or a need for future flood protection schemes;
- the development remains safe and operational during floods;
- flood resistant and resilient materials and construction methods are used; and
- future adaptations can be made to accommodate the effects of climate change.

Additionally, for development proposals meeting criteria part iv), where flood risk is managed at the site rather than avoided these will also require:

- the first occupied/utilised floor, and the underside of the development if relevant, to be above the flood risk level and have an additional allowance for freeboard; and
- that the proposal does not create an island of development and that safe access/ egress can be achieved.

- b) Small scale extensions and alterations to existing buildings will only be supported where they will not significantly increase flood risk.
- c) Development proposals will:
- i. not increase the risk of surface water flooding to others, or itself be at risk.
 - ii. manage all rain and surface water through sustainable urban drainage systems (SUDS), which should form part of and integrate with proposed and existing blue-green infrastructure. All proposals should presume no surface water connection to the combined sewer;
 - iii. seek to minimise the area of impermeable surface.
- d) Development proposals will be supported if they can be connected to the public water mains. If connection is not feasible, the applicant will need to demonstrate that water for drinking water purposes will be sourced from a sustainable water source that is resilient to periods of water scarcity.
- e) Development proposals which create, expand or enhance opportunities for natural flood risk management, including blue and green infrastructure, will be supported.

Policy impact:

- ✔ Just Transition
- ✔ Conserving and recycling assets
- ✔ Local living
- ✔ Compact urban growth
- ✔ Rebalanced development
- ✔ Rural revitalisation

Key policy connections:

[Tackling the climate and nature crises](#)

[Climate mitigation and adaptation](#)

[Biodiversity](#)

[Green belts](#)

[Coastal development](#)

[Design, quality and place](#)

[Infrastructure first](#)

[Quality homes](#)

[Blue and green infrastructure](#)

[Health and safety](#)

[Business and industry](#)

Health and safety

Policy Principles

Policy Intent:

To protect people and places from environmental harm, mitigate risks arising from safety hazards and encourage, promote and facilitate development that improves health and wellbeing.

Policy Outcomes:

- Health is improved and health inequalities are reduced.
- Safe places protect human health and the environment.
- A planned approach supports health infrastructure delivery.

Local Development Plans:

LDP spatial strategies should seek to tackle health inequalities particularly in places which are experiencing the most disadvantage. They should identify the health and social care services and infrastructure needed in the area, including potential for co-location of complementary services, in partnership with Health Boards and Health and Social Care Partnerships.

LDPs should create healthier places for example through opportunities for exercise, healthier lifestyles, land for community food growing and allotments, and awareness of locations of concern for suicide.

Spatial strategies should maintain appropriate distances between sites with hazardous substances and areas where the public are likely to be present and areas of particular natural sensitivity or interest.

Policy 23

- a) Development proposals that will have positive effects on health will be supported. This could include, for example, proposals that incorporate opportunities for exercise, community food growing or allotments.
- b) Development proposals which are likely to have a significant adverse effect on health will not be supported. A Health Impact Assessment may be required.
- c) Development proposals for health and social care facilities and infrastructure will be supported.
- d) Development proposals that are likely to have significant adverse effects on air quality will not be supported. Development proposals will consider opportunities to improve air quality and reduce exposure to poor air quality. An air quality assessment may be required where the nature of the proposal or the air quality in the location suggest significant effects are likely.
- e) Development proposals that are likely to raise unacceptable noise issues will not be supported. The agent of change principle applies to noise sensitive development. A Noise Impact Assessment may be required where the nature of the proposal or its location suggests that significant effects are likely.
- f) Development proposals will be designed to take into account suicide risk.
- g) Development proposals within the vicinity of a major accident hazard site or major accident hazard pipeline (because of the presence of toxic, highly reactive, explosive or inflammable substances) will consider the associated risks and potential impacts of the proposal and the major accident hazard site/pipeline of being located in proximity to one another.
- h) Applications for hazardous substances consent will consider the likely potential impacts on surrounding populations and the environment.
- i) Any advice from Health and Safety Executive, the Office of Nuclear Regulation or the Scottish Environment Protection Agency that planning permission or hazardous substances consent should be refused, or conditions to be attached to a grant of consent, should not be overridden by the decision maker without the most careful consideration.
- j) Similar considerations apply in respect of development proposals either for or near licensed explosive sites (including military explosive storage sites).

Policy impact:

- ✔ Just Transition
- ✔ Local living
- ✔ Compact urban growth
- ✔ Rebalanced development

Key policy connections:

[Tackling the climate and nature crises](#)

[Climate mitigation and adaptation](#)

[Forestry, woodland and trees](#)

[Energy](#)

[Zero waste](#)

[Sustainable transport](#)

[Design, quality and place](#)

[Local Living and 20 minute neighbourhoods](#)

[Infrastructure first](#)

[Heat and cooling](#)

[Quality homes](#)

[Blue and green infrastructure](#)

[Play, recreation and sport](#)

[Flood risk and water management](#)

[Digital infrastructure](#)

[Business and industry](#)

[City, town, local and commercial centres](#)

[Retail](#)

[Culture and creativity](#)

[Aquaculture](#)

[Minerals](#)

Digital infrastructure

Policy Principles

Policy Intent:

To encourage, promote and facilitate the roll-out of digital infrastructure across Scotland to unlock the potential of all our places and the economy.

Policy Outcomes:

- Appropriate, universal and future proofed digital infrastructure across the country.
- Local living is supported and the need to travel is reduced.

Local Development Plans:

LDPs should support the delivery of digital infrastructure, including fixed line and mobile connectivity, particularly in areas with gaps in connectivity and barriers to digital access.

Policy 24

- Development proposals that incorporate appropriate, universal, and future-proofed digital infrastructure will be supported.
- Development proposals that deliver new digital services or provide technological improvements, particularly in areas with no or low connectivity capacity, will be supported.
- Development proposals that are aligned with and support the delivery of local or national programmes for the roll-out of digital infrastructure will be supported.
- Development proposals that deliver new connectivity will be supported where there are benefits of this connectivity for communities and the local economy.
- Development proposals for digital infrastructure will only be supported where:
 - the visual and amenity impacts of the proposed development have been minimised through careful siting, design, height, materials and, landscaping, taking into account cumulative impacts and relevant technical constraints;

- it has been demonstrated that, before erecting a new ground based mast, the possibility of erecting antennas on an existing building, mast or other structure, replacing an existing mast and/or site sharing has been explored; and
- there is no physical obstruction to aerodrome operations, technical sites, or existing transmitter/receiver facilities.

Policy impact:

- ✔ Just Transition
- ✔ Conserving and recycling assets
- ✔ Local living
- ✔ Compact urban growth
- ✔ Rebalanced development
- ✔ Rural revitalisation

Key policy connections:

[Tackling the climate and nature crises](#)

[Natural places](#)

[Green belts](#)

[Zero waste](#)

[Design, quality and place](#)

[Local Living and 20 minute neighbourhoods](#)

[Infrastructure first](#)

[Health and safety](#)

[Community wealth building](#)

[Business and industry](#)

[City, town, local and commercial centres](#)

[Rural development](#)



Productive Places

Community wealth building

Policy Principles

Policy Intent:

To encourage, promote and facilitate a new strategic approach to economic development that also provides a practical model for building a wellbeing economy at local, regional and national levels.

Policy Outcomes:

- local economic development that focuses on community and place benefits as a central and primary consideration – to support local employment and supply chains.
- support community ownership and management of buildings and land.

Local Development Plans:

LDPs should be aligned with any strategy for community wealth building for the area. Spatial strategies should address community wealth building priorities; identify community assets; set out opportunities to tackle economic disadvantage and inequality; and seek to provide benefits for local communities.

Policy 25

- a) Development proposals which contribute to local or regional community wealth building strategies and are consistent with local economic priorities will be supported. This could include for example improving community resilience and reducing inequalities; increasing spending within communities; ensuring the use of local supply chains and services; local job creation; supporting community led proposals, including creation of new local firms and enabling community led ownership of buildings and assets.
- b) Development proposals linked to community ownership and management of land will be supported.

Policy impact:

- ✓ Just Transition
- ✓ Rebalanced development
- ✓ Rural revitalisation

Key policy connections:

- [Brownfield, vacant and derelict land and empty buildings](#)
- [Local Living and 20 minute neighbourhoods](#)
- [Business and industry](#)

Business and industry

Policy Principles

Policy Intent:

To encourage, promote and facilitate business and industry uses and to enable alternative ways of working such as home working, live-work units and micro-businesses.

Policy Outcomes:

- Recovery within the business and industry sector is sustainable and inclusive.
- Investment in the business and industrial sector contributes to community wealth building.

Local Development Plans:

LDPs should allocate sufficient land for business and industry, taking into account business and industry land audits, in particular ensuring that there is a suitable range of sites that meet current market demand, location, size and quality in terms of accessibility and services. This allocation should take account of local economic strategies and support broader objectives of delivering a low carbon and net zero economic recovery, and a fairer and more inclusive wellbeing economy.

Policy 26

- a) Development proposals for business and industry uses on sites allocated for those uses in the LDP will be supported.
- b) Development proposals for home working, live-work units and micro-businesses will be supported where it is demonstrated that the scale and nature of the proposed business and building will be compatible with the surrounding area and there will be no unacceptable impacts on amenity or neighbouring uses.
- c) Development proposals for business and industry uses will be supported where they are compatible with the primary business function of the area. Other employment uses will be supported where they will not prejudice the primary function of the area and are compatible with the business/industrial character of the area.

- d) Development proposals for business, general industrial and storage and distribution uses outwith areas identified for those uses in the LDP will only be supported where:
 - i. It is demonstrated that there are no suitable alternatives allocated in the LDP or identified in the employment land audit; and
 - ii. The nature and scale of the activity will be compatible with the surrounding area.
- e) Development proposals for business and industry will take into account:
 - i. Impact on surrounding residential amenity; sensitive uses and the natural and historic environment;
 - ii. The need for appropriate site restoration at the end of a period of commercial use.
- f) Major developments for manufacturing or industry will be accompanied by a decarbonisation strategy to demonstrate how greenhouse gas emissions from the process are appropriately abated. The strategy may include carbon capture and storage.

Policy impact:

- ✔ Just Transition
- ✔ Conserving and recycling assets
- ✔ Local living
- ✔ Compact urban growth
- ✔ Rebalanced development

Key policy connections:

- [Tackling the climate and nature crises](#)
- [Climate mitigation and adaptation](#)
- [Sustainable transport](#)
- [Design, quality and place](#)
- [Local Living and 20 minute neighbourhoods](#)
- [Health and safety](#)
- [Digital infrastructure](#)
- [Community wealth building](#)
- [City, town, local and commercial centres](#)
- [Rural development](#)

City, town, local and commercial centres

Policy Principles

Policy Intent:

To encourage, promote and facilitate development in our city and town centres, recognising they are a national asset. This will be achieved by applying the Town Centre First approach to help centres adapt positively to long-term economic, environmental and societal changes, and by encouraging town centre living.

Policy Outcomes:

- Centres are vibrant, healthy, creative, enterprising, accessible and resilient places for people to live, learn, work, enjoy and visit.
- Development is directed to the most sustainable locations that are accessible by a range of sustainable transport modes and provide communities with easy access to the goods, services and recreational opportunities they need.

Local Development Plans:

LDPs should support sustainable futures for city, town and local centres, in particular opportunities to enhance city and town centres. They should, where relevant, also support proposals for improving the sustainability of existing commercial centres where appropriate.

LDPs should identify a network of centres that reflect the principles of 20 minute neighbourhoods and the town centre vision.

LDPs should be informed by evidence on where clustering of non-retail uses may be adversely impacting on the wellbeing of communities. They should also consider, and if appropriate, identify any areas where drive-through facilities may be acceptable where they would not negatively impact on the principles of local living or sustainable travel.

LDPs should provide a proportion of their Local Housing Land Requirements in city and town centres and be proactive in identifying opportunities to support residential development.

Policy 27

- a) Development proposals that enhance and improve the vitality and viability of city, town and local centres, including proposals that increase the mix of uses, will be supported.
- b) Development proposals will be consistent with the town centre first approach. Proposals for uses which will generate significant footfall, including commercial, leisure, offices, community, sport and cultural facilities, public buildings such as libraries, education and healthcare facilities, and public spaces:
 - i. will be supported in existing city, town and local centres, and
 - ii. will not be supported outwith those centres unless a town centre first assessment demonstrates that:
 - all centre and edge of centre options have been sequentially assessed and discounted as unsuitable or unavailable;
 - the scale of development cannot reasonably be altered or reduced in scale to allow it to be accommodated in a centre; and
 - the impacts on existing centres have been thoroughly assessed and there will be no significant adverse effect on the vitality and viability of the centres.

Town Centre First Assessment

For development proposals which are out of city/town centre and which will generate significant footfall a Town Centre First Assessment will be provided. Applicants should agree the data required with the planning authority before undertaking the assessment, and should present information on areas of dispute in a succinct and comparable form.

The town centre first assessment should:

- identify the potential relationship of the proposed development with the network of centres identified in the LDP;
- demonstrate the potential economic impact of the development and any possible displacement effects, including the net impact on jobs; and
- consider supply chains and whether local suppliers and workers will be a viable option; and
- the environmental impact of transporting goods and of staff and visitors travelling to the location.

The town centre first assessment should be applied flexibly and realistically for community, education, health and social care and sport and leisure facilities so that they are easily accessible to the communities they are intended to serve.

- c) Development proposals for non-retail uses will not be supported if further provision of these services will undermine the character and amenity of the area or the health and wellbeing of communities, particularly in disadvantaged areas. These uses include:
- i. Hot food takeaways, including permanently sited vans;
 - ii. Betting offices; and
 - iii. High interest money lending premises.

- d) Drive-through developments will only be supported where they are specifically supported in the LDP.

Town centre living

- e) Development proposals for residential development within city/town centres will be supported, including:
- i. New build residential development.
 - ii. The re-use of a vacant building within city/town centres where it can be demonstrated that the existing use is no longer viable and the proposed change of use adds to viability and vitality of the area.
 - iii. The conversion, or reuse of vacant upper floors of properties within city/town centres for residential.
- f) Development proposals for residential use at ground floor level within city/town centres will only be supported where the proposal will:
- i. retain an attractive and appropriate frontage;
 - ii. not adversely affect the vitality and viability of a shopping area or the wider centre; and
 - iii. not result in an undesirable concentration of uses, or 'dead frontages'.
- g) Development proposals for city or town centre living will take into account the residential amenity of the proposal. This must be clearly demonstrated where the proposed development is in the same built structure as:
- i. a hot food premises, live music venue, amusement arcade/centre, casino or licensed premises (with the exception of hotels, restaurants, cafés or off licences); and/or
 - ii. there is a common or shared access with licenced premises or other use likely to be detrimental to residential amenity.

Policy impact:

- ✔ Just Transition
- ✔ Conserving and recycling assets
- ✔ Local living
- ✔ Compact urban growth
- ✔ Rebalanced development
- ✔ Rural revitalisation

Key policy connections:

- [Tackling the climate and nature crises](#)
- [Climate mitigation and adaptation](#)
- [Historic assets and places](#)
- [Brownfield, vacant and derelict land and empty buildings](#)
- [Sustainable transport](#)
- [Design, quality and place](#)
- [Local Living and 20 minute neighbourhoods](#)
- [Infrastructure first](#)
- [Quality homes](#)
- [Blue and green infrastructure](#)
- [Play, recreation and sport](#)
- [Health and safety](#)
- [Community wealth building](#)
- [Business and industry](#)
- [Retail](#)
- [Rural development](#)
- [Tourism](#)
- [Culture and creativity](#)

Retail

Policy Principles

Policy Intent:

To encourage, promote and facilitate retail investment to the most sustainable locations that are most accessible by a range of sustainable transport modes.

Policy Outcomes:

- Retail development and the location of shops support vibrant city, town and local centres.
- Communities can access the shops and goods they need by a range of sustainable transport modes including on foot, by bike, and by public transport, as part of local living.

Local Development Plans:

LDPs should consider where there may be a need for further retail provision, this may be:

- where a retail study identifies deficiencies in retail provision in terms of quality and quantity in an area; or
- when allocating sites for housing or the creation of new communities, in terms of the need for neighbourhood shopping, and supporting local living.

LDPs should identify areas where proposals for healthy food and drink outlets can be supported.

Policy 28

- a) Development proposals for retail (including expansions and changes of use) will be consistent with the town centre first principle. This means that new retail proposals:
- i. will be supported in existing city, town and local centres, and
 - ii. will be supported in edge-of-centre areas or in commercial centres if they are allocated as sites suitable for new retail development in the LDP.
 - iii. will not be supported in out of centre locations (other than those meeting policy 28(c) or 28(d)).
- b) Development proposals for retail that are consistent with the sequential approach (set out in a) and click-and-collect locker pick up points, will be supported where the proposed development:
- i. is of an appropriate scale for the location;
 - ii. will have an acceptable impact on the character and amenity of the area; and
 - iii. is located to best channel footfall and activity, to benefit the place as a whole.
- c) Proposals for new small scale neighbourhood retail development will be supported where the proposed development:
- i. contributes to local living, including where relevant 20 minute neighbourhoods and/or
 - ii. can be demonstrated to contribute to the health and wellbeing of the local community.
- d) In island and rural areas, development proposals for shops ancillary to other uses such as farm shops, craft shops and shops linked to petrol/service/charging stations will be supported where:
- i. it will serve local needs, support local living and local jobs;
 - ii. the potential impact on nearby town and commercial centres or village/local shops is acceptable;
 - iii. it will provide a service throughout the year; and
 - iv. the likely impacts of traffic generation and access and parking arrangements are acceptable.

Policy impact:

- ✔ Local living
- ✔ Compact urban growth
- ✔ Rural revitalisation

Key policy connections:

[Tackling the climate and nature crises](#)

[Climate mitigation and adaptation](#)

[Sustainable transport](#)

[Design, quality and place](#)

[Local Living and 20 minute neighbourhoods](#)

[Health and safety](#)

[City, town, local and commercial centres](#)

[Rural development](#)

Rural development

Policy Principles

Policy Intent:

To encourage rural economic activity, innovation and diversification whilst ensuring that the distinctive character of the rural area and the service function of small towns, natural assets and cultural heritage are safeguarded and enhanced.

Policy Outcomes:

- Rural places are vibrant and sustainable and rural communities and businesses are supported.
- A balanced and sustainable rural population.

Local Development Plans:

LDPs should identify the characteristics of rural areas within the plan area, including the existing pattern of development, pressures, environmental assets, community priorities and economic needs of each area. The spatial strategy should set out an appropriate approach to development in rural areas which reflects the identified characteristics. The Scottish Government's 6 fold Urban Rural Classification 2020 should be used to identify remote rural areas. Spatial strategies should support the sustainability and prosperity of rural communities and economies. Previously inhabited areas which are suitable for resettlement should be identified in the spatial strategy.

Policy 29

- a) Development proposals that contribute to the viability, sustainability and diversity of rural communities and local rural economy will be supported, including:
- i. farms, crofts, woodland crofts or other land use businesses, where use of good quality land for development is minimised and business viability is not adversely affected;
 - ii. diversification of existing businesses;
 - iii. production and processing facilities for local produce and materials, for example sawmills, or local food production;
- iv. essential community services;
- v. essential infrastructure;
- vi. reuse of a redundant or unused building;
- vii. appropriate use of a historic environment asset or is appropriate enabling development to secure the future of historic environment assets;
- viii. reuse of brownfield land where a return to a natural state has not or will not happen without intervention;
- ix. small scale developments that support new ways of working such as remote working, homeworking and community hubs; or
- x. improvement or restoration of the natural environment.
- b) Development proposals in rural areas should be suitably scaled, sited and designed to be in keeping with the character of the area. They should also consider how the development will contribute towards local living and take into account the transport needs of the development as appropriate for the rural location.
- c) Development proposals in remote rural areas, where new development can often help to sustain fragile communities, will be supported where the proposal:
- i. will support local employment;
 - ii. supports and sustains existing communities, for example through provision of digital infrastructure; and
 - iii. is suitable in terms of location, access, siting, design and environmental impact.
- d) Development proposals that support the resettlement of previously inhabited areas will be supported where the proposal:
- i. is in an area identified in the LDP as suitable for resettlement;
 - ii. is designed to a high standard;
 - iii. responds to their rural location; and
 - iv. is designed to minimise greenhouse gas emissions as far as possible.

Policy impact:

- ✔ Just Transition
- ✔ Conserving and recycling assets
- ✔ Local living
- ✔ Compact urban growth
- ✔ Rebalanced development
- ✔ Rural revitalisation

Key policy connections:

[Tackling the climate and nature crises](#)

[Climate mitigation and adaptation](#)

[Natural places](#)

[Soils](#)

[Historic assets and places](#)

[Green belts](#)

[Brownfield, vacant and derelict land and empty buildings](#)

[Coastal development](#)

[Sustainable transport](#)

[Design, quality and place](#)

[Local Living and 20 minute neighbourhoods](#)

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[Business and industry](#)

[City, town, local and commercial centres](#)

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[Minerals](#)

Tourism

Policy Principles

Policy Intent:

To encourage, promote and facilitate sustainable tourism development which benefits local people, is consistent with our net zero and nature commitments, and inspires people to visit Scotland.

Policy Outcomes:

- Communities and places enjoy economic, social and cultural benefits from tourism, supporting resilience and stimulating job creation.

Local Development Plans:

LDPs should support the recovery, growth and long-term resilience of the tourism sector. The spatial strategy should identify suitable locations which reflect opportunities for tourism development by taking full account of the needs of communities, visitors, the industry and the environment. Relevant national and local sector driven tourism strategies should also be taken into account.

The spatial strategy should also identify areas of pressure where existing tourism provision is having adverse impacts on the environment or the quality of life and health and wellbeing of local communities, and where further development is not appropriate.

Policy 30

- a) Development proposals for new or extended tourist facilities or accommodation, including caravan and camping sites, in locations identified in the LDP, will be supported.
- b) Proposals for tourism related development will take into account:
 - i. The contribution made to the local economy;
 - ii. Compatibility with the surrounding area in terms of the nature and scale of the activity and impacts of increased visitors;

- iii. Impacts on communities, for example by hindering the provision of homes and services for local people;
 - iv. Opportunities for sustainable travel and appropriate management of parking and traffic generation and scope for sustaining public transport services particularly in rural areas;
 - v. Accessibility for disabled people;
 - vi. Measures taken to minimise carbon emissions;
 - vii. Opportunities to provide access to the natural environment.
- c) Development proposals that involve the change of use of a tourism-related facility will only be supported where it is demonstrated that the existing use is no longer viable and that there is no requirement for alternative tourism-related facilities in the area.
 - d) Proposals for huts will be supported where the nature and scale of the development is compatible with the surrounding area and the proposal complies with relevant good practice guidance.
 - e) Development proposals for the reuse of existing buildings for short term holiday letting will not be supported where the proposal will result in:
 - i. An unacceptable impact on local amenity or the character of a neighbourhood or area; or
 - ii. The loss of residential accommodation where such loss is not outweighed by demonstrable local economic benefits.

Policy impact:

- ✔ Just Transition
- ✔ Conserving and recycling assets
- ✔ Local living
- ✔ Rebalanced development
- ✔ Rural revitalisation

Key policy connections:

[Tackling the climate and nature crises](#)

[Climate mitigation and adaptation](#)

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Culture and creativity

Policy Principles

Policy Intent:

To encourage, promote and facilitate development which reflects our diverse culture and creativity, and to support our culture and creative industries.

Policy Outcomes:

- Locally distinctive places reflect the diversity of communities and support regeneration and town centre vibrancy.
- Cultural and creative industries are expanded, providing jobs and investment.
- Communities have access to cultural and creative activities.

Local Development Plans:

LDPs should recognise and support opportunities for jobs and investment in the creative sector, culture, heritage and the arts.

Policy 31

- Development proposals that involve a significant change to existing, or the creation of new, public open spaces will make provision for public art. Public art proposals which reflect diversity, culture and creativity will be supported.
- Development proposals for creative workspaces or other cultural uses that involve the temporary use of vacant spaces or property will be supported.
- Development proposals that would result in the loss of an arts or cultural venue will only be supported where:
 - there is no longer a sustainable demand for the venue and after marketing the site at a reasonable rate for at least 12 months, through relevant local and national agents and online platforms, there has been no viable interest from potential operators; or
 - the venue, as evidenced by consultation, no longer meets the needs of users and cannot be adapted; or

- alternative provision of equal or greater standard is made available at a suitable location within the local area; and
 - the loss of the venue does not result in loss or damage to assets or objects of significant cultural value.
- Development proposals within the vicinity of existing arts venues will fully reflect the agent of change principle and will only be supported where they can demonstrate that measures can be put in place to ensure that existing noise and disturbance impacts on the proposed development would be acceptable and that existing venues and facilities can continue without additional restrictions being placed on them as a result of the proposed new development.

Policy impact:

- ✓ Just Transition
- ✓ Conserving and recycling assets
- ✓ Local living
- ✓ Rebalanced development

Key policy connections:

- [Tackling the climate and nature crises](#)
- [Climate mitigation and adaptation](#)
- [Historic assets and places](#)
- [Brownfield, vacant and derelict land and empty buildings](#)
- [Zero waste](#)
- [Sustainable transport](#)
- [Design, quality and place](#)
- [Local Living and 20 minute neighbourhoods](#)
- [Blue and green infrastructure](#)
- [Play, recreation and sport](#)
- [Health and safety](#)
- [Digital infrastructure](#)
- [Community wealth building](#)
- [City, town, local and commercial centres](#)
- [Rural development](#)
- [Tourism](#)

Aquaculture

Policy Principles

Policy Intent:

To encourage, promote and facilitate aquaculture development and minimise any adverse effects on the environment, including cumulative impacts.

Planning should support an aquaculture industry that is sustainable, diverse, competitive, economically viable and which contributes to food security, whilst operating with social licence, within environmental limits and which ensures there is a thriving marine ecosystem for future generations.

Policy Outcomes:

- New aquaculture development is in locations that reflect industry needs and considers environmental impacts.
- Producers will contribute to communities and local economies.
- Prosperous finfish, shellfish and seaweed sectors.
- Migratory fish species are safeguarded.

Local Development Plans:

LDPs should guide new aquaculture development in line with National and Regional Marine Planning, and will minimise adverse environmental impacts, including cumulative impacts, that arise from other existing and planned aquaculture developments in the area while also reflecting industry needs.

Policy 32

- To safeguard migratory fish species, further salmon and trout open pen fish farm developments on the north and east coasts of mainland Scotland will not be supported.
- Development proposals for aquaculture will be supported where they comply with the LDP, the National Marine Plan and, where relevant, the appropriate Regional Marine Plan.
- Development proposals for fish farms will demonstrate that operational impacts (including from noise, acoustic deterrent devices (where applicable) light, access,

navigation, containment, deposition, waste emissions and sea lice, impacts on wild salmonids, aquaculture litter (and odour and impacts on other marine users)) are acceptable and comply with the relevant regulatory framework.

- Development proposals for fish farm developments will only be supported where the following impacts have been assessed and mitigated:
 - landscape and visual impact of the proposal including the siting and design of cages, lines and associated facilities taking into account the character of the location;
 - the impact of any land based facilities, ensuring that the siting and design are appropriate for the location;
 - impacts on natural heritage, designated sites and priority marine features; and
 - impacts on historic marine protected areas.
- Applications for open water farmed finfish or shellfish development are excluded from the requirements of policy 3b) and 3c) and will instead apply all relevant provisions from National and Regional Marine Plans.

Policy impact:

- ✔ Just Transition
- ✔ Rebalanced development
- ✔ Rural revitalisation

Key policy connections:

[Tackling the climate and nature crises](#)

[Historic assets and places](#)

[Natural places](#)

[Biodiversity](#)

[Coastal development](#)

[Design, quality and place](#)

[Health and safety](#)

[Community wealth building](#)

[Business and industry](#)

[Rural development](#)

Minerals

Policy Principles

Policy Intent:

To support the sustainable management of resources and minimise the impacts of the extraction of minerals on communities and the environment.

Policy Outcomes:

- Sufficient resources are available to meet industry demands, making an essential contribution to the Scottish economy.
- Important raw materials for manufacturing, construction, agriculture, and other industries are available.
- Important workable mineral resources are protected from sterilisation by other developments.
- Communities and the environment are protected from the impacts of mineral extraction.

Local Development Plans:

LDPs should support a landbank of construction aggregates of at least 10-years at all times in the relevant market areas, whilst promoting sustainable resource management, safeguarding important workable mineral resources, which are of economic or conservation value, and take steps to ensure these are not sterilised by other types of development.

Policy 33

- a) Development proposals that seek to explore, develop, and produce fossil fuels (excluding unconventional oil and gas) will not be supported other than in exceptional circumstances. Any such exceptions will be required to demonstrate that the proposal is consistent with national policy on energy and targets for reducing greenhouse gas emissions.
- b) The Scottish Government does not support the development of unconventional oil and gas in Scotland. This means development connected to the onshore exploration, appraisal or production of coal bed methane or shale oil or shale gas, using unconventional oil and gas extraction techniques, including hydraulic fracturing and dewatering for coal bed methane.
- c) Development proposals that would sterilise mineral deposits of economic value will only be supported where:
 - i. there is an overriding need for the development and prior extraction of the mineral cannot reasonably be undertaken; or
 - ii. extraction of the mineral is impracticable or unlikely to be environmentally acceptable.
- d) Development proposals for the sustainable extraction of minerals will only be supported where they:
 - i. will not result in significant adverse impacts on biodiversity, geodiversity and the natural environment, sensitive habitats and the historic environment, as well as landscape and visual impacts;
 - ii. provide an adequate buffer zone between sites and settlements taking account of the specific circumstances of individual proposals, including size, duration, location, method of working, topography, and the characteristics of the various environmental effects likely to arise;
 - iii. can demonstrate that there are no significant adverse impacts (including cumulative impact) on any nearby homes, local communities and known sensitive receptors and designations;
 - iv. demonstrate acceptable levels (including cumulative impact) of noise, dust, vibration and potential pollution of land, air and water;
 - v. minimise transport impacts through the number and length of lorry trips and by using rail or water transport wherever practical;
 - vi. have appropriate mitigation plans in place for any adverse impacts;
 - vii. include schemes for a high standard of restoration and aftercare and commitment that such work is undertaken at the earliest opportunity. As a further

safeguard a range of financial guarantee options are available, and the most effective solution should be considered and agreed on a site-by-site basis. Solutions should provide assurance and clarity over the amount and period of the guarantee and in particular, where it is a bond, the risks covered (including operator failure) and the triggers for calling in a bond, including payment terms.

- e) Development proposals for borrow pits will only be supported where:
- i. the proposal is tied to a specific project and is time-limited;
 - ii. the proposal complies with the above mineral extraction criteria taking into account the temporary nature of the development; and
 - iii. appropriate restoration proposals are enforceable.

Policy impact:

- ✔ Conserving and recycling assets

Key policy connections:

[Tackling the climate and nature crises](#)

[Biodiversity](#)

[Natural places](#)

[Historic assets and places](#)

[Zero waste](#)

[Infrastructure first](#)

[Health and safety](#)

Part 3 – Annexes

Annex A – How to use this document

Purpose of Planning

The purpose of planning is to manage the development and use of land in the long-term public interest.

The decisions we make today will have implications for future generations. Scotland in 2045 will be different. We must embrace and deliver radical change so we can tackle and adapt to climate change, restore biodiversity

loss, improve health and wellbeing, reduce inequalities, build a wellbeing economy and create great places.

Role of the National Planning Framework

Scotland 2045: our Fourth National Planning Framework, commonly known as NPF4, is required by law to set out the Scottish Ministers' policies and proposals for the development and use of land. It plays a key role in supporting the delivery of Scotland's national outcomes and the United Nations Sustainable Development Goals.

National Performance Framework

Our Purpose, Values and National Outcomes



SUSTAINABLE DEVELOPMENT GOALS



NPF4 includes a long-term spatial strategy to 2045. This reflects the spatial aspects of a range of Scottish Government policies, including the Infrastructure Investment Plan.

The Infrastructure Investment Plan (IIP) identified that NPF4 would include housing land requirements framed within a spatial strategy that aligns with the investment programme and principles, and highlighted that national planning policies would include an infrastructure first approach.

The NPF4 strategy, policies and national developments are aligned to the strategic themes of the IIP: enabling the transition to net zero emissions and environmental sustainability; driving inclusive economic growth; and building resilient and sustainable places. The policies and instruction for LDPs activate the IIP priorities within the themes to the degree that those priorities involve physical development, opportunities for people and improvements for place. Minimum All Tenure Housing Land Requirements are set out at [Annex E](#). The investment hierarchy influences the approach to NPF4 overall and features specifically in instructions for LDPs in Policy 18 'Infrastructure First'.

NPF4 replaces National Planning Framework 3 (2014) and Scottish Planning Policy (2014). NPF4 should be read as a whole. It represents a package of planning policies to guide us to the place we want Scotland to be in 2045.

NPF4 is required by law to contribute to 6 outcomes:

- Meeting the **housing needs** of people living in Scotland including, in particular, the housing needs for older people and disabled people,
- Improving the **health and wellbeing** of people living in Scotland,
- Increasing the **population of rural areas** of Scotland,
- Improving **equality** and eliminating discrimination,
- Meeting any targets relating to the **reduction of emissions** of greenhouse gases, and
- Securing positive effects for **biodiversity**.

Statements setting out further detail on the contribution of NPF4 to each outcome are set out in Part 1.

Plan-led Approach

A plan-led approach is central to supporting the delivery of Scotland’s national outcomes and broader sustainable development goals. It is a legislative requirement that planning decisions must be made in accordance with the development plan, unless material considerations indicate otherwise.

The statutory development plan for any given area of Scotland consists of the National Planning Framework and the relevant LDP(s). The Town and Country Planning (Scotland) Act 1997 prescribes four different plans, at different scales:

| | |
|-----------------------------------|--|
| National Planning Framework (NPF) | <p>The National Planning Framework sets out the Scottish Ministers’ policies and proposals for the development and use of land.</p> <p>The NPF must have regard to any adopted regional spatial strategy.</p> <p>NPF4 is part of the statutory development plan.</p> |
| Regional spatial strategies (RSS) | <p>The Planning (Scotland) Act 2019 introduced a new duty requiring the preparation of regional spatial strategies.</p> <p>A planning authority, or authorities acting jointly will prepare these long-term spatial strategies for the strategic development of an area.</p> <p>RSS are not part of the statutory development plan, but have an important role to play in informing future versions of the NPF and LDPs.</p> |
| Local development plans (LDPs) | <p>Planning authorities must prepare one or more LDPs for their area.</p> <p>The LDP sets out a spatial strategy for the development of that area. It must take into account the National Planning Framework and any registered local place plan in the area it covers. It must have regard to the authority’s adopted regional spatial strategy. The LDP must also have regard to any local outcomes improvement plan for the area it covers.</p> <p>LDPs are part of the statutory development plan.</p> |
| Local place plans (LPPs) | <p>Local place plans are community-led plans setting out proposals for the development and use of land. They must have regard to the NPF, any LDP which covers the same area, and also any locality plan which covers the same area.</p> <p>LPPs are not part of the statutory development plan, but have an important role to play in informing LDPs.</p> |

Spatial Strategy

[Part 1](#) sets out our spatial strategy for Scotland to 2045, identifying:

- [6 spatial principles](#) which will influence all our plans and decisions:
 - Just transition
 - Conserving and recycling assets
 - Local living
 - Compact urban growth
 - Rebalanced development
 - Rural revitalisation
- 3 themes, linked to the United Nations Sustainable Development Goals and Scottish Government National Performance Framework:
 - Sustainable places where we reduce emissions, restore and better connect biodiversity
 - Liveable places where we can all live better, healthier lives
 - Productive places where we have a greener, fairer and more inclusive wellbeing economy

LDPs should take account of these principles and outcomes, and they should also be reflected within regional spatial strategies and local place plans.

National Developments

Eighteen national developments have been identified. These are significant developments of national importance that will help to deliver the spatial strategy. They are intentionally high level and focus on key elements, as the projects are at different stages.

National development status does not grant planning permission for the development and all relevant consents are required.

Their designation means that the principle of the development does not need to be agreed in later consenting processes, providing more certainty for communities, business and investors.

Their designation is not intended to describe in detail how the projects should be designed, matters to consider, or impact assessments and mitigation to be applied. In addition to the statement of need at [Annex B](#), decision makers for applications for consent for national developments should take into account all relevant policies.

LDPs should take forward proposals for national developments where relevant and facilitate their delivery. This could be through supporting land allocations, policy intervention and LDP delivery programmes.

Regional Spatial Priorities

Regional spatial priorities set out how each part of the country can use their assets and opportunities to help deliver the overall strategy. The detail of these priorities should be further considered and consulted upon through the local development planning process, and where appropriate through regional spatial strategies and regional transport strategies.

The maps are indicative, and certain authorities may have a role to play in more than one regional area. The broad areas identified in NPF4 are intended to act as a flexible framework to guide the preparation of future Regional Spatial Strategies. It is open to planning authorities to decide for themselves, including by working in partnership with others, the most appropriate scale and extent of areas to be covered by Regional Spatial Strategies.

Statutory guidance will guide the preparation of Regional Spatial Strategies.

National Planning Policy

[Part 2](#) sets out our policy framework by topic under the three themes.

Planning is complex and requires careful balancing of issues. The **policy intent** is provided to aid plan makers and decision makers to understand the intent of each policy and to help deliver policy aspirations.

The **policy outcomes** set out what we want to achieve and will help to influence future monitoring of the planning system.

The **Local Development Plan** section clarifies the expected role of LDPs for each topic. The focus for LDPs should be on land allocation through the spatial strategy and interpreting this national policy in a local context. There is no need for LDPs to replicate policies within NPF4, but authorities can add further detail including locally specific policies should they consider to be a need to do so, based on the area's individual characteristics.

The **policy** sections are for use in the determination of planning applications. The policies should be read as a whole. Planning decisions must be made in accordance with the development plan, unless material considerations indicate otherwise. It is for the decision maker to determine what weight to attach to policies on a case by case basis. Where a policy states that development will be supported, it is in principle, and it is for the decision maker to take into account all other relevant policies.

The **policy impact** section shows which spatial principles the policy will help to deliver.

The **key policy connections** help to show the key connections between policies, but are not intended to be comprehensive.

Annex B – National Developments Statements of Need

National developments are significant developments of national importance that will help to deliver our spatial strategy.

Eighteen national developments will support the delivery of our spatial strategy. These national developments range from single large scale projects or collections and networks of several smaller scale proposals. They are also intended to act as exemplars of the Place Principle and placemaking approaches.

The statements of need set out in this annex are a requirement of the Town and Country Planning (Scotland) Act 1997 and describe the development to be considered as a national development for consent handling purposes.

An assessment of the likely impact of each proposed national development's lifecycle greenhouse gas emissions on achieving national greenhouse gas emissions reductions targets¹ (with the meaning given in the Climate Change (Scotland) Act 2009) has been undertaken. The assessment is based on the detail provided at the time of the assessment, and the conclusion may alter depending on the nature and detail of the projects taken forward.

The potential for national developments to affect European designated sites, depending on the precise design, location and construction of individual projects, has been identified by the Habitats Regulations Appraisal (HRA) of NPF4. Any such development would need to be considered carefully at project level and all relevant statutory tests met.

¹ Research project: Lifecycle Greenhouse Gas Emissions of NPF4 Proposed National Developments Assessment Findings (LUC 2021) available online at <https://www.transformingplanning.scot/national-planning-framework/>

1. Energy Innovation Development on the Islands

This national development supports proposed developments in the Outer Hebrides, Shetland and Orkney island groups, for renewable energy generation, renewable hydrogen production, infrastructure and shipping, and associated opportunities in the supply chain for fabrication, research and development.

Any strategy for deployment of these technologies must enable decarbonisation at pace and cannot be used to justify unsustainable levels of fossil fuel extraction or impede Scotland's just transition to net zero.

This is aligned with low carbon energy projects within the Islands Growth Deal that have been developed with local partners such as the Islands Centre for Net Zero and encompasses other projects that can facilitate net zero aims.

The use of low and zero emission fuels will play a crucial role in decarbonising island and mainland energy use, shipping, strengthening energy security overall and creating a low carbon energy economy for the islands and islanders. The developments will add value where they link into national and international energy expertise, learning and research and development networks.

Location

Outer Hebrides, Shetland, Orkney and surrounding waters.

Need

These classes of development support the potential of the three island authorities to exemplify a transition to a net zero society. This will support delivery of our spatial strategy by helping to sustain communities in rural and island areas by stimulating employment and innovation.

Designation and classes of development

A development contributing to 'Energy Innovation Development on the Islands' in the location described, within one or more of the Classes of Development described below and that is of a scale or type that would otherwise have been classified as 'major' by '[The Town and Country Planning \(Hierarchy of Developments\) \(Scotland\) Regulations 2009](#)', is designated a national development:

Outer Hebrides – Supporting the Arnish Renewables Base and Outer Hebrides Energy Hub

The classes below apply to development that is for delivery of the Arnish Renewables Base and Outer Hebrides Energy Hub:

- a) New or updated on and/or off shore infrastructure for energy generation from renewables exceeding 50 megawatts capacity;
- b) Electricity transmission cables and converter stations on and/or off shore of 132 kilovolts (kv) and above;
- c) Infrastructure for the production, storage and transportation of low and zero-carbon fuels (that are not electricity or heat) including renewable hydrogen; and hydrogen production related chemicals including ammonia with appropriate carbon capture linked to transport and storage infrastructure;
- d) Improved oil storage infrastructure for Stornoway, with appropriate emissions abatement; and
- e) Quay to service renewable energy, energy transportation, energy decommissioning, fabrication or freight handling, including new or enhanced associated laydown or operational area at Arnish.

Shetland Islands – Supporting the Opportunity for Renewable Integration with Offshore Networks (ORION) Clean Energy Project

The classes below apply to development that is for delivery of renewable and low carbon aspects of the ORION project:

- a) New or updated on and/or off shore infrastructure for energy generation from renewables exceeding 50 megawatts capacity;
- b) Electricity transmission cables and converter stations on and/or off shore of/ or exceeding 132kv;
- c) Infrastructure for the production, storage and transportation of low and zero-carbon fuels (that are not electricity or heat) including renewable hydrogen; and hydrogen production related chemicals including ammonia with appropriate carbon capture linked to transport, storage, and utilisation infrastructure at Sullom Voe;
- d) Quay to service renewable energy, energy transportation, energy decommissioning, fabrication or freight handling, including new or enhanced associated laydown or operational area at Sullom Voe, Scatsta, Lerwick, and Dales Voe (Lerwick);
- e) Oil terminal modifications at Sullom Voe to maintain asset use moving towards net zero emissions; and
- f) New infrastructure, and/or upgraded buildings and facilities to support the transportation and storage of captured carbon.

Orkney Islands – Supporting Scapa Flow Future Fuels Hub and Orkney Harbours

The classes below apply to development that is for the delivery of the Future Fuels Hub, new quay in Scapa Flow, and the Orkney Logistics Base at Hatston, which support services for the renewable and marine energy and shipping sectors:

- a) New or updated on and/or off shore infrastructure for energy generation from renewables exceeding 50 megawatts capacity;

- b) Electricity transmission cables and converter stations on and/or off shore of 132kv and above;
- c) Infrastructure for the production, storage and transportation of low and zero-carbon fuels (that are not electricity or heat) including renewable hydrogen; and hydrogen production related chemicals including ammonia with appropriate carbon capture linked to transport and storage infrastructure;
- d) Quay to service renewable energy, energy transportation, energy decommissioning, fabrication or freight handling, including new or enhanced associated laydown or operational area at, Scapa Flow, and Hatston (Kirkwall); and
- e) Oil terminal modifications at Scapa Flow to maintain asset use moving towards net zero emissions.

Lifecycle greenhouse gas emissions assessment

Depending on the nature of the projects taken forward and considering both direct and indirect effects, the lifecycle greenhouse gas emissions assessment concludes this development will likely have an overall net positive impact on achieving national greenhouse gas emissions reduction targets.

Policy impact:

- ✔ Rebalanced development
- ✔ Conserving and recycling assets
- ✔ Rural revitalisation
- ✔ Just transition

2. Pumped Hydro Storage

This national development will play a significant role in balancing and optimising electricity generation and maintaining the operability of the electricity system as part of our transition to net zero. This is necessary as we continue to move towards a decarbonised system with much more renewable generation, the output from which is defined by weather conditions.

This national development supports additional capacity at existing sites as well as at new sites. Cruachan in Argyll is a nationally important example of a pumped storage facility with significant potential for enhanced capacity that could create significant jobs in a rural location.

Location

All Scotland.

Need

This national development supports pumped hydro storage capacity within the electricity network through significant new or expanded sites. This supports the transition to a net zero economy through the ability of pumped hydro storage schemes to optimise electricity generated from renewables by storing and releasing it when it is required.

Designation and classes of development

A development contributing to 'Pumped Hydro Storage' in the location described, within one or more of the Classes of Development described below and that is of a scale or type that would otherwise have been classified as 'major' by ['The Town and Country Planning \(Hierarchy of Developments\) \(Scotland\) Regulations 2009'](#), is designated a national development:

- a) New and/or expanded and/or upgraded water holding reservoir and dam;
- b) New and/or upgraded electricity generating plant structures or buildings;
- c) New and/or upgraded pump plant structures or buildings;
- d) New and/or expanded and/or upgraded water inlet and outlet pipework;
- e) New and/or upgraded substations and/or transformers; and
- f) New and/or replacement transmission cables.

Lifecycle greenhouse gas emissions assessment

Depending on the nature of the projects taken forward and considering both direct and indirect effects, the lifecycle greenhouse gas emissions assessment concludes this development will likely have an overall net positive impact on achieving national greenhouse gas emissions reduction targets.

Policy impact:

- ✔ Rebalanced development
- ✔ Conserving and recycling assets
- ✔ Rural revitalisation
- ✔ Just transition

3. Strategic Renewable Electricity Generation and Transmission Infrastructure

This national development supports renewable electricity generation, repowering, and expansion of the electricity grid.

A large and rapid increase in electricity generation from renewable sources will be essential for Scotland to meet its net zero emissions targets. Certain types of renewable electricity generation will also be required, which will include energy storage technology and capacity, to provide the vital services, including flexible response, that a zero carbon network will require. Generation is for domestic consumption as well as for export to the UK and beyond, with new capacity helping to decarbonise heat, transport and industrial energy demand. This has the potential to support jobs and business investment, with wider economic benefits.

The electricity transmission grid will need substantial reinforcement including the addition of new infrastructure to connect and transmit the output from new on and offshore capacity to consumers in Scotland, the rest of the UK and beyond. Delivery of this national development will be informed by market, policy and regulatory developments and decisions.

Location

All Scotland.

Need

Additional electricity generation from renewables and electricity transmission capacity of scale is fundamental to achieving a net zero economy and supports improved network resilience in rural and island areas. Island transmission connections in particular can facilitate capturing the significant renewable energy potential in those areas as well as delivering significant social and economic benefits.

Designation and classes of development

A development contributing to 'Strategic Renewable Electricity Generation and Transmission' in the location described, within one or more of the Classes of Development described below and that is of a scale or type that would otherwise have been classified as 'major' by '[The Town and Country Planning \(Hierarchy of Developments\) \(Scotland\) Regulations 2009](#)', is designated a national development:

- a) On and off shore electricity generation, including electricity storage, from renewables exceeding 50 megawatts capacity;
- b) New and/or replacement upgraded on and offshore high voltage electricity transmission lines, cables and interconnectors of 132kv or more; and
- c) New and/or upgraded Infrastructure directly supporting on and offshore high voltage electricity lines, cables and interconnectors including converter stations, switching stations and substations.

Lifecycle greenhouse gas emissions assessment

Depending on the nature of the projects taken forward and considering both direct and indirect effects, the lifecycle greenhouse gas emissions assessment concludes this development will likely have an overall net positive impact on achieving national greenhouse gas emissions reduction targets.

Policy impact:

- ✔ Local Living
- ✔ Rebalanced development
- ✔ Conserving and recycling assets
- ✔ Just transition

4. Circular Economy Materials Management Facilities

This national development supports the development of facilities required to achieve a circular economy. This sector will provide a range of business, skills and employment opportunities as part of a just transition to a net zero economy.

The range and scale of facilities required to manage secondary materials and their circulation back into the economy is not yet clear. However, sites and facilities will be needed to retain the resource value of materials so that we can maximise the use of materials in the economy and minimise the use of virgin materials in order to reduce greenhouse gas emissions. This is particularly significant for the construction and demolition industries and decommissioning industry.

Careful assessment of specific proposals will be required to ensure they provide sustainable low carbon solutions, include appropriate controls, manage any emissions and mitigate localised impacts including on neighbouring communities and the wider environment.

Location

All Scotland.

Need

This national development helps maximise Scotland's potential to retain the energy and emissions values within materials already in the economy.

Designation and classes of development

A development contributing to 'Circular Economy Materials Management Facilities' in the location described, within one or more of the Classes of Development described below and that is of a scale or type that would otherwise have been classified as 'major' by '[The Town and Country Planning \(Hierarchy of Developments\) \(Scotland\) Regulations 2009](#)' is designated a national development:

- a) Facilities for managing secondary materials; and
- b) Recycling facilities.

Lifecycle greenhouse gas emissions assessment

Depending on the nature of the projects taken forward and considering both direct and indirect effects, the lifecycle greenhouse gas emissions assessment concludes this development will likely have an overall net positive impact on achieving national greenhouse gas emissions reduction targets.

Policy impact:

- ✔ Local Living
- ✔ Conserving and recycling assets
- ✔ Just transition

5. Urban Sustainable, Blue and Green Surface Water Management Solutions

This national development aims to build on the benefits of the Metropolitan Glasgow Strategic Drainage Partnership, to continue investment and extend the approach to the Edinburgh city region.

Our biggest cities and their regions will require improved infrastructure to ensure they are more resilient to climate change. A strategic, catchment scale approach to adaptation through surface water and drainage infrastructure investment will reduce impacts and risks for our urban population and is an example of an infrastructure first approach. Catchment scale nature-based solutions which may include blue and green infrastructure should be prioritised. Grey infrastructure should be optimised and only used when necessary to augment blue-green infrastructure solutions. Delivery of multiple climate, wellbeing and economic benefits should form the basis of the approach. Whilst this national development focuses on Edinburgh and Glasgow other cities and towns may benefit from similar approaches.

Location

Glasgow and Edinburgh City Regions and their wider water catchment areas.

Need

A large proportion of our population lives in our largest cities. The management of surface water drainage at scale across these city regions will help us to adapt to extreme weather events that will become more frequent as a result of climate change. A nature-based approach to surface water management has the potential to deliver multiple health, wellbeing, economic and climate adaptation and emissions reduction benefits and it may free up sewer capacity.

Designation and classes of development

A development contributing to 'Urban Sustainable, Blue and Green Surface Water Management Solutions' in the location described, within the Class of Development described below and that is of a scale or type that would otherwise have been classified as 'major' by '[The Town and Country Planning \(Hierarchy of Developments\) \(Scotland\) Regulations 2009](#)' is designated a national development:

- a) Spaces, infrastructure, works, structures, buildings, pipelines, and nature-based approaches, for surface water management and drainage systems.

Lifecycle greenhouse gas emissions assessment

Depending on the nature of the projects taken forward and considering both direct and indirect effects, the lifecycle greenhouse gas emissions assessment concludes this development will likely have an overall net positive impact on achieving national greenhouse gas emissions reduction targets.

Policy impact:

- ✔ Compact urban growth
- ✔ Local living
- ✔ Conserving and recycling assets
- ✔ Rural revitalisation
- ✔ Just transition

6. Urban Mass/Rapid Transit Networks

This national development supports low carbon mass/rapid transit projects for Aberdeen, Edinburgh and Glasgow.

To reduce transport emissions at scale, we will require low carbon transport solutions for these three major cities that can support transformational reduction in private car use.

Development of the Glasgow 'Metro' and Edinburgh Mass Transit in these cities and their associated regions plus the Aberdeen Rapid Transit system are recommendations from the Strategic Transport Projects Review 2.

This will support placemaking and deliver improved transport equity across the most densely populated parts of Scotland, improving access to employment and supporting sustainable investment in the longer term. It can function as part of a broader transport network that includes active travel, and this places importance on multi-modal hubs or transport interchange points.

The type of interventions will be determined through the on-going development of business cases and studies but could include the provision of new systems or extensions to existing sustainable and public transport networks.

Location

Aberdeen, Glasgow and Edinburgh City Regions.

Need

This national development will help reduce transport related emissions overall, improve air quality, reduce the demand for private vehicle use, support the roll out of 20 minute neighbourhoods and improve transport equity.

Designation and classes of development

A development contributing to 'Urban Mass/Rapid Transit Networks' in the location described, within one or more of the Classes of Development below and that is of a scale or type that would otherwise have been classified as 'major' by '[The Town and Country Planning \(Hierarchy of Developments\) \(Scotland\) Regulations 2009](#)' is designated a national development. This relates to development supported by the Strategic Transport Projects Review 2 consisting of new or upgraded:

- a) Track or road infrastructure;
- b) Fuelling or power infrastructure;
- c) Passenger facilities; and
- d) Depots servicing the networks.

Lifecycle greenhouse gas emissions assessment

Depending on the nature of the projects taken forward and considering both direct and indirect effects, the lifecycle greenhouse gas emissions assessment concludes this development will likely have an overall net positive impact on achieving national greenhouse gas emissions reduction targets.

Policy impact:

- ✔ Compact urban growth
- ✔ Local living
- ✔ Conserving and recycling assets
- ✔ Just transition

7. Central Scotland Green Network

This national development is one of Europe's largest and most ambitious green infrastructure projects. It will play a key role in tackling the challenges of climate change and biodiversity loss including by building and strengthening nature networks. A greener approach to development will improve placemaking, can contribute to the roll-out of 20 minute neighbourhoods and will benefit biodiversity connectivity. This has particular relevance in the more urban parts of Scotland where there is pressure for development as well as significant areas requiring regeneration to address past decline and disadvantage. Regeneration, repurposing and reuse of brownfield land should be a priority.

Priorities include enhancement to provide multi-functional green and blue infrastructure that provides greatest environmental, lifelong physical and mental health, social wellbeing and economic benefits. It focuses on those areas where greening and development can be mutually supportive, helping to improve equity of access to quality green and blue space, and supporting communities where improving wellbeing and resilience is most needed, including to help people adapt to future climate risks.

Nature-based solutions for climate change adaptation and mitigation may include woodland expansion and peatland restoration as a priority. The connectivity of biodiversity rich areas may be enhanced through nature networks, including corridors and stepping stones to provide enhanced natural capital and improved ecosystem services.

Location

Central Scotland local authorities within a boundary identified by the Green Action Trust.

Need

This national development is needed to improve quality of place and create new opportunities for investment. This will support delivery of our spatial strategy which highlights the importance of accelerating urban greening in this most densely populated part of Scotland.

Designation and classes of development

A development contributing to 'Central Scotland Green Network' in the location described, within one or more of the Classes of Development described below and that is of a scale or type that would otherwise have been classified as 'major' by '[The Town and Country Planning \(Hierarchy of Developments\) \(Scotland\) Regulations 2009](#)', is designated a national development:

- a) Development to create and/or enhance multi-functional green infrastructure including for: emissions sequestration; adaptation to climate change; and biodiversity enhancement;
- b) Reuse of vacant and derelict land and buildings for greening and nature-based solutions;
- c) New and/or upgraded sustainable surface water management and drainage systems and the creation of blue space;
- d) Use of land for allotments or community food growing; and
- e) Routes for active travel and/or recreation.

Lifecycle Greenhouse Gas Emissions assessment

Depending on the nature of the projects taken forward and considering both direct and indirect effects, the lifecycle greenhouse gas emissions assessment concludes this development will likely have an overall net positive impact on achieving national greenhouse gas emissions reduction targets.

Policy impact:

- ✔ Compact urban growth
- ✔ Local living
- ✔ Rebalanced development
- ✔ Conserving and recycling assets
- ✔ Rural revitalisation
- ✔ Just transition

8. National Walking, Cycling and Wheeling Network

This national development facilitates the shift from vehicles to walking, cycling and wheeling for everyday journeys contributing to reducing greenhouse gas emissions from transport and is highly beneficial for health and wellbeing.

The upgrading and provision of additional active travel infrastructure will be fundamental to the development of a sustainable travel network providing access to settlements, key services and amenities, employment and multi-modal hubs. Infrastructure investment should be prioritised for locations where it will achieve our National Transport Strategy 2 priorities and outcomes, to reduce inequalities, take climate action, help deliver a wellbeing economy and to improve health and wellbeing. This will help to deliver great places to live and work, including through connecting neighbourhoods, villages and towns, active freeways and long distance routes.

Location

All Scotland.

Need

Reducing the need to travel unsustainably is the highest priority in the sustainable transport investment hierarchy. This national development will significantly support modal shift and deliver multiple outcomes including our commitment to a 20% reduction in car kilometres by 2030, associated emissions reduction, health and air quality improvement. This will support the delivery of our spatial strategy by creating a more sustainable distribution of access across Scotland as a whole.

Designation and classes of development

A development contributing to 'National Walking, Cycling and Wheeling Network' in the location described, within one or more of the Classes of Development described below and that is of a scale or type that would otherwise have been classified as 'major' by '[The Town and Country Planning \(Hierarchy of Developments\) \(Scotland\) Regulations 2009](#)' is designated a national development:

- a) New/and or upgraded routes suitable for a range of users for walking, cycling and wheeling that help create a national network that facilitates short and longer distance journeys and linkages to multi-modal hubs.

Lifecycle greenhouse gas emissions assessment

Depending on the nature of the projects taken forward and considering both direct and indirect effects, the lifecycle greenhouse gas emissions assessment concludes this development will likely have an overall net positive impact on achieving national greenhouse gas emissions reduction targets.

Policy impact:

- ✔ Compact urban growth
- ✔ Local living
- ✔ Rebalanced development
- ✔ Just transition

9. Edinburgh Waterfront

This national development supports the regeneration of strategic sites along the Forth Waterfront in Edinburgh.

The waterfront is a strategic asset that contributes to the city's character and sense of place and includes significant opportunities for a wide range of future developments.

Development will include high quality mixed use proposals that optimise the use of the strategic asset for residential, community, commercial and industrial purposes, including support for off-shore energy relating to port uses. Further cruise activity should take into account the need to manage impacts on transport infrastructure.

This will help maintain and grow Edinburgh's position as a capital city and commercial centre with a high quality and accessible living environment. Development locations and design will need to address future resilience to the risks from climate change, impact on health inequalities, and the potential to incorporate green and blue infrastructure.

Location

Leith to Granton.

Need

Waterfronts in our largest urban areas are frequently under-utilised and contain significant areas of brownfield land as well as existing infrastructure assets. Their location may be particularly vulnerable to climate change and likely risks will require careful management. This will support delivery of our spatial strategy, which recognises the importance of our urban coastline in supporting our sense of place, economy and wellbeing.

Designation and classes of development

A development contributing to 'Edinburgh Waterfront' in the location described, within one or more of the Classes of Development described below and that would otherwise have been of a scale or type that is classified as 'major' by '[The Town and Country Planning \(Hierarchy of Developments\) \(Scotland\) Regulations 2009](#)', is designated a national development:

- a) New and/or upgraded buildings for mixed use and/or residential development;
- b) New and/or upgraded buildings for commercial, industrial, business use;
- c) New and/or upgraded utilities;
- d) New and/or upgraded green and blue infrastructure;
- e) New and/or upgraded active and sustainable travel routes; and
- f) New and/or upgraded port facilities for vessel berthing and related landside activities including for lay-down, and marine sector services.

Lifecycle greenhouse gas emissions assessment

Depending on the nature of the projects taken forward and considering both direct and indirect effects, the lifecycle greenhouse gas emissions assessment concludes this development will likely have an overall net positive impact on achieving national greenhouse gas emissions reduction targets.

Policy impact:

- ✔ Compact urban growth
- ✔ Local living
- ✔ Rebalanced development
- ✔ Conserving and recycling assets
- ✔ Just transition

10. Dundee Waterfront

This national development supports the redevelopment of the Dundee Waterfront Zones including: the Central Waterfront, Seabraes, City Quay, Dundee Port, Riverside Business Area and Nature Park, and the Michelin Scotland Innovation Parc.

Continued delivery of the waterfront transformation is crucial to securing the role of the city as a location for investment in the net zero economy. Supporting population growth alongside economic opportunities, and skills and career development, is important in continuing to demonstrate the sustainability of urban living in Scotland and a just transition to the net zero economy.

Further projects associated with this include: the Michelin Scotland Innovation Parc which will become an innovation hub for net zero emission mobility; the Eden Project; and an improvement of facilities at Dundee Port. This national development includes reusing land on and around the Dundee Waterfront to support the lifelong health and wellbeing of communities, deliver innovation and attract investment. As the development progresses it will be important to support sustainable and active transport options and to build in adaptation to future climate risks.

Location

Dundee Waterfront zones: Central Waterfront, Seabraes, City Quay, Dundee Port, Riverside Business Area and Riverside Nature Park; Michelin Scotland Innovation Parc.

Need

This national development supports the continued revitalisation of Dundee Waterfront, expanded to include Michelin Scotland Innovation Parc in support of the Tay Cities Region Economic Strategy and its continued use for economic purposes. Waterfront locations may be particularly vulnerable to climate change and so development requires to be carefully designed to manage likely risks.

Designation and classes of development

A development contributing to 'Dundee Waterfront' in the location described, within one or more of the Classes of Development described below and that would otherwise have been of a scale or type that is classified as 'major' by '[The Town and Country Planning \(Hierarchy of Developments\) \(Scotland\) Regulations 2009](#)' is designated a national development:

- a) New and/or upgraded buildings for mixed use and/or residential development;
- b) New and/or upgraded buildings for commercial, industrial, business, storage, distribution, research, educational, and/or tourism use;
- c) New and/or upgraded utilities;
- d) New and/or upgraded active and sustainable travel routes;
- e) New and/or upgraded port facilities for vessel berthing and related landside activities including for lay-down, freight handling and marine sector services; and
- f) New and/or upgraded green and blue infrastructure.

Lifecycle greenhouse gas emissions assessment

Depending on the nature of the projects taken forward and considering both direct and indirect effects, the lifecycle greenhouse gas emissions assessment concludes this development will likely have an overall net positive impact on achieving national greenhouse gas emissions reduction targets.

Policy impact:

- ✔ Compact urban growth
- ✔ Local living
- ✔ Rebalanced development
- ✔ Conserving and recycling assets
- ✔ Just transition

11. Stranraer Gateway

This national development supports the regeneration of Stranraer.

Stranraer is a gateway town. It is located close to Cairnryan, a key port connecting Scotland to Northern Ireland, Ireland and beyond to wider markets.

High quality place-based regeneration will help address socio-economic inequalities in Stranraer and to support the wider population of south west Scotland by acting as a hub and providing a platform for future investment. This will be supported by any strategic transport interventions including road and rail that emerge from the second Strategic Transport Projects Review which embeds the National Transport Strategy's sustainable travel and investment hierarchies.

Location

Stranraer and associated transport routes.

Need

Loch Ryan and Stranraer act as a gateway to Scotland. Reusing the assets in this location will support the wellbeing, economy and community in line with the regional growth deal. It will help to deliver our spatial strategy by driving forward regeneration of a key hub.

Designation and classes of development

A development contributing to 'Stranraer Gateway' in the location described within one or more of the Classes of Development described below and that would otherwise have been of a scale or type that is classified as 'major' by ['The Town and Country Planning \(Hierarchy of Developments\) \(Scotland\) Regulations 2009'](#), is designated a national development:

- a) Development contributing to Stranraer Waterfront regeneration;
- b) Marina expansion;
- c) Redevelopment of Stranraer harbour east pier;
- d) Sustainable, road, rail and freight infrastructure for access to Stranraer and/or Cairnryan;
- e) New and/or upgraded infrastructure for the transportation and use of low carbon fuels; and
- f) Reuse of vacant and derelict buildings and brownfield land, including regeneration of Blackparks industrial estate.

Lifecycle greenhouse gas emissions assessment

Depending on the nature of the projects taken forward and considering both direct and indirect effects, the lifecycle greenhouse gas emissions assessment concludes this development will likely have an overall net positive impact on achieving national greenhouse gas emissions reduction targets.

Policy impact:

- ✔ Compact urban growth
- ✔ Local living
- ✔ Rebalanced development
- ✔ Conserving and recycling assets
- ✔ Rural revitalisation
- ✔ Just transition

12. Digital Fibre Network

This national development supports the continued roll-out of world-class broadband across Scotland.

Our strategy requires enhanced digital connectivity to provide high speed broadband or equivalent mobile services, prioritising those areas with weaker networks as part of the Reaching 100% (R100) programme and Project Gigabit, including urban, island specific and rural enhancements. This is a significant utility including 4G and 5G mobile infrastructure facilitating home based working, renewable energy development, rural repopulation and access to services. The data transmission network can also support the availability and use of 'big data.' Digital capability is a feature of a number of City Region and Growth Deals.

Opportunities should be taken to deliver the infrastructure as part of other infrastructure upgrades or installation works such as energy transmission, transportation, and travel networks where appropriate.

Location

All Scotland.

Need

This is a fundamentally important utility, required to support development, community wellbeing, equal access to goods and services, and emissions reduction from reduced demand for travel. This will help to deliver our spatial strategy by complementing a new emphasis of living locally, and by helping to sustain and grow rural and island communities.

Designation and classes of development

A development contributing to 'Digital Fibre Network' in the location described, within one or more of the Classes of Development described below and that is of a scale or type that would otherwise have been classified as 'major' by ['The Town and Country Planning \(Hierarchy of Developments\) \(Scotland\) Regulations 2009'](#), is designated a national development:

- a) Installation of new and/or upgraded broadband cabling on land and sub-sea for fixed line and mobile networks; and
- b) Green data centres.

Lifecycle greenhouse gas emissions assessment

Depending on the nature of the projects taken forward and considering both direct and indirect effects, the lifecycle greenhouse gas emissions assessment concludes this development will likely have an overall negligible impact on achieving national greenhouse gas emissions reduction targets.

Policy impact:

- ✔ Local living
- ✔ Rebalanced development
- ✔ Rural revitalisation
- ✔ Just transition

13. Clyde Mission

This national development is a national, place-based Mission to make the Clyde an engine of economic success for Glasgow, the city region and Scotland.

The Clyde Mission is focused on the River Clyde and the riverside from South Lanarkshire in the east to Inverclyde and Argyll and Bute in the west and focusing on an area up to around 500 metres from the river edge. This footprint includes the parts of the Clyde Gateway, River Clyde Waterfront, North Clyde River Bank and River Clyde Corridor frameworks, and Glasgow Riverside Innovation District.

Across this area significant land assets are under-utilised, and longstanding inequality, in relation to poor environment and health outcomes require to be tackled as a national priority. An ambitious redevelopment programme is being taken forward under [Five Missions](#). It is a collective, cross-sector effort and partnership working will help bring forward assets and sites that are ready for redevelopment to sustain a range of uses. This will repurpose and reinvigorate brownfield and supporting local living as well as adapting the area to the impacts of climate change, where nature-based solutions would be particularly supported.

Location

The river and land immediately next to it (up to around 500 metres from the river) along its length.

Need

These classes of development revitalise a major waterfront asset which is currently under-utilised. This will support the delivery of our spatial strategy by attracting investment and reuse of brownfield land in west central Scotland where there is a particular need to improve quality of place, generate employment and support disadvantaged communities. It will also support adaptation to climate risks.

Designation and classes of development

A development contributing to 'Clyde Mission' in the location described, within one or more of the Classes of Development described below and that would otherwise have been of a scale or type that is classified as 'major' by ['The Town and Country Planning \(Hierarchy of Developments\) \(Scotland\) Regulations 2009'](#), is designated a national development:

- a) Mixed use, which may include residential, redevelopment of brownfield land;
- b) New, reused and/or upgraded buildings and facilities for residential, commercial, business and industrial uses on brownfield land;
- c) Upgrade of existing port and harbour assets for servicing marine functions including freight and cruise uses and associated landside commercial and/or industrial land for supporting services;
- d) New and/or upgraded active and sustainable travel and recreation routes and infrastructure; and
- e) New and/or upgraded infrastructure for climate adaptation, including nature-based, green and blue solutions.

Lifecycle greenhouse gas emissions assessment

Depending on the nature of the projects taken forward and considering both direct and indirect effects, the lifecycle greenhouse gas emissions assessment concludes this development will likely have an overall net negative impact on achieving national greenhouse gas emissions reduction targets.

Policy impact:

- ✔ Compact urban growth
- ✔ Local living
- ✔ Rebalanced development
- ✔ Conserving and recycling assets

14. Aberdeen Harbour

This national development supports the continued relocation and repurposing of Aberdeen Harbour. The harbour is a strategically important asset supporting the economy of the north east of Scotland.

The south harbour can act as a cluster of port accessible offshore renewable energy research, manufacturing and support services. The facilities are also important for international connections.

At the south harbour the focus should be on regenerating existing industrial land and reorganising land use around the harbour in line with the spatial strategy of the LDP. By focusing future port activity here, parts of the existing harbour in the city centre will become available for mixed use development, opening up development land to help reinvigorate Aberdeen city centre.

This can help provide significant economic opportunities, in line with the objectives of the Aberdeen City Region Deal. Environmental benefits, for example to enhance access and improve the quality of green space and active travel options should be designed-in to help offset any potential impacts on the amenity of local communities with relevant projects addressing environmental sensitivities through careful planning, assessment and implementation.

The extent to which this should include additional business and industrial development outwith the existing north and south harbours is a matter to be determined in the relevant LDP, and is outwith the scope of this national development.

Location

Port of Aberdeen North and South Harbours.

This national development supports the optimisation of Aberdeen Harbour to support net zero and stimulate economic investment. It is also a significant opportunity to support better placemaking including city centre transformation, and regeneration of existing land by optimising the use of new and existing assets. This will

deliver our spatial strategy by helping the north east of Scotland to achieve a just transition from a high carbon economy whilst improving quality of place.

Designation and classes of development

A development contributing to 'Aberdeen Harbour' in the location described, within one or more of the Classes of Development described below and that would otherwise have been of a scale or type that is classified as 'major' by ['The Town and Country Planning \(Hierarchy of Developments\) \(Scotland\) Regulations 2009'](#) is designated a national development:

- a) Mixed use development reusing land at the existing (north) Aberdeen Harbour;
- b) Upgraded port facilities at Aberdeen Harbour and completion of South Harbour;
- c) New and/or upgraded green infrastructure;
- d) Buildings and facilities for commercial, manufacturing and industrial uses;
- e) Infrastructure for the production, storage and transportation of low carbon and renewable hydrogen and related chemicals including ammonia, with carbon capture as necessary; and
- f) Transport infrastructure, including for sustainable and active travel, for the South Harbour as supported by the Aberdeen City Region Deal.

Lifecycle greenhouse gas emissions assessment

Depending on the nature of the projects taken forward and considering both direct and indirect effects, the lifecycle greenhouse gas emissions assessment concludes this development will likely have an overall net positive impact on achieving national greenhouse gas emissions reduction targets.

Policy impact:

- ✔ Local living
- ✔ Rebalanced development
- ✔ Conserving and recycling assets
- ✔ Just transition

15. Industrial Green Transition Zones

To secure a just transition to a net zero economy, the decarbonisation of nationally important industrial sites in a way that ensures continued jobs, investment and prosperity for these areas and the communities that depend on them is essential. Industrial Green Transition Zones (IGTZ) will support the generation of significant economic opportunities while minimising carbon emissions. Technologies that will help Scotland transition to net zero will be supported at these locations, with a particular focus on low carbon and zero emissions technologies including renewables and the generation, storage and distribution of low carbon hydrogen.

The deployment of hydrogen and CCUS at these locations must demonstrate decarbonisation at pace and cannot be used to justify unsustainable levels of fossil fuel extraction or impede Scotland's just transition to net zero. Hydrogen and CCUS are emerging industries, both government and industry in Scotland wish to accelerate and maximise the deployment of green hydrogen. For projects that utilise carbon capture and storage, we want to ensure the highest possible carbon capture rates in the deployment of these technologies. While there are examples internationally where CCUS projects have been associated with offshore Enhanced Oil Recovery, we understand there to be no plans for offshore Enhanced Oil Recovery as part of the Scottish Cluster. However, if any IGTZ is found to be incompatible with Scotland's transition to net zero, Scottish Government policy, along with designations of and classes of development, will change accordingly.

Industrial Green Transition Zones are:

- **The Scottish Cluster** encompasses a carbon capture and storage (CCS) projects network and is a key strategic vehicle for industrial decarbonisation, energy generation, and the transportation and storage of captured carbon. The designation relates to projects that form a Scottish Cluster in the first instance specifically Peterhead, St Fergus and Grangemouth. Further industrial transition sites are expected to emerge in the longer

term and benefit from the experience gained within the Scottish Cluster but do not form part of this national development. This national development will support the generation of significant economic opportunities for low carbon industry as well as minimising carbon emissions at scale, and will play a vital part in maintaining the security and operability of Scotland's electricity supply and network. The creation of hydrogen and deployment of negative emissions technologies, utilising CCUS, at commercial scale will establish the opportunities to decarbonise industry, transport and heat, as well as other sectors, and pave the way for the transportation and storage infrastructure to support the growing hydrogen economy in Scotland.

- **Grangemouth investment zone** currently hosts strategic and critical infrastructure, high value employment and manufacturing of materials that are currently vital for every-day life. This role will continue in the long-term but must seek to decarbonise given the significant contribution of the industrial activities to Scotland's emissions. It is a key location in the Scottish Cluster for carbon capture and storage, and hydrogen deployment. The Grangemouth Investment Zone will be a focus for transitioning the petro-chemicals industry and associated activities into a leading exemplar of industrial decarbonisation, significantly helped through the coordination activities of the Scottish Government's Grangemouth Future Industry Board. Decarbonisation could include opportunities for: renewable energy innovation; bioenergy; hydrogen production with carbon capture and storage; and repurposing of existing strategic and critical infrastructure such as pipelines.

Location

St Fergus, Peterhead, and Grangemouth.

Need

This national development is required to meet our targets for emissions reduction. It also supports a just transition by creating new jobs in emerging technologies and significant economic opportunities for lower carbon industry. It will help to decarbonise other sectors, sites and regions, paving the way for increasing demand

to be complemented by the production of further hydrogen in the future. This will also help to deliver our spatial strategy by supporting investment in the North East and the Central Belt where there has been a relatively high level of output from fossil fuel industries.

Designation and classes of development

A development contributing to 'Industrial Green Transition Zones' in the location described, within one or more of the Classes of Development described below and that would otherwise have been of a scale or type that is classified as 'major' by '[The Town and Country Planning \(Hierarchy of Developments\) \(Scotland\) Regulations 2009](#)' is designated a national development.

- a) Carbon capture with high capture rates and negative emission technologies, transportation and storage of captured carbon forming part of or helping to create an expandable national network;
- b) Pipeline for transportation and storage of captured carbon and/or hydrogen;
- c) Onshore infrastructure including compression equipment, supporting pipeline transportation and shipping transportation of captured carbon and/or hydrogen;
- d) Offshore storage of captured carbon;
- e) New and/or upgraded buildings and facilities for the utilisation of captured carbon;
- f) Infrastructure for the production of hydrogen on shore or off shore where co-located with off shore wind farms within 0-12 nautical miles;
- g) Infrastructure for the storage of hydrogen on shore or off shore, including on or near-shore geological storage;
- h) Port facilities for the transport and handling of hydrogen and carbon dioxide;
- i) The application of carbon capture and storage technology to existing or replacement thermal power generation capacity;

- j) Production, storage and transportation with appropriate emissions abatement of: bioenergy; hydrogen production related chemicals including ammonia;
- k) New and/or upgraded buildings for industrial, manufacturing, business, and educational or research uses related to the industrial transition;
- l) Town centre regeneration at Grangemouth;
- m) Grangemouth flood protection scheme;
- n) New and/or upgraded green and blue infrastructure;
- o) New and/or upgraded utilities and/or local energy network; and
- p) New and/or upgraded facilities at the port for inter-modal freight handling at Grangemouth.

Lifecycle greenhouse gas emissions assessment

Depending on the nature of the projects taken forward and considering both direct and indirect effects, the lifecycle greenhouse gas emissions assessment concludes this development will likely have an overall net positive effect on lifecycle greenhouse gas emissions reductions targets.

Policy impact:

- ✔ Compact urban growth
- ✔ Local living
- ✔ Rebalanced development
- ✔ Conserving and recycling assets
- ✔ Rural revitalisation
- ✔ Just transition

16. Hunterston Strategic Asset

This national development supports the repurposing of Hunterston port as well as the adjacent former nuclear power station sites and marketable business land of the Hunterston Estate. Hunterston has long been recognised as a strategic location for the port and energy sectors given its deepwater access and existing infrastructure. Hunterston is a key site, anchoring other opportunities around the Firth of Clyde.

The location and infrastructure offers potential for electricity generation from renewables, and a variety of commercial uses including port, research and development, aquaculture, the circular economy, and environmental and economic opportunities around nuclear decommissioning expertise.

New development will need to optimise the capacity of the transport network, include active travel links and be compatible with a location adjacent to sites with nuclear power uses. Designated biodiversity sites will require protection and enhancement where possible, and sustainable flood risk management solutions will be required for the area. Aligned with the Ayrshire Growth Deal, jointly funded by the Scottish and UK Governments, investment in this location will support a wellbeing economy by opening up opportunities for employment and training for local people. A community wealth building approach has been embedded within the Deal and Regional Economic Strategy within Ayrshire, and would be expected to form a part of future development proposals to ensure the economic benefits are retained locally as far as possible, strengthening local supply chains and supporting businesses and communities across Ayrshire.

Location

Hunterston Port, nuclear power station sites and marketable employment land at Hunterston Estate.

Need

These classes of development support the redevelopment and reuse of existing strategic assets and land contributing to a net zero economy. It also supports delivery of our spatial strategy by stimulating investment in the west of Scotland, potentially contributing to the wider aim of tackling inequalities.

Designation and classes of development

A development contributing to 'Hunterston Strategic Asset' in the location described within one or more of the Classes of Development described below and that would otherwise have been of a scale or type that is classified as 'major' by '[The Town and Country Planning \(Hierarchy of Developments\) \(Scotland\) Regulations 2009](#)', is designated a national development:

- a) Infrastructure to support a multi-modal deep water harbour;
- b) Land and buildings for bulk handling, storage, processing and distribution;
- c) Facilities for marine energy generation technology fabrication and decommissioning;
- d) Facilities for marine energy servicing;
- e) Land and buildings for industrial, commercial, research and development, and training uses;
- f) Infrastructure for the capture, transportation and long-term storage of greenhouse gas emissions, where transportation may be by pipe or vehicular means;
- g) Infrastructure for the production, storage and transportation of low carbon and renewable hydrogen; and hydrogen production related chemicals including ammonia;
- h) Infrastructure for the generation and storage of electricity from renewables exceeding 50 megawatts; and
- i) Electricity transmission infrastructure of 132kv or more.

Lifecycle greenhouse gas emissions assessment

Depending on the nature of the projects taken forward and considering both direct and indirect effects, the lifecycle greenhouse gas emissions assessment concludes this development will likely have an overall net positive impact on achieving national greenhouse gas emissions reduction targets.

Policy impact:

- ✔ Compact urban growth
- ✔ Local living
- ✔ Rebalanced development
- ✔ Conserving and recycling assets
- ✔ Rural revitalisation
- ✔ Just transition

17. Chapelcross Power Station Redevelopment

This national development supports the redevelopment of Chapelcross, a former nuclear power station site of significant scale regionally and nationally, and our strategy supports the reuse of the site to help deliver on net zero and provide opportunities for communities in the South of Scotland.

Final uses for the site remain to be agreed, but the site has locational advantage to act as an energy hub with opportunities including: business development with a particular focus on energy and energy supply chain; energy generation from solar; electricity storage; generation of heat; production and storage of low carbon and renewable hydrogen. This could link to ambitions for low carbon heat and vehicle fuel at Stranraer.

The proposal aims to create new job opportunities, including high value employment. A community wealth building approach will ensure that benefits are retained locally as far as possible, and this in turn will help to sustain and grow the local population. We also support opportunities to reduce the fuel costs for local communities to tackle fuel poverty. Sustainable access to the site for workers and commercial vehicles will be required.

Location

Site of the former Chapelcross power station.

Need

This national development supports the reuse of a significant area of brownfield land in a rural area with economically fragile communities. It will also support the just transition to net zero.

Designation and classes of development

A development contributing to 'Chapelcross Power Station Redevelopment' in the location described, within one or more of the Classes of Development described below and that would otherwise have been of a scale or type that is classified as 'major' by '[The Town and Country Planning \(Hierarchy of Developments\) \(Scotland\) Regulations 2009](#)', is designated a national development:

- a) Commercial, industrial, manufacturing, and office related development occurring on the Chapelcross development site;
- b) Generation of electricity from renewables exceeding 50 megawatts capacity;
- c) Infrastructure for the production, storage and transportation of low carbon and renewable hydrogen and related chemicals including ammonia, with carbon capture as necessary; and
- d) Active and sustainable travel connection to the site.

Lifecycle greenhouse gas emissions assessment

Depending on the nature of the projects taken forward and considering both direct and indirect effects, the lifecycle greenhouse gas emissions assessment concludes this development will likely have an overall net positive impact on achieving national greenhouse gas emissions reduction targets.

Policy impact:

- ✔ Local living
- ✔ Rebalanced development
- ✔ Conserving and recycling assets
- ✔ Rural revitalisation
- ✔ Just transition

18. High Speed Rail

This national development supports the implementation of increased infrastructure to improve rail capacity and connectivity on the main cross-border routes, the east and west coast mainlines.

Rail connectivity that can effectively compete with air and road based transport between the major towns and cities in Scotland, England and onward to Europe is an essential part of reducing transport emissions, making best use of the rail network and providing greater connectivity opportunities. There can be significant emissions savings of approximately 75% to be made when freight is transported by rail instead of road.

Enhancement would be in addition to and in conjunction with High Speed 2 (HS2) and other enhancements identified by the UK Government.

Scottish Ministers have an agreement with the UK Government to develop infrastructure enhancements 'North of HS2' and Scottish Ministers continue to press the UK Government on the imperative that all nations and regions of Britain benefit from the prosperity that HS2 will deliver both in its construction and its implementation. The Strategic Transport Projects Review 2 is appraising through recommendation 45 and will provide the strategic case for investment in the rail network in Scotland, over and above the commitments within HS2.

Location

Central and southern Scotland to the border with England.

Need

This national development aims to ensure a low emissions air-competitive journey time to cities in the UK as well as connectivity with European cities and benefits to freight. This will support Scotland's ability to attract and compete for investment.

Designation and classes of development

A development contributing to 'High Speed Rail' in the location described, within one or more of the Classes of Development described below and that is of a scale or type that would otherwise have been classified as 'major' by ['The Town and Country Planning \(Hierarchy of Developments\) \(Scotland\) Regulations 2009'](#), is designated a national development:

- a) New and/or upgraded railway track and electrification solution (overhead cabling and pylons or on track);
- b) New and/or upgraded multi-modal railway stations to service high-speed lines; and
- c) Depot facilities for high speed trains and/or related to the construction and onward maintenance of the UK high-speed rail infrastructure.

Lifecycle greenhouse gas emissions assessment

Depending on the nature of the projects taken forward and considering both direct and indirect effects, the lifecycle greenhouse gas emissions assessment concludes this development will likely have an overall net positive impact on achieving national greenhouse gas emissions reduction targets.

Policy impact:

- ✔ Compact urban growth
- ✔ Conserving and recycling assets

Annex C – Spatial Planning Priorities

This information is intended to guide the preparation of Regional Spatial Strategies and LDPs to help deliver Scotland’s national spatial strategy.

North and West Coast and Islands

This area broadly comprises the island communities of Shetland, Orkney, the Outer Hebrides, and parts of Highland and Argyll and Bute, and the north and west coastline of the Scottish mainland.

To deliver sustainable places, Regional Spatial Strategies and Local Development Plans should maximise the benefits of renewable energy whilst enhancing blue and green infrastructure, decarbonising transport and building resilient connections.

This area’s natural and cultural assets will require careful planning and management so that their special qualities can continue to form a strong foundation for future development and investment. There are opportunities for local projects across this area to come together and create an enhanced nature network which benefits quality of life and contributes to biodiversity recovery and restoration as well as carbon sequestration.

Resilience and a growing green economy will depend on delivery of improved grid connections, including high voltage grid cables connecting the three island groups to the mainland. This will be complemented by the innovation in low and zero carbon fuels and the roll out of locally distributed energy systems to reduce emissions from buildings, address significant fuel poverty and secure longer term resilience.

Significant peatland restoration and woodland creation and restoration, along with blue carbon opportunities will secure wider biodiversity benefits and be a focus for investment to

offset carbon and secure existing natural carbon stores. The Lewis Peatlands and the Flow Country are internationally recognised as accounting for a significant proportion of the world’s blanket bog habitat, and there are opportunities to protect and expand Scotland’s temperate rainforest, including some of the best remaining rainforest sites in Europe. Access to the outdoors, as well as active travel, can benefit from continued investment in long distance walking and cycling routes with a range of projects emerging at a regional scale.

Communities in this area will need resilient transport connectivity to maintain accessibility and lifeline links, and further innovation will be required to help modernise connections and decarbonise transport systems. A net zero islands air network and decarbonisation of ferry services will help to secure the viability and service stability of island and remote coastal communities. Communities are keen to explore long-term ambitions for fixed links for example across the Sound of Harris and Sound of Barra, and potentially to connect the Outer Hebrides to mainland Scotland. An Islands Connectivity Plan will consider the role of ferries, fixed links and low carbon aviation in securing lifeline links and marine access for both leisure and freight. In addition to the investment potential of the area’s ports and harbours, the strategic location of the Northern Isles as a hub for future shipping using long distance trade routes has significant potential for investment and growth over the longer term. There is also potential to consider decarbonisation of fishing fleets and the aquaculture industry in the future.

Electric vehicle ownership is already high in some parts of the area and continued expansion of charging networks will support further decarbonisation. Key routes and hubs are emerging – examples include the aspiration for an electric spinal route that extends across the Outer Hebrides. This should be viewed as one part of a wider system response to net zero that also strengthens active travel across the area.

Improved digital connectivity is a priority to sustain current businesses and create ‘smart’ communities. We are committed to investment in ultrafast broadband to ensure every property is connected and to improve mobile coverage. This will unlock opportunities for rural businesses and remote working, and make future community growth more feasible. Full benefits will be realised by actively tackling the digital divide by building skills, literacy and learning and addressing the financial barriers to internet access. Key projects include the Outer Hebrides Giga Fibre Network and the North Isles Fibre Project.

To deliver liveable places, Regional Spatial Strategies and Local Development Plans in this area should support coastal and island communities to become carbon neutral, thus contributing to net-zero commitments and reducing fuel poverty.

Future-proofing local liveability will benefit people as well as the planet. Island and coastal communities can apply the concept of local living, including 20 minute neighbourhoods, in a flexible way and find local solutions to low carbon living, for example by identifying service hubs in key locations with good public transport links. The aim is to build long-term resilience and self-reliance by minimising the need to travel whilst sustaining dispersed communities and rural patterns of development. Communities in this area will continue to rely to an extent on the private car, and low carbon solutions to the provision of services will need to be practical and affordable. Innovation including electric vehicle charging and digital connectivity will play an important role.

Increased coastal flooding and erosion arising from future climate change will need to be considered along with impacts on associated infrastructure such as bridges and transport networks. The majority of island populations live in coastal locations and there is a need for a pro-active and innovative approach that works with local communities to address this issue.

Regionally and locally driven plans and strategies will identify areas for future development that reflect these principles – for example planned population growth on the Western Seaboard of Argyll and in a growth corridor from Tobermory to Oban and on to Dalmally. Community hubs, where people can easily access a variety of services, will need to evolve and grow to support communities and sustain a range of functions. Ports and harbours can be a focal point for electric vehicle charging as well as employment. Sustainable and fair access to affordable healthier food will support future resilience and broader objectives including reduced child poverty and improved health outcomes. Innovative and equitable service provision, including digital solutions, will be needed to support dispersed communities in a low carbon way.

Communities will need greater choice and more flexible and affordable homes to support varying needs. This can be achieved to an extent by refurbishing the existing building stock to reduce the release of embedded carbon, as well as by delivering more affordable, energy efficient homes. The additional costs of island homebuilding and development generally, as well as in delivering net zero, is a challenge that needs to be factored into a planned approach.

There is a clear need for affordable housing provision across the region to improve choice and access to homes, to support local economies, and in some areas to help offset the impact of second home ownership and short term lets on the market. Local solutions may include key worker housing, temporary homes for workers in remote areas, and self-provided homes including self-build and custom-build. Continued innovation of holistic place-based solutions, such as the Rural and Islands Housing Fund, will be required to create homes that meet diverse community needs, including homes for an ageing population and to help young people to stay in or return to their communities. Greater efforts to ensure young people have more influence in decisions that affect their future places could support this, as well as helping more people access land and crofts and the reuse of abandoned sites where appropriate.

To reverse past depopulation and support existing settlements, planning can help to sustain communities in more peripheral and fragile areas in a way that is compatible with our low carbon agenda and resilient to climate change impacts. Further action should be taken where appropriate to encourage economically active people to previously inhabited areas. This will also need to reflect climate commitments and wider aspirations to create sustainable places that incorporate principles of 20 minute neighbourhoods and active travel networks. Coasts will continue to evolve, and development will be needed to sustain and grow communities in a sustainable way. Collaboration and strong alignment of terrestrial and marine planning, at all levels, will also be needed.

To deliver productive places, Regional Spatial Strategies and Local Development Plans in this area should seize the opportunities to grow the blue and green economy, recognising the world-class environmental assets that require careful management and the opportunities to develop skills and diversify employment.

This area has significant opportunities for investment that capitalise on its natural assets and further strengthen the synergies between people, land and sea. This will require strong collaboration and alignment of terrestrial and marine planning, especially as further development of related blue economy activities in the terrestrial environment may increase competition for marine space and resources offshore. To significantly reduce greenhouse gas emissions, more onshore and offshore renewable energy generation will be needed, bringing unprecedented opportunities to strengthen local economies, build community wealth and secure long-term sustainability. The island authorities have set targets for creating green jobs and for rolling out clean and efficient energy systems to build local resilience. We expect to see continued innovation to unlock the infrastructure and business opportunities arising from a blue and green prosperity agenda.

As a result of its natural advantages, the area is growing its research excellence, and driving low-carbon is a core theme of the Islands Growth Deal. This will support the emergence of the planned joint Islands Centre for Net Zero, alongside island-specific initiatives. Orkney has been home to the European Marine Energy Centre since 2003 and the Orkney Research and Innovation Campus (ORIC) in Stromness provides a focus for Orkney's renewable and low carbon industries and research facilities. There are plans to grow the role of Orkney's ports and harbours to support net zero. The Outer Hebrides Energy Hub plans to establish the initial infrastructure necessary to support the production of low carbon hydrogen from renewable energy and conduct a 'large village' trial for Stornoway, and there may also be co-benefits to be gained for aquaculture in the area. Shetland aims to grow its net zero contribution including through a planned ultra-deep water port development, which would support servicing the energy sector, oil and gas decommissioning and large-scale offshore renewables. In addition, Oban is developing as a university town, and the European Marine Science Park is a key opportunity to build the local economy and provide education locally.

Sea ports are a focus for investment in the blue economy and further diversification of activities could generate additional employment across the area. Potential for business development ranges from long distance freight to supporting the cruise and marine leisure sectors and decommissioning opportunities. There may also be opportunity for ports in the islands to establish themselves as near-Arctic marine transport and logistics hubs, including for transshipment operations.

There is an aspiration for the servicing of ultra large container ships with associated facilities within Scapa Flow. The potential for such development to adversely affect European site(s) has been identified through the HRA of NPF4. Therefore, this would need to be considered carefully at project level, including through the Habitats Regulations Appraisal process, to ascertain that there will be no adverse effects on

the integrity of European sites, or if this is not the case, whether there are imperative reasons of over-riding public interest and relevant statutory tests can be met.

New infrastructure and repurposing of land will help to shift industrial activity towards supporting the offshore renewables sector. Key strategic sites for industrial investment and associated port infrastructure and facilities include plans for: Dales Voe and Scapa Flow as part of the Islands Growth Deal; Cullivoe; Arnish in Stornoway; Wick; Scrabster; Gills Bay; Kishorn; Oban; Port Askaig; and Hatston, Kirkwall. Other key nodes on the ferries network, including Ullapool, Uig and Mallaig, will continue to act as important hubs to support communities, investors and visitors.

Proposed space ports, which make use of the area's relatively remote location and free airspace, could support our national ambitions to grow this sector. This includes plans for an Outer Hebrides Spaceport 1 in Scolpaig, North Uist and an emphasis on space research and skills development in Shetland as part of the Islands Growth Deal, a space port at Machrihanish and ancillary buildings at Benbecula. Planning permission has been granted for a space port at Melness in Sutherland, making use of its location away from populated areas to provide a vertical launch facility that could link with wider opportunities for manufacturing, research and development across Scotland.

Food and drink is a key sector, with aquaculture, distilleries, commercial fishing, and seaweed farming providing a crucial and growing source of employment for many local communities. This sector is of national significance, with whisky generating an estimated £5 billion to the UK economy and salmon accounting for more than 40% of total food exports. By improving the resilience of existing infrastructure we will ensure continued access to international markets. There are significant opportunities to build on experience and expertise through associated research and development. A development hub at Machrihanish to support aquaculture research in association with Stirling University could open up wider opportunities to expand

onshore aquaculture at sites across Scotland. Within Orkney, farming is still the main industry providing products for local consumption and for Scotland's food and drink sector.

Targeted investment in tourism infrastructure will ensure the coast and islands can capitalise on their rich natural assets, heritage and culture to support better quality and more stable jobs in the sector whilst providing a positive experience for visitors and residents. This sector has been significantly impacted by the pandemic and a short term focus on recovery can be underpinned by efforts to secure longer term sustainability. Planning can help to ensure that the Rural Tourism Infrastructure Fund is targeted to places where the pressure is most significant. Priorities include visitor management of the area's World Heritage Sites. Through the Islands Growth Deal, plans are in place for the Orkney World Heritage Site Gateway that will manage and disperse visitors to the Heart of Neolithic Orkney UNESCO World Heritage Site; and the Outer Hebrides Destination Development Project will support the strategic development of tourism infrastructure, bringing together key assets including St Kilda World Heritage Site, the Iolaire Centre, the Hebridean Way, Food and Drinks trail and the Callanish standing stones. Other ongoing projects, including long distance routes such as the Kintyre Way and the Argyll Sea Kayak Trail and Crinan Canal can help to expand a high quality offer of exceptional marine tourism across the area as a whole.

Regionally and locally there is a need for smaller scale investment across the area to put in place low maintenance, carefully designed facilities which better support and manage the impact of informal tourism including camping, campervans and day trips. This should reflect the scale and nature of operators including community trusts, which can have broad impact and influence. Efforts to provide access to education and build skills locally will also support this, with key projects including plans for the redevelopment of the Shetland Campus. Additionally, the lessons we have learned from the pandemic about remote working could also help to grow communities by extending the range of high quality jobs available locally.

North

This area broadly includes parts of Highland with parts of Argyll and Bute, Moray, Cairngorms National Park, as well as the north of Loch Lomond and The Trossachs National Park, Stirling and Perth and Kinross, with links west and north to coastal and island communities.

Priorities

To deliver sustainable places, Regional Spatial Strategies and Local Development Plans in this area should protect environmental assets and stimulate investment in natural and engineered solutions to climate change and nature restoration, whilst decarbonising transport and building resilient connections.

The area's natural capital will play a vital role in locking in carbon and building our resilience by providing valuable ecosystem services. This includes sustainable flood risk management, biodiversity, access and education.

Land and sea assets will play an internationally significant role in renewable energy generation and carbon sequestration. The area can act as a strategic carbon and ecological 'mitigation bank' that can make a major contribution to our national climate change commitments. A programme of investment in forestry, woodland creation, native woodlands and peatland restoration will play a key role in reducing our national emissions, providing investment opportunities, supporting ecosystems and biodiversity and benefiting current and future generations. There are also opportunities to explore the decarbonisation of the forestry sector, processing and the transport of timber, and to build community wealth through new businesses, such as a nationally important tree nursery in Moray.

Wider but closely related priorities include continuing conservation at a landscape-scale, to develop resilient nature networks, deer and moorland management, visitor management and recreation, rural housing, community empowerment and economic development. This will provide good quality local employment,

strengthen and diversify local economies and help to secure a sustainable future for local people. The area's rivers are also strategic assets that will continue to benefit from aligned land use, climate adaptation and biodiversity enhancement.

The Cairngorms National Park is bringing together conservation, the visitor experience and rural development to provide benefits that extend well beyond the park boundary. Landscape-scale solutions to build resilience to climate change, to manage sustainable tourism and outdoor access, and a commitment to reversing biodiversity decline and increasing woodland expansion and peatland restoration, are all key priorities. Demand for development, including in pressured areas, will require a planned response to minimise the impact of second homes on local communities and ensure new homes are affordable and meet local needs.

This area also makes an important contribution to our climate change targets by supporting renewable energy generation. Repowering and extending existing wind farms will optimise their productivity and capitalise on the area's significant natural energy resources, and there is potential to increase offshore wind energy capacity. A carefully planned approach can reduce environmental and other impacts and retain more benefits locally. Community ownership of renewable energy projects at all scales could play a key role in improving resilience, empowering local people to take control of their own assets and helping tackle fuel poverty. **Pumped hydro storage** at Cruachan and other sites such as Coire Glas can support the energy network, as well as providing tourism and recreation opportunities, and we expect to see a growth in solar power. As technologies continue to develop, storage and other forms of generation will grow. The electricity distribution and transmission network will require upgrading to support the large increase in onshore and offshore electricity generation required to achieve net zero, as well as to meet new demand from heat and transport. There will also be a need for more community-scale energy generation to serve the needs of local communities directly and build resilience.

The transport system as a whole will need to be planned to support a shift to more sustainable transport whilst maintaining access to markets and facilities. In line with the transport sustainable investment hierarchy, development should first be focused in locations which make the best use of existing infrastructure and services before building new infrastructure or providing new services.

Improvements to the Highland Main Line through electrification and delivery of new stations including at Inverness Airport, will help to create a sustainable commuter network for Inverness and open up more rural areas to lower carbon development. Our rolling programme of efficient electrification is also a key enabler for growth in rail freight, creating improved connectivity and providing additional capacity with faster journey times, better use of track capacity and lower unit costs. A continued modal shift to rail for both passengers and freight will bring significant environmental benefits over time.

Roads will continue to be arteries upon which local communities and businesses depend. There will be a need to adapt key routes due to the impacts of climate change alongside creating a strong network of charging points, including improvements to the A96 to improve safety and to the A9 to maintain a resilient road link from Thurso and Inverness to the central belt. Remote and rural areas including islands are dependent on reliable accessibility by road including connecting to ferries and ports, facilitating reliable public transport by road, access to essential services and transporting of goods. There is an urgent need for improvements to the A83 to ensure the resilience of the economy and communities of wider Argyll, as well as resilience challenges for other key routes such as the A82.

Continued investment in the national long distance walking and cycling network provides an opportunity to assist in decarbonising tourism and recreation across the area, whilst also providing, and acting as a spine for, sustainable active travel connections for everyday travel in the vicinity of towns and villages.

Inverness and Oban airports are hubs for air connections to dispersed communities and Wick John O'Groats Airport and Broadford Airstrip on Skye are key connections. Oban Airport is also an opportunity for investment in compliance operations and future drone technology. The Highlands and Islands are aiming to become the world's first net zero aviation region by 2040 by pioneering new approaches including electric aircraft. Investment in technology and facilities will be required to achieve this. The proposed Moray Aerospace Advanced Technology and Innovation Campus (MAATIC) at Lossiemouth intends to create a skilled workforce for the Moray region through focusing on aviation sector and supply chain.

To deliver liveable places, Regional Spatial Strategies and Local Development Plans in this area should maintain and help to grow the population by taking a positive approach to rural development that strengthens networks of communities.

We will do all we can to help reverse depopulation across rural Scotland. Here, as with other more rural areas of Scotland, 20 minute neighbourhoods can be tailored to work with both larger towns and more dispersed settlement patterns.

Inverness plays a vital role as a regional centre for services, health, justice, employment, education, sport, culture and tourism and has seen significant expansion in recent years. Key sites for its growth are located primarily to the east along the Moray coast. A sustainable and adaptive growth strategy will continue to be supported by planned investment in education and health and social care services, as well as employment uses. The new railway station serving Inverness Airport will help to connect local communities with growing employment opportunities in the wider area. Inverness Castle, as part of the Inverness and Highland City Region Deal, will be redeveloped and opened up to the public, attracting national and international tourists and encouraging visits to the wider Highlands and Islands.

Fort William, Dingwall, Grantown-on-Spey and Aviemore are key settlements, and the area has strong relationships with adjacent, more coastal settlements such as Mallaig, Oban, Wick and Thurso. Moray also has a strong network of towns including Forres, Elgin and Nairn. In more remote communities there is a need to reverse population decline. A place-based approach (as demonstrated by Fort William 2040), including work to improve town centres and reuse redundant buildings, will support recovery in a way which responds to the strong character and identity of each of the area's towns and villages. Such an approach is evident in Growth Deal projects such as Moray's Cultural Quarter proposal.

A positive approach to rural development could support the development of a network of hubs, and future service provision will require imaginative solutions so that places can be resilient and self-supporting. Investment in strategic health, justice and education facilities is already planned. In the longer term, digital solutions, including mobile and remote health services and virtual education, as well as continued investment in improved connectivity, will play an increasingly important role.

As with other parts of Scotland, more homes will be needed to retain people and attract new residents of all ages. Many communities have taken ownership of their land and this could form the foundations for future development by unlocking further development sites. Refurbishment of existing rural buildings and halting the loss of crofts could help to sustain the area, and new homes should align with infrastructure and service provision. They should also be located and designed to minimise emissions and to complement the distinctive character of existing settlements and wider landscapes. As climate change continues to have an impact, water supplies and drainage will need to be secured and maintained. Flood risk management and changing ecosystems will need to be factored into future plans to ensure nature-based adaptation solutions complement local living. Addressing fuel poverty will require

greater energy efficiency and affordable, low carbon, distributed heat and electricity networks, with a model for increased local generation, having potential to bring benefits. Maintaining connectivity will be essential, particularly through public transport that includes rail access and other active travel networks.

We will continue to support further investment in digital connectivity but will need to go further to adapt to climate change and make use of emerging technologies. Priorities include satellite and mobile solutions to address 'not spots', and to support local living by reducing the need to travel unsustainably. To complement existing physical connections, smart solutions, local hubs, demand responsive transport, and active travel networks will help people to access services and employment and make low carbon local living a more viable option.

To deliver productive places, Regional Spatial Strategies and Local Development Plans in this area should support local economic development by making sustainable use of the area's world-class environmental assets to innovate and lead greener growth.

Natural assets and environmental quality underpin the area's main economic sectors and must therefore be protected, restored and used sustainably. Planning will help to attract investment, grow and diversify businesses and enable local entrepreneurship, micro enterprises, self-employment and social enterprises to flourish. Remote working can be capitalised on to build economically active local communities. This will require the continued roll out of high quality digital infrastructure and maintenance and decarbonisation of transport routes to wider markets. Food miles can be reduced over time with the help of local community-led food growing networks, by supporting locally driven public procurement and, from a land use perspective, protecting higher quality agricultural land.

Ideas are emerging for the area to secure a low carbon future for tourism. Assets such as the North Coast 500 and, more recently, the Kintyre 66 in the adjacent coastal area, as well as the area's high quality environment and associated food and drink products, attract visitors. However, they also require investment in improvements to infrastructure to support local communities and visitors. This will maintain the quality of the experience and the environment, facilitate lower carbon transport, promote 'leave no footprint' and encourage longer stays. This could involve extending the availability of transport services. There are also many regionally significant opportunities to create jobs by growing support services for outdoor activities such as mountain biking, climbing, walking and angling and in support of the country's winter sport and recreation sector that is primarily focussed in this area.

Investment in research and development, business opportunities and local centres of expertise will help to retain benefits locally and broaden the range of skilled jobs. There will also be opportunities to build on and repurpose existing assets to create greener jobs, such as the former nuclear installation at Dounreay and development at Fort William associated with the Lochaber Smelter.

The area's coastline contributes to the beauty and experience of the area and is also a hub for economic activity including fishing, the cruise and marine leisure sectors, and the offshore renewable energy sector. Key ports include the Cromarty Firth (including Port of Cromarty, Nigg and Highland Deephaven), Corpach, Ardersier, Gills Bay, Inverness, Kishorn and Buckie. Through Opportunity Cromarty Firth and other projects, new facilities and infrastructure will help ports to adapt, unlocking their potential to support the transition from fossil fuels through oil and gas decommissioning, renewable energy (including the significant opportunities for marine energy arising from Scotwind) and low carbon hydrogen production and storage, and the expansion of supply chain and services. This will in turn benefit communities by providing employment and income for local businesses.

North East

This area focuses on Aberdeen City and Aberdeenshire with cross-boundary links to Moray, and south towards Angus and the Tay estuary.

Priorities

To deliver sustainable places, Regional Spatial Strategies and Local Development Plans in this area should plan infrastructure and investment to support the transition from oil and gas to net zero, whilst protecting and enhancing blue and green infrastructure and decarbonising connectivity.

Action is required to tackle industrial emissions and transition towards a greener future that benefits existing communities and attracts further investment.

Greener energy choices, including hydrogen and on and offshore renewables, have a natural home here and will be at the heart of the area's future wellbeing economy. Investment opportunities focus on the green and blue economy and energy innovation. Significant infrastructure will be required to deliver a hydrogen network for Scotland, including repurposing of existing facilities and the creation of new capacity. £62 million in the Energy Transition Fund is supporting four projects to protect existing jobs and create new jobs in the North East, and across Scotland, by opening up opportunities through energy transition and harnessing private sector funding. This funding aligns with the Aberdeen City Region Deal and continuing support for retraining and skills development. Ports and harbours throughout the area are key assets in the blue economy. As offshore renewables are an important part of Scotland's energy transition, there will be a need to align terrestrial and marine development so as to maximise the potential of this sector.

The area's growth strategy includes a commitment to building with nature by creating multi-functional blue and green networks and improving green spaces in and around settlements, connecting with the national long distance cycling and walking network

and facilitating active travel. Community-led climate action will help to provide locally-driven solutions. A new water supply and waste-water systems will play an important role in building long-term resilience.

Aberdeen is a key transport hub providing vital connections internationally, as well as lifeline services to Orkney and Shetland. Congestion will be reduced as a result of the construction of the Aberdeen Western Peripheral Route, and the A92/A96 Haudagain Improvement project. In the city, work is ongoing to lock in the benefits and prioritise sustainable transport, including Aberdeen Rapid Transit. More widely the Aberdeen to Central Belt Rail Improvements will bring benefits to both passengers and freight.

The area can lead the way in promoting low emissions vehicles, active travel and public transport connectivity as part of its contribution to net zero. Links south to the Central Belt and west towards Inverness remain vital. Work is progressing on the £200m investment being made to improve journey times and capacity between Aberdeen and the Central Belt for passengers and freight. Continuing improvements to digital connectivity and active travel will reduce the need to travel by unsustainable modes and facilitate further remote, home or hub based working.

To deliver liveable places, Regional Spatial Strategies and Local Development Plans in this area should focus on continued regeneration and encourage more 20 minute neighbourhoods to sustain the skilled workforce and improve local liveability.

A new focus on local living could help to address the high levels of car ownership and respond to the area's dispersed settlement pattern. Growth corridors extending from Aberdeen to Peterhead, Huntly and Laurencekirk will be a focus for future development, and strategic sites include new communities at Chapelton, Grandhome and Countesswells. There is significant potential to promote more compact growth by making better use of brownfield sites and increasing density.

There will be benefits for people of all ages arising from an increase in local living and a shift towards 20 minute neighbourhoods and the creation of connected, walkable, liveable and thriving places, in both urban and rural contexts. The aim is to encourage sustainable travel options, provide communities with local access to the wider range of facilities, services and amenities to support healthier and flourishing communities. In rural places, social and community infrastructure can be designed with different settlements working in clusters as a 'network of places', providing services and amenities that best meet the needs of local rural communities.

The area's towns contribute to its sense of place and further town centre regeneration will help communities to adapt to current challenges and future change. Service provision also needs to reflect the area's character. Several new or extended primary and secondary schools and community facilities are planned and the area will support wider rural communities by hosting a new centre of excellence for rural and remote medicine and social care. Access to good quality open space and opportunities for local food growing, including allotments and community orchards, can benefit health and wellbeing and tackle inequalities as an integral part of placemaking.

The area benefits from a productive coastline that will be a focus for future economic activity and investment associated with offshore renewable energy and the blue economy. The coast is home to communities who will benefit from continued regeneration and a move towards 20 minute neighbourhoods that reduces the need to travel. Key regional priorities include the regeneration of Banff, Macduff, Fraserburgh and Peterhead. Future coastal vulnerability to erosion, sea level rise and flood risk will need to be factored into development strategies. The fishing industry will continue to contribute to the area's strong sense of place and shared heritage, communities and economy, with some ports and harbours also having opportunities in the cruise and marine leisure sectors.

To deliver productive places, Regional Spatial Strategies and Local Development Plans in this area should support continued economic diversification and innovation.

The relocation of some activity at [Aberdeen Harbour](#) to the south harbour has been an important element in planning for the future. Further investment will help to realise its full potential as a low carbon hub and gateway, and there may be opportunities for development at the South Harbour to support the carbon capture and storage and hydrogen innovation work at St Fergus and Peterhead in Northern Aberdeenshire. This is also a significant opportunity to improve urban liveability by unlocking waterfront sites for mixed use development close to the city centre. Local people will need to be involved in deciding how potentially significant industrial and business activity can be accommodated, alongside regenerating a vibrant, redesigned city centre in the coming years.

It is essential that environmental impacts arising from relocation of the harbour and any onward reorganisation of the land uses around it are carefully managed in a way that recognises the location's natural assets and sensitivities. We expect the LDPs and consenting processes to be informed by the required impact assessments, to play a crucial role in guiding future development and addressing environmental sensitivities.

Central

This area broadly covers central Scotland from the Glasgow city region and the Ayrshires in the west to Edinburgh city region in the east, including the Tay cities, the Forth Valley and Loch Lomond and The Trossachs National Park.

Priorities

To deliver sustainable places, Regional Spatial Strategies and Local Development Plans in this area should support net zero energy solutions including extended heat networks and improved energy efficiency, together with urban greening and improved low carbon transport.

Blue and green infrastructure

The greening of the built environment, including former industrial areas, is a long held ambition that we now need to expedite to significantly reduce emissions, adapt to the future impacts of climate change and tackle biodiversity loss. Investment in green infrastructure will support urban sustainability, help to restore biodiversity, contribute to our overall targets for reducing emissions and improve health and wellbeing.

There is much that we have already learned from past work, for example initiatives to naturalise former mining features, reclaiming canals as a cultural heritage and natural asset, and extensive woodland creation. Wider woodland expansion across more urban areas could make a significant contribution to improving air quality and quality of life by reducing pollution, managing water and cooling urban environments. Blue and green networks can help to deliver compact and liveable cities.

Many initiatives will come together to achieve urban greening:

- The [Central Scotland Green Network](#) will continue to bring together environmental enhancement projects. Initiatives such as the John Muir Pollinator Way demonstrate how nature networks can help restore and better connect biodiversity and enhance green infrastructure at a landscape scale.

- The Glasgow City Region Green Network, a long-term transformational programme of environmental action, can achieve a step change in the quality and benefits of green places across west central Scotland and bring enhanced biodiversity closer to communities. As part of this, the Clyde Climate Forest is proposing natural solutions at scale across the Glasgow city region.
- The Inner Forth Futures Partnership is tackling the effects of climate change and providing recreation benefits through projects such as peatland restoration and woodland expansion, and supporting the creation of habitat networks.
- The River Leven Project in Fife is a holistic place-based approach to development. Blue and green infrastructure will support investment and provide environmental, health and wellbeing benefits for communities.
- The Tayside strategic green and active travel network also aims to create regionally significant assets that contribute to the quality of the area.
- Perthshire Nature Connections Partnership (PNCP) encompasses a long-term, nature-based vision for Perth and Kinross that aims to create a distinct connection between the Cairngorms and Loch Lomond and The Trossachs National Parks.
- There is a particular opportunity to build on the successful regeneration of our canals to provide an invaluable strategic greenspace that connects communities across the area as a whole, contributes to its strong post-industrial heritage and provides wider functions such as water management to support future resilience to climate change. The potential of a canal asset should be recognised as a shared priority.

There is a continuing need to invest in renewing and improving the capacity of flooding, water and drainage infrastructure to build the resilience of communities. A catchment-scale approach, using nature-based solutions, can also provide benefits for the health and quality of life of Scotland's urban communities, particularly where solutions seek to deliver multiple benefits, including biodiversity gain and active travel

routes. This approach can also be more cost-effective than hard engineering solutions and create lasting jobs. For example, the Glasgow city region recognises the challenges for future adaptation and is identifying sustainable solutions to sea level rise, urban overheating, and water management.

Engineered solutions to adapt our water and drainage infrastructure will be required in some circumstances, but should support more natural benefits as far as possible. There is scope to continue, and extend, the lessons from the Metropolitan Glasgow Strategic Drainage Partnership to future proof infrastructure in support of the long-term growth and development of Edinburgh. The Lothian Drainage Partnership is taking this forward with projects emerging within Edinburgh and at the ClimatEvolution Zone in East Lothian.

At a local scale there is significant potential to expand raingardens and sustainable urban drainage systems to help manage surface water as part of blue and green infrastructure for our future cities and towns.

Whilst predominantly urban, this part of Scotland benefits from a rich and diverse rural area and there are many areas where town meets countryside. These green areas and natural spaces are key assets, sustaining communities that could become better places to live if we can achieve this in a way that is compatible with our wider aims for climate change, nature restoration and 20 minute neighbourhoods. The pandemic has demonstrated that many people are looking for more space at home and in their communities. It will be important to plan positively and imaginatively to make sustainable use of the countryside around our cities and towns.

These areas have important functions – productive agricultural land, providing vital ecosystem services and spaces for local food growing, outdoor access and recreation. They support carbon sequestration, including through peatland restoration, woodland creation and conserving natural habitats, and there is scope for innovation in key sectors including sustainable food production.

Planning has the potential to address the impact of climate change on communities whilst also generating renewable heat and facilitating urban cooling from our rivers. Mine water, solar and onshore support for offshore renewables, including development that makes use of existing infrastructure at strategic hubs, all provide opportunities for decarbonisation.

Loch Lomond and The Trossachs National Park has landscape-scale opportunities to restore and enhance nature and respond to climate change, including through woodland creation and peatland restoration, as well as natural flood risk management. The National Park will continue to support the quality of life and health of the urban population and its future priorities include new infrastructure provision to provide a quality visitor experience and support people to connect with nature, as well as a greener tourism sector supported by innovative low carbon transport solutions. Long distance active travel and rail routes have untapped potential to provide sustainable tourism solutions. The area's communities can adapt to support more localised living and working opportunities, with improved digital connectivity and affordable housing. More integrated planning and land management offers opportunities to support land use change and reduction of greenhouse gas emissions. The approach also links with and relates to the action area to the north.

Urban accessibility

A focus on community wealth building, together with growing opportunities for longer term remote working, could address the high levels of transport movement by private car and challenges of congestion and air pollution across the area. Local living, including 20 minute neighbourhoods, will help to minimise future commuting and ensure jobs and income can be spread more evenly across the area. Accessibility and transport affordability can support more resilience which benefits communities who are less connected.

By putting in place [mass/rapid transit systems](#) for Edinburgh through plans to extend the tram network, and for Glasgow including the Clyde Metro and multi-modal connectivity, we have an

opportunity to substantially reduce levels of car-based commuting, congestion and emissions from transport at scale.

Connections to the rest of the UK will be strengthened in the longer term through [high speed rail](#) connectivity, with stations expected in Glasgow and Edinburgh. Decarbonisation of freight will require the construction of new hubs and associated facilities to support logistics. This will also support growing interest in express logistics from rail operators that would see passenger Electrical Multiple Units converted to carry small freight, targeting the UK parcel market. Ports on the Clyde, Forth and Tay coasts will also play a key role in this transition.

Digital connectivity will facilitate remote working, supporting the growth of towns and villages outwith the larger cities and potentially leading to a renaissance in more rural living. It will be crucial to address digital inequality, whether through cost, infrastructure or skills development, as virtual service provision continues to grow.

To deliver [liveable places](#), Regional Spatial Strategies and Local Development Plans in this area should pioneer low carbon, resilient urban living by rolling out networks of 20 minute neighbourhoods, future proofing city and town centres, accelerating urban greening, investing in net zero homes, and managing development on the edge of settlements.

20 minute neighbourhoods

The diversity of this area, from metropolitan districts to rural and dispersed settlements, will require concerted effort to develop networks of places that meet the principles of local living and 20 minute neighbourhoods, and with fair access to a range of services that support sustainable living. Planning should focus on revitalising cities and towns at scale, supporting a finer grained approach to placemaking, and a more intricate mix of land uses and density. This should incorporate networks of natural spaces and blue and green infrastructure, to create health and wellbeing benefits, increase resilience to climate change and support the growth of green job opportunities.

The car-based design of some of our places, including many suburban areas and new towns, mean that a significant shift to a more people centred approach will be required. Planning can help retrofit facilities and services into areas where they are scarce, such as predominantly residential areas, to enable better integrated, mixed-use areas. City, town and neighbourhood centres can be at the heart of this if they are planned to strengthen self-sufficiency and bring services and jobs closer to homes. The recommendations of the recent town centre review can be delivered by supporting a wider range of uses and making the most of their assets.

Accessibility will be a key part of the transition and will involve investment in infrastructure and services in line with the sustainable travel and investment hierarchies, to improve fair access and reduce carbon emissions. Active travel networks will need to expand to make walking, wheeling and cycling an attractive, convenient, safe, and sustainable choice for everyday travel. There are significant opportunities for investment in heat networks, energy storage and the circular economy to create more sustainable neighbourhoods.

Energy efficient, affordable homes

As well as building new homes to net zero standards, more will need to be done to meet the bigger challenge of upgrading the existing housing stock to reduce emissions and adapt to future climate impacts. Emissions from our homes need to be very substantially reduced – by 2030, they must fall by 68% from 2020 levels.

Improved energy efficiency will be needed, by providing zero emissions heating solutions and more sustainable water management practices for existing settlements and homes. Improving sustainable travel options and reliability will help to reduce transport based emissions associated with our homes.

There is a particular pressure for housing solutions, including provision of affordable homes that meet future needs, in the south east of Scotland. Edinburgh has committed to building affordable homes at scale, and will

need to work with the region to accommodate wider need and demand in a strategic way. Seven strategic sites, supported through the Edinburgh and South East Scotland City Region Deal, could accommodate up to 45,000 homes and associated economic and employment benefits including: Blindwells, Calderwood, Dunfermline, Edinburgh Waterfront, Shawfair, Tweedbank and Winchburgh. The need for proposals to be supported by low carbon transport solutions, in line with the Infrastructure Investment Plan and National Transport Strategy investment hierarchies and infrastructure first approach, will be critical to their success. The Edinburgh and South East Scotland City Deal identifies infrastructure investment as part of this. These interventions and commitments, taken with the additional transport investment made through the Deal, will ensure the city region continues to grow and flourish. Regionally significant services, including healthcare and social care facilities and investment in the learning estate, is also planned to support future growth and sustain the wellbeing of existing, new and expanding communities.

Waterfront regeneration

The region's coasts and firths define the area's history and shape its sense of place. There is potential to unlock the strategic importance of coasts, estuary and river corridors for climate mitigation, resilience, and positive environmental change. Coastal change, driven by climate change, will need to be managed to build long-term resilience and future-proof our waterfronts, where this is feasible. Progress has been made to create long distance walking and cycling routes to open up access to waterfront spaces and reclaim them as a resource for people as well as industry. There will be a need to anticipate and mitigate risk from coastal erosion, flood risk and storm surges, with a focus on natural solutions which work with the unique biodiversity and landscape character of these important places.

These coasts are rich in cultural and natural heritage. Along the Inner Forth, various projects provide multiple benefits, including flood management, cultural landscape enhancement, habitat creation, access and

tourism. Edinburgh's waterfront regeneration is ongoing, with Granton benefiting from an ambitious masterplan, the tram extension to Leith progressing and potential development at Seafield helping to redefine the city's relationship with its coastline. This is reusing existing assets and helping Edinburgh to become a more liveable city. A masterplanned approach to regenerating the [Edinburgh Waterfront](#) can take into account opportunities for the Port of Leith to service the offshore energy sector. More broadly, port facilities should continue to be capable of servicing freight traffic within the Firth of Forth given the importance of east coast freight links.

The successful regeneration of [Dundee Waterfront](#) has demonstrated the potential to make sustainable use of our urban coasts, and ongoing proposals include the creation of a marina at Victoria Dock and further development of central waterfront sites. Dundee port has an aspiration to expand its operational area into the Firth of Tay. The HRA of NPF4 has identified that such development would have a high probability of resulting in adverse effects on the integrity of European site(s). This would therefore need to be considered carefully at project level, including through the HRA process to ascertain that there will be no adverse effects on European sites, or if this is not the case, whether there are imperative reasons of over-riding public interest and relevant statutory tests are met.

Reuse of brownfield land

A more liveable Central Belt means that we will need to do more to reuse empty buildings and brownfield land, including vacant and derelict land, particularly spaces which have not been used for decades and can be accessed by sustainable modes. This will reduce further urban sprawl and improve local environments. Around 40% of Scotland's vacant and derelict land is concentrated in the Glasgow city region and its reuse for a range of uses is a key priority. Edinburgh has committed to building a significant share of future housing development on brownfield sites and progress is being made in Dundee to repurpose disused sites, including the creation of a new innovation park on the former Michelin site.

A combination of incentives, investment and policy support for productively reusing brownfield land and buildings at risk will be required to steer development away from greenfield locations, whilst also acknowledging their biodiversity value and potential for urban greening. Public-sector led development can shape future markets and deliver development in places where change is needed the most and can deliver multiple benefits. Redevelopment should include, but not be limited to, housing development. By de-risking sites and taking an infrastructure first approach, this land can help to achieve a better distribution of new homes to meet our future needs. This will also reduce pressure in places where growth is no longer sustainable. Key projects include the Eden project on the sites of the former Dundee gasworks, and the redevelopment of Ravenscraig, a longstanding post-industrial site where new development, including improved transport connectivity, can bring new models of low carbon living at scale.

To deliver [productive places](#), Regional Spatial Strategies and Local Development Plans in this area should target economic investment and build community wealth to overcome disadvantage and support a greener wellbeing economy.

This area has a diverse business base and is a key engine of growth for Scotland as a whole. There are many clusters of sites and businesses which form the basis of regional propositions for investment. In line with our aspirations to build a wellbeing economy, opportunities for investment and development should be designed to maximise economic, social and environmental wellbeing, rather than focusing on growth alone. A planned approach can help to target future development in areas of significant economic disadvantage so that new and better jobs are more fairly distributed to help address national, regional and more localised inequality.

City and town centres

The pandemic has brought obvious challenges for our city centres, but has also unlocked opportunities to take forward new models of working that could better support wellbeing and improve our places in the longer term. The continued growth of remote and local working and the creation of hubs within groups of settlements could significantly reduce the need to travel, whilst also helping to grow local businesses and communities.

This raises significant questions for the future of city centres. Existing offices have the potential to be repurposed to achieve higher density mixed use neighbourhoods with a lower carbon footprint and require careful planning to ensure future communities are properly supported by appropriate services.

Glasgow city centre, an exceptional asset and a primary location and cultural destination, has been significantly impacted by unprecedented changes in working patterns, service provision and the retail sector. Whilst these changes may not be sustained in the long-term, now is the time to accelerate work to diversify the city centre and invest in maintaining and re-using existing buildings so that it can evolve to be a more carbon conscious place. Existing connections mean the centre could sustain many more homes to meet a commitment to doubling the city centre population, revitalising places and creating a 24 hour city that is safe and open to everyone. Significant investment in schools, community services and greenspace will be needed to achieve this and more creative use of the public realm and a low emission zone will help to make this a safer and healthier environment for people of all ages. Innovative solutions, such as retrofitting energy efficiency measures to social housing across the city, could be extended to help improve the built fabric of the city centre's commercial properties.

Edinburgh has similar challenges and opportunities for positive change. High interest in investment and associated demand for new homes means that planning will need to help deliver sustainable development that supports the quality of life of existing and future residents.

As a capital city with a World Heritage Site at its core, it will be crucial that future development takes into account the capacity of the city itself and its surrounding communities and makes the most of its exceptional heritage assets, places and cultural wealth. The City Centre Transformation Plan supports a move away from a car-based city centre to create a more liveable and attractive place to live, work and visit. The Forth Bridge is also an inscribed UNESCO World Heritage Site, and our rich industrial and cultural heritage remains apparent across the area.

Dundee is well on the way towards reinventing itself through regeneration of the waterfront, unlocking strategic sites for new homes and new opportunities for innovation and economic development arising, such as the Michelin Scotland Innovation Park and at the port. Continued regeneration in this area, building on the city's rich culture, sense of place and appetite to innovate will also contribute to the overall aims for this part of Scotland. The V&A will continue to be a focal point for this, evolving to become a National Centre for Design within this UNESCO City of Design.

Town centres throughout this area will also play a critical role in driving a new economic future. The recent town centre review highlights opportunities to expand the range of services and facilities they offer, reuse redundant buildings and provide new homes for a wide range of people. This in turn will ensure their crucial role in defining our sense of place is protected and enhanced, future proofing a key asset for Scotland as a whole.

Strategic sites

Many business and investment sites are located along key transport corridors and new approaches may be required as investment transitions away from locations that can only be reached by car towards more accessible areas that are connected by low carbon and active travel options.

The [Clyde Mission](#) will stimulate investment in sites along the Clyde to build a wellbeing economy and achieve a step-change in the quality of the environment for communities. This

ambitious project will reuse extensive areas of vacant and derelict land in accessible locations and requires a sustainable approach to manage the future impact of climate change. Key sites extend from Greenock Ocean Terminal to Queens Quay, Tradeston, the Broomielaw and Glasgow City Centre, to Clyde Gateway – a longstanding regeneration project which has made exceptional progress in transforming communities and overcoming inequality. A national collaboration to support delivery of the project has significant potential to accelerate change, attract investment and achieve wider benefits for communities. The wider Clyde Coast, an iconic area rich in cultural heritage and natural assets, can be reimagined through collective efforts on regeneration in nearby coastal communities, such as Dunoon and Rothesay. The area's accessibility by train and water means that it is an ideal location for low carbon tourism and leisure.

Aligning with the Clyde Mission, the Ayrshire Councils are working together through their Ayrshire Growth Deal and Community Wealth Building programme to build economic resilience and address unemployment, poverty and inequality across their area, with town centres at the heart of communities. This includes proposals for advanced manufacturing and aerospace engineering which will make use of the existing infrastructure and investment opportunities available at Glasgow and Prestwick airports. Glasgow is already a centre of expertise for manufacturing satellites and will benefit from the associated development of a network of spaceports across the country, whilst supporting wider industry and employment. The Ardeer peninsula is also a significant site for redevelopment of the wider Ayrshire area. [Hunterston](#) is a strategic asset with deepwater access, where there are plans for new economic development and employment uses. Development of the site will need to take account of future vulnerability to climate change. A planned marine centre at Ardrossan will provide further opportunities.

The Edinburgh City Region supports investment in significant clusters including the Bioquarter, Mid Fife, Dunfermline, Guardbridge St. Andrews,

Galashiels, Cockenzie, Midlothian and the M8 corridor. A strategy for West Edinburgh is emerging which guides a wide range of uses to create a sustainable extension to the city, with added benefit from associated improvements to the quality of place of existing communities. Proposals focus on locating development on and around existing transport corridors and work is ongoing to improve accessibility including the Edinburgh tram extension. Further investment should take into account the impact of new development on potentially compounding existing capacity constraints and congestion, and prioritise sustainable choices.

As the highest single source of industrial emissions in Scotland, and a key part of our future resilience and manufacturing base, continued investment at Grangemouth, and the strategic sites it includes, will be required. Plans are emerging for innovative industry in the Falkirk/Grangemouth Investment Zone, building on the area's strengths in chemicals and making the most of strategic assets including the port and rail connection. There is great potential, not only to reduce emissions at the Grangemouth complex, but also to grow the cluster into a hub of low carbon manufacturing that can help unlock wider decarbonisation across the country, with its strategic location, infrastructure, assets and skills base. Opportunities include renewable energy innovation, bioenergy hydrogen production with carbon capture and storage, and repurposing of existing strategic and critical infrastructure such as pipelines. The skills, knowledge and experience that is currently situated there for the petro-chemicals sector is a prime resource for the transition to net zero. This can form a focal point in a wider masterplan for Forth Valley that brings together opportunities for energy with the circular economy to support wider investment in green economic opportunities.

Coastal sites formerly used for baseload power generation – specifically Longannet and Cockenzie – benefit from existing assets and infrastructure that can be repurposed to form the basis of new proposals. At Cockenzie, work is ongoing to develop an opportunity for a Climate Evolution Zone to generate employment and

provide essential infrastructure for net zero, linked with the potential to expand the new sustainable settlement at Blindwells, within the Greater Blindwells Development Area. There is scope to build on the strategic location and rail connectivity of Longannet to benefit local communities around this part of the Forth. There are further opportunities for a range of economic activities and investment in ports associated with a green economy at Montrose, Dundee, Rosyth, Burntisland, and Methil.

The Levenmouth rail link will reconnect Leven to the mainline rail network with new stations at Leven and Cameron Bridge by 2024 subject to consenting processes. This will enhance the communities it serves and contribute positively to the lives of people who live there by unlocking access to social, cultural, employment and educational opportunity.

The Tay Cities Region has a strong regional proposal for developing clusters of investment in research and innovation supporting a range of sectors in both urban and rural areas including life sciences, energy, digital, and food production. Perth is managing housing development in strategic development areas and transport infrastructure investment and the creation of a bus and rail interchange to support modal shift and establish a new gateway to the city. Work is underway to deliver local heat and energy networks, Perth West Regional Innovation Park and to make Perth the 'Biodiversity Capital of Scotland'. Angus Council is progressing its Mercury Programme to support clean growth, low carbon transport and housing and agri tech which will contribute to future food security and reduce emissions. Key sites include Montrose Port, and the Angus Rural Mobility Hub in Brechin.

Stirling is bringing forward new opportunities for innovation and investment, building on the city's strong heritage and supported by the area's educational institutions. Within Forth Valley, a National Tartan Centre, the Canal corridor, the Frontiers of the Roman Empire: Antonine Wall World Heritage Site, Ochil Hills and Whisky Trail create a unique heritage offering which will support local employment and strengthen the

area's sense of place. Tourism is a key theme in the emerging regional economic strategy for the Forth Valley and both the Falkirk Growth Deal and Stirling and Clackmannanshire City Region Deal.

Ports

Key ports in this area can play a central role in supporting the expansion of renewable energy, in particular offshore wind energy. It will also be important to make use of the infrastructure to reduce road haulage and secure a more sustainable freight sector which directly links to international markets. There are opportunities for enhanced cruise facilities for the Forth, as well as the Clyde where Greenock Ocean Terminal, supported by the Glasgow City Region Deal, can build on its role as a key gateway. There may be opportunities to make use of harbour facilities to support the marine leisure industry.

Development of ports on the Firth of Forth will also need to take account of the potential for a substantial increase in freight and passenger traffic between Scotland and continental Europe, linked to the Scottish Government's objective that Scotland should accede to the EU as an independent Member State at the earliest possible opportunity.

South

This area broadly includes Dumfries and Galloway and the Scottish Borders, South and East Ayrshires, South Lanarkshire in the west, with links to the Lothians towards the east.

Priorities

To deliver sustainable places, Regional Spatial Strategies and Local Development Plans in this area should protect environmental assets and stimulate investment in natural and engineered solutions to climate change and nature restoration, whilst decarbonising transport and building resilient physical and digital connections.

This area's forests and woodland are a nationally significant asset and its extensive peatland will need to support carbon storage and sequestration. The Borderlands Natural Capital Programme will develop trials and sector strategies to restore biodiversity, build resilience and make the most of the area's natural assets to support climate change mitigation and adaptation. This will build on the successes of a range of nature restoration projects in the area, such as the Carrifran Wildwoods project.

The UNESCO Galloway and Southern Ayrshire Biosphere is a crucial environmental asset which can contribute to the area's future sustainability, liveability and productivity. The South of Scotland Regional Land Use Pilot is providing significant opportunity to work with landowners, landed interests and others to look at the multi-benefits from land use and to maximise natural capital opportunities.

The South of Scotland is an important centre for renewable energy generation. Proposals for consolidating and extending existing wind farms and associated grid improvements and supply chain opportunities will require a carefully planned approach. The Solway Firth has significant potential for renewable energy generation in the future, but development will require careful planning given the sensitivity of the environment and its international importance for nature conservation.

The area's low carbon future will depend on supporting modal shift and reducing car use, given current dependence on the car and need to improve access to services, education and employment. Low emissions vehicles will only go some of the way towards addressing future challenges. Enhancing public transport and improving connectivity between communities in the east and west will help to support thriving and distinct communities.

Public transport, including the bus network, will play an important role in decarbonisation and developing innovative solutions and linkages to the rail system. Active travel should be supported with wheeling, walking and cycling within and between towns and other communities linked to strategic routes for residents and visitors. This is important not only for local sustainability but also as a strategic attraction to take advantage of major outdoor recreation opportunities.

There is also a need to secure better digital links to unlock the potential of rural living and home or hub working. The Borderlands Digital Infrastructure Programme will play a key role in supporting connectivity and responding to future technology and innovation.

To deliver liveable places, Regional Spatial Strategies and Local Development Plans in this area should increase the population by improving local liveability, creating a low carbon network of towns and supporting sustainable rural development.

Quality of life for people living in the area will depend on the network of settlements in the future and existing communities should form the basis of a tailored response to the local living concept. Town centres can be strengthened as they recover from the pandemic. New measures to build resilience to climate change will be required including flood risk management in key settlements.

Housing provision will play a key role in supporting the area's aspirations for economic development as well as in maintaining

and growing a working age population. Decarbonisation of existing homes will be required, as well as a strategic approach to rolling out electric vehicle charging. Communities themselves will have a critical role to play in shaping their future development.

The area is already investing in regenerating and future proofing its towns and wider communities. The [Stranraer Gateway](#) Project is an opportunity to consolidate and bring new impetus to regenerate this strategically located settlement. Plans include expansion of the marina, supported by the Borderlands Inclusive Growth Deal, and low carbon heating can be incorporated as part of the transformation of the wider town. Nearby Cairnryan is a crucial gateway to Scotland, with a need to make best use of existing connections.

Regeneration innovation extends across the area. The HALO Kilmarnock project focuses on the reuse of vacant industrial land to create a low carbon community urban village, acting as an exemplar for innovative transformation of future places. The Ayrshire Manufacturing Investment Corridor project supports the economic generation of Kilmarnock and the wider region, whilst the CoRE (Community Renewable Energy) project in Cumnock seeks to explore, develop and provide solutions to energy supply and storage challenges in urban and non-urban areas, and to help in the development of a new, more flexible energy grid to complement existing power systems.

To deliver productive places, Regional Spatial Strategies and Local Development Plans in this area should support local economic development whilst making sustainable use of the area's world-class environmental assets to innovate and lead greener growth.

The future sustainability of the area will depend on the creation of high quality and green jobs for local people. The local economy will need to diversify from its focus on land based industries (agriculture and forestry), to sustain a wider range of businesses and jobs. An emphasis on

community wealth building will help to reduce dependence on public sector employment and a relatively low wage economy associated with rural and primary sectors.

The current approach to investment focuses on strategic growth corridors linking economic hubs with transport routes. Whilst the strategic road network is an asset and contributes to the area's connections north and south, a long-term strategy will require innovation and fresh thinking to ensure that future growth reflects our commitment to reducing greenhouse gas emissions and reducing inequality.

The future growth of the east of the area aims to consolidate existing settlements, capitalise on the strong sense of place of its towns and ensure accessibility by locating new development close to the Borders Rail Line. The Borderlands Place Programme, Borderlands Natural Capital Project, future Regional Land Use Partnerships and other strategic initiatives can support an integrated approach to protecting and restoring the area's natural assets, enhancing the built environment and achieving a greener, fairer and more inclusive wellbeing economy across the area.

Employment opportunities can support population growth, help to retain more young people and transition the area away from its current dependence on low wage sectors. New ways of working, including remote working could attract more people to live here, supporting the economy and sustaining local services and facilities. This will also benefit from continued support for local skills development and centres of further and higher education including the Galashiels campus of Heriot Watt University and Glasgow University at the Crichton Campus, Dumfries.

Significant investment sites include the former nuclear power station at Chapelcross which benefits from existing grid connections and is an opportunity to repurpose the land by establishing a green energy park that contributes to national ambitions and innovation. Low carbon accessibility will be a key challenge, as the site is remote from Annan and not served by public

transport. Providing access to wider markets, the port at Cairnryan could create further strategic growth opportunities. The expansion of Tweedbank and an inclusive approach to economic development in the Central Borders and Tweeddale are also strategic opportunities.

The area has aspirations to become a prime outdoor recreation and green tourism destination. Key projects include the South West Coastal Path, and projects supported by the Borderlands Inclusive Growth Deal; the Mountain Biking Innovation Centre at Innerleithen, updating the cycling experience and facilities at some of the 7stanes sites, and Destination Tweed which will deliver a multi-user path and cycle route from Moffat to Berwick upon Tweed. More could be made of the area's border location and attractions to ensure visitors make better use of local services and support the economy and communities.

The west of the area has a close relationship, and strategic connection to, Northern Ireland and Ireland via Cairnryan, as well as across the English border to Carlisle and onwards to European markets. The connection to Northern Ireland and Ireland is already a focus for freight movements as a result of EU Exit.

In the east, the Scottish Borders has a role to play as part of the Edinburgh City Region, with the Borders Railway opening up new sites for sustainable development towards the north, and the south sustaining rural industries. Work is ongoing to assess the feasibility of extending the Borders Railway from Tweedbank to Carlisle.

Annex D – Six Qualities of Successful Places

1. Healthy: Supporting the prioritisation of women’s safety and improving physical and mental health

Designing for:

- **lifelong wellbeing** through ensuring spaces, routes and buildings feel safe and welcoming e.g. through passive surveillance and use of physical safety measures.
- **healthy and active lifestyles**, through the creation of walkable neighbourhoods, food growing opportunities and access to nature and greenspace
- **accessibility and inclusion** for everyone regardless of gender, sexual orientation, age, ability and culture
- **social connectivity** and creating a sense of belonging and identity within the community
- **environmentally positive places** with improved air quality, reactivating derelict and brownfield land, removing known hazards and good use of green and blue infrastructure

2. Pleasant: Supporting attractive natural and built spaces

Designing for:

- **positive social interactions** including quality of public realm, civic spaces, streets and ensuring a lively and inclusive experience
- **protection** from the elements to create attractive and welcoming surroundings, including provision for shade and shelter, mitigating against noise, air, light pollution and undesirable features, as well as ensuring climate resilience, including flood prevention and mitigation against rising sea levels
- **connecting with nature** including natural landscape, existing landforms and features, biodiversity and eco-systems, integrating blue and green infrastructure and visual connection
- **variety and quality** of play and recreation spaces for people of all ages and abilities
- **enjoyment**, enabling people to feel at ease, spend more time outdoors and take inspiration from their surroundings

3. Connected: Supporting well connected networks that make moving around easy and reduce car dependency

Designing for:

- **active travel** by encouraging more walking, wheeling and cycling together with reliable, accessible, public transport and shared transport hubs that allow for simple modal shifts
- **connectivity** including strategic cycle routes, local cycle routes, footpaths, pavements, active travel networks, desire lines, destinations, permeability, accessibility and catering for different needs and abilities
- **convenient connections** including local and regional interconnection, infrastructure, sustainable travel, interchange between public transport and active travel and supporting easy modal shifts in transport
- **pedestrian experience** including safe crossing, pedestrian priority, reduced vehicular speed and noise, inclusive design and surfaces, assistive technology, reduced street clutter, catering for suitable vehicular parking and management of loading/unloading and deliveries and refuse collections

4. Distinctive: Supporting attention to detail of local architectural styles and natural landscapes to be interpreted into designs to reinforce identity

Designing for:

- **scale** including density, building heights, massing, orientation, building lines and legibility
- **built form** including mix of typologies, types, uses, sizes and tenures
- **sense of place** including design influences, architectural styles, choice of materials and finishes, detailing, landscape design, active frontages and cultural context

5. Sustainable: Supporting the efficient use of resources that will allow people to live, play, work and stay in their area, ensuring climate resilience and integrating nature positive biodiversity solutions

Designing for:

- **transition to net-zero** including energy/carbon efficient solutions, retrofitting, reuse and repurposing and sharing of existing infrastructure and resources
- **climate resilience and nature recovery** including incorporating blue and green infrastructure, integrating nature positive biodiversity solutions
- **active local economy** including opportunities for local jobs and training, work spaces, enabling working from home, supporting community enterprise and third sector
- **community and local living** including access to local services and facilities, education, community growing and healthy food options, play and recreation and digital connectivity

6. Adaptable: Supporting commitment to investing in the long-term value of buildings, streets and spaces by allowing for flexibility so that they can meet the changing needs and accommodate different uses over time

Designing for:

- **quality and function**, ensuring fitness for purpose, design for high quality and durability
- **longevity and resilience** including recognising the role of user centred design to cater for changing needs over time and to respond to social, economic and environmental priorities
- **long-term maintenance** including effective engagement, clarity of rights and responsibilities, community ownership/stewardship, continuous upkeep and improvements

Place Standard Tool and the delivery of successful places

The Place Standard contains 14 themes that support the Six Qualities of Successful Places, providing a consistent framework to consider and to assess the quality of new and existing places. The Place Standard tool Design Version is specifically created to support the consideration of development planning and design within the framework of the 14 Place Standard themes and to deliver on the Six Qualities of Successful Places.

Annex E – Minimum All-Tenure Housing Land Requirement

This Annex sets out the Minimum All-Tenure Housing Land Requirement (MATHLR) for each planning authority in Scotland. This is to meet the requirement of Section 3A(3)(d) of the Town and Country Planning (Scotland) Act 1997, as amended. The MATHLR is the minimum amount of land, by reference to the number of housing units, that is to be provided by each planning authority in Scotland for a 10 year period. The MATHLR is expected to be exceeded in each Local Development Plan's Local Housing Land Requirement.


| Local and National Park Authority | MATHLR |
|---|--------|
| Aberdeen City | 7,000 |
| Aberdeenshire | 7,550 |
| Angus | 2,550 |
| Argyll & Bute | 2,150 |
| Cairngorms National Park | 850 |
| City of Edinburgh | 36,750 |
| Clackmannanshire | 1,500 |
| Dumfries & Galloway | 4,550 |
| Dundee City | 4,300 |
| East Ayrshire | 4,050 |
| East Dunbartonshire | 2,500 |
| East Lothian | 6,500 |
| East Renfrewshire | 2,800 |
| Eilean Siar | 192 |
| Falkirk | 5,250 |
| Fife (Central and South) | 5,550 |
| Fife (North) | 1,750 |
| All Fife* | 7,300 |
| Glasgow City | 21,350 |
| Highland | 9,500 |
| Inverclyde | 1,500 |
| Loch Lomond & The Trossachs National Park | 300 |
| Midlothian | 8,850 |
| Moray | 3,450 |
| North Ayrshire | 2,950 |
| North Lanarkshire | 7,350 |
| Orkney | 1,600 |
| Perth & Kinross | 8,500 |
| Renfrewshire | 4,900 |
| Scottish Borders | 4,800 |
| Shetland | 850 |
| South Ayrshire | 2,000 |
| South Lanarkshire | 7,850 |
| Stirling | 3,500 |
| West Dunbartonshire | 2,100 |
| West Lothian | 9,850 |

* The total consists of Fife North and Fife Central and South. This reflects that Fife was formerly part of two Strategic Development Plan areas and contributed to separate Housing Need and Demand Assessments.

Annex F – Glossary of definitions

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|---|--|
| 20 minute neighbourhood | A flexible approach to assessing our places against the concept of local living. A method of achieving connected and often compact neighbourhoods designed in such a way that people can meet the majority of their daily needs within a reasonable distance of their home preferably by sustainable and active travel methods. The principle can be adjusted to include varying geographical scales from cities and urban environments, to rural and island communities. Housing would be planned together with local infrastructure including schools, community centres, local shops and health and social care to significantly reduce the need to use unsustainable methods of travel, to prioritise quality of life, help tackle inequalities, increase levels of health and wellbeing and respond to the climate emergency. |
| 4G | 4G is the fourth generation of mobile phone technology, following 2G and 3G. 2G technology was suitable for making calls and sending text messages, while 3G makes it possible to access the internet more effectively through devices such as a mobile, tablet or laptop. It's ideal for services that demand more capacity, like video streaming, mapping and social networking sites. |
| 5G | <p>5G is much faster than previous generations of wireless technology. 5G also offers greater capacity, allowing thousands of devices in a small area to be connected at the same time.</p> <p>The reduction in latency (the time between instructing a wireless device to perform an action and that action being completed) means 5G is also more responsive. Together these features make 5G highly relevant for industrial applications.</p> <p>The connectivity and capacity offered by 5G is opening up the potential for new, innovative services while mobile spectrum can be used in more effective ways.</p> |
| Affordable home/affordable housing | Good quality homes that are affordable to people on low incomes. This can include social rented, mid-market rented, shared-ownership, shared-equity, housing sold at discount (including plots for self-build), self-build plots and low cost housing without subsidy. |
| Agent of change principle | Where an application is made for development which is likely to be affected by noise from existing development such as, but not limited to, music venues, manufacturing or industrial sites, large retail outlets, etc., the applicant is required to demonstrate both that they have assessed the potential impact on occupants of the proposed development and that the proposed design incorporates appropriate measures to mitigate this impact. |
| Ancient woodland | Land that has maintained continuous woodland habitat since at least 1750. |
| Appropriate assessment | Regulation 48 of The Conservation (Natural Habitats, &c.) Regulations 1994, as amended, requires an authority, before deciding to undertake, or give any consent, permission or other authorisation for certain plans or projects likely to have a significant effect on a European site in Great Britain (either alone or in combination with other plans or projects), to make an 'appropriate assessment' of the implications for the site in view of that site's conservation objectives. |

| | |
|---|--|
| Biodiversity | The variability in living organisms and the ecological complexes of which they are part. This includes diversity within species, between species and of ecosystems (UN Convention on Biological Diversity, 1992). |
| Blue economy | The Blue Economy is sustainable use of ocean resources for economic growth, improved livelihoods and jobs, while preserving the health of marine and coastal ecosystem. |
| Blue infrastructure | Water environment features within the natural and built environments that provide a range of ecosystem services. Blue features include rivers, lochs, wetlands, canals, other water courses, ponds, coastal and marine areas including beaches, porous paving, sustainable urban drainage systems and raingardens. |
| Brownfield | Land which has previously been developed. The term may cover vacant or derelict land, land occupied by redundant or unused buildings and developed land within the settlement boundary where further intensification of use is considered acceptable. |
| Buildings at risk register | The Buildings at Risk Register (BARR) for Scotland (buildingsatrisk.org.uk) has been in operation since 1990 and highlights properties of architectural or historic merit that are considered to be at risk. Buildings at risk are not necessarily in poor condition, they may simply be standing empty with no clear future use or be threatened with demolition. |
| Business and industry | Business, general industrial and storage and distribution uses and smaller scale business uses such as home-working, live-work units and micro-businesses. |
| Carbon capture utilisation and storage | Carbon capture, utilisation and storage (CCUS) encompasses the methods and technologies used to capture the carbon dioxide generated by large-scale energy intensive processes, such as power generation and industrial processes, and transport that captured carbon dioxide for safe and permanent storage deep underground in a geological formation. In some applications, the captured carbon dioxide can be recycled and used to manufacture useful products, thus giving it economic value. |
| Carbon-rich soils | Organo-mineral and peat soils are known as carbon-rich soils. A peat soil is defined in Scotland as when soil has an organic layer at the surface which is more than 50cm deep. Organo-mineral soil or peaty soil is soil which has an organic layer at the surface less than 50cm thick and overlies mineral layers (e.g. sand, silt and clay particles). There is also a relatively rare group of soils in Scotland known as humose soils. These have organic rich layers with between 15 and 35% organic matter. These are mineral soils but also considered to be carbon rich. |
| Carbon sequestration | The long-term removal, capture, or sequestration of carbon dioxide from the atmosphere to slow or reverse atmospheric carbon dioxide (CO ₂) pollution and to mitigate or reverse climate change. |
| Carbon sink | A carbon sink is a natural or artificial reservoir that accumulates and stores CO ₂ for an indefinite period. |

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| <p>Circular economy</p> | <p>A circular economy is one that is designed to reduce the demand for raw material in products; to encourage reuse, repair and manufacture by designing products and materials to last as long as possible in line with the waste hierarchy.</p> |  <p>The diagram is an inverted pyramid with five horizontal sections, each representing a level of the waste hierarchy. From top to bottom, the sections are: <ul style="list-style-type: none"> Prevention: If you can't prevent, then ... Prepare for reuse: If you can't prepare for reuse, then ... Recycle: If you can't recycle, then ... Recover other value (e.g. energy): If you can't recover value, then ... Disposal: Landfill if no alternative available Below the pyramid, the text 'Waste Hierarchy' is written.</p> |
| <p>Climate change adaptation</p> | <p>Climate change adaptation is about responding to the changes that we have seen in our climate over the last few decades, and preparing for the challenges that we will face as our climate continues to change.</p> | |
| <p>Climate change mitigation</p> | <p>Climate change mitigation refers to efforts to reduce or prevent emissions of greenhouse gasses, which have a direct impact on global average temperatures, and reducing the current concentration of carbon dioxide by enhancing carbon sinks (for example, increasing the area of forest).</p> | |
| <p>Commercial centre</p> | <p>Centres which have a more specific focus on retailing and/or leisure uses, such as shopping centres, commercial leisure developments, mixed retail and leisure developments, retail parks and factory outlet centres.</p> | |
| <p>Community</p> | <p>A body of people. A community can be based on location (for example people who live or work in or use an area) common identity (for example a shared ethnicity, language, age) or common interest (for example the business community, amenity, sports, social or heritage groups).</p> | |
| <p>Community facilities</p> | <p>Buildings or services used by the community, including community halls, recreation centres and libraries.</p> | |
| <p>Community hub</p> | <p>A community hub is a multi-purpose centre, such as a community centre, medical centre or school, that provides a range of high quality and cost effective services to the local community.</p> | |
| <p>Community wealth building</p> | <p>A people-centred approach to local economic development, which redirects wealth back into the local economy, and places control and benefits into the hands of local people.</p> | |
| <p>Conservation area</p> | <p>Conservation areas are areas which have special architectural or historic interest that are considered worthy of protection. Their selection, assessment and designation is carried out by the planning authority. To be designated as a conservation area it must meet the criteria of 'special architectural or historic interest the character or appearance of which is desirable to preserve or enhance', as set out in Section 61 of the Planning Listed Buildings and Conservation Areas (Scotland) Act 1997.</p> | |

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| Cultural significance | Cultural significance means aesthetic, historic, scientific or social value for past, present or future generations. Cultural significance can be embodied in a place itself, its fabric, setting, use, associations, meanings, records, related places and related objects. |
| Cumulative impact | Impact in combination with other development. That includes existing developments as appropriate, those which have permission, and valid applications which have not been determined. The weight attached to undetermined applications should reflect their position in the application process. |
| Cumulative impacts (in the context of the strategic transport network) | The effect on the operational performance of transport networks of a number of developments in combination, recognising that the effects of a group of sites, or development over an area may need different mitigation when considered together than when considered individually. |
| Custom-build housing | Where a person tasks a house builder to tailor a home to their preferences before it is built. |
| Decarbonisation | Reducing the amount of gaseous carbon compounds released by buildings, activities or operations. |
| Deliverable housing land pipeline | The expected sequencing of the Local Housing Land Requirement over the short (1-3 years), medium (4-6 years) and long-term (7-10 years), set out in the local development plan delivery programme. |
| Deliverable land | Land that is free from constraints or there is a commitment to overcome constraints, and development is able to be delivered in the period identified for the site within the Deliverable Housing Land Pipeline. |
| Derelict land | Previously developed land which is un-remediated and/or which has a constraint caused by its previous use which hampers its redevelopment or naturalisation. |
| Design flood | Magnitude of the flood adopted for the design of a site, usually defined in relation to the severity of the flood in terms of its return period. |
| Ecosystem services | The benefits people obtain from ecosystems. |
| Egress (safe, flood free pedestrian access and egress) | A route for the movement of people (not vehicles) of all abilities (on foot or with mobility assistance) between the development and a place of safety outwith the design flood level. |
| Enabling development | Enabling development is development that would otherwise be unacceptable in planning terms, but is essential, to secure the future of an historic environment asset or place which is at risk of serious deterioration or loss. |

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| Essential infrastructure | Essential infrastructure includes digital communications infrastructure; telecommunications infrastructure; all forms of renewable, low-carbon and zero emission technologies for electricity generation and distribution and transmission electricity grid networks and primary sub stations; water and waste water infrastructure; and transport proposals and travel networks identified in the local development plan. |
| Evidence report | A supporting document to the local development plan. An evidence report summarises the evidence base for those proposals and policies set out in the development plan and demonstrates that appropriate consultation has been undertaken and regard given to the views of the community. |
| Facilities for managing secondary materials | <p>Facilities where materials can be collected and sorted into the various component parts or consolidated into bulk quantities for re-use either in their original or an alternative function and for recovery.</p> <p>‘Recovery’ means any operation the principal result of which is waste serving a useful purpose by replacing other materials which would otherwise have been used to fulfil a particular function, or waste being prepared to fulfil that function, in the plant or in the wider economy.</p> <p>‘material recovery’ means any recovery operation, other than energy recovery and the reprocessing into materials that are to be used as fuels or other means to generate energy. It includes, inter alia, preparing for re-use, recycling and backfilling; ‘preparing for re-use’ means checking, cleaning or repairing recovery operations, by which products or components of products that have become waste are prepared so that they can be re-used without any other pre-processing.</p> |
| Flood | The temporary covering by water from any source of land not normally covered by water, but not including the overflow of a sewage system. |
| Flooding from all sources | <p>Includes:</p> <p>Watercourse /Fluvial Flooding – caused by excessive rainfall or snow melt within a limited period, which overwhelms the capacity of the watercourse or river channel, particularly when the ground is already saturated. It can also arise as a result of the blockage of a channel and/or associated structures such as small bridges and culverts;</p> <p>Pluvial Flooding – occurs when rainwater ponds or flows over the ground (overland flow) before it enters a natural or man-made drainage systems (e.g. a river or sewer/drain). It can also occur when drainage systems are at full capacity. It is often combined with sewer flooding and groundwater flooding;</p> <p>Sewer Flooding – occurs when the sewerage infrastructure has to deal with loads beyond its design capacity. This occurs most often as a result of high intensity rainfall events;</p> <p>Groundwater Flooding – occurs when the water table rises above ground level. In Scotland this is most commonly associated with the movement of water through sands and gravels, often connected to the rise and fall of river levels; and</p> <p>Coastal Flooding – occurs as a result of high tide, storm surge and wave activity raising the level of the sea above adjoining land.</p> |


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| Flood risk | The combination of the probability of a flood and the potential adverse consequences associated with a flood, for human health, the environment, cultural heritage and economic activity. |
| Flood risk area or at risk of flooding | <p>For planning purposes, at risk of flooding or in a flood risk area means land or built form with an annual probability of being flooded of greater than 0.5% which must include an appropriate allowance for future climate change.</p> <p>This risk of flooding is indicated on SEPA's future flood maps or may need to be assessed in a flood risk assessment. An appropriate allowance for climate change should be taken from the latest available guidance and evidence available for application in Scotland. The calculated risk of flooding can take account of any existing, formal flood protection schemes in determining the risk to the site.</p> <p>Where the risk of flooding is less than this threshold, areas will not be considered 'at risk of flooding' for planning purposes, but this does not mean there is no risk at all, just that the risk is sufficiently low to be acceptable for the purpose of planning. This includes areas where the risk of flooding is reduced below this threshold due to a formal flood protection scheme.</p> |
| Forestry and woodland strategy | A strategy prepared by a planning authority either singly or in collaboration with other planning authorities, which sets out policies and proposals for the development of forestry and woodlands in their area, according to [section A159] of the Town and Country Planning (Scotland) Act 1997. |
| Freeboard | Freeboard is the difference between the design flood level and either the finished floor levels, solum level, or deck level of a specific development. It is a safety margin designed to allow for the uncertainties involved in flood estimation and physical factors that cannot be assessed and vary between sites e.g., post construction settlement and wave action. In many cases an adequate freeboard allowance is 600mm above the design flood level ² (in some situations a more detailed assessment of appropriate freeboard will need to be carried out). |
| Gardens and designed landscapes | The Inventory of Gardens and Designed Landscapes recognises sites where garden grounds and landscapes have been intentionally laid out for artistic effect which are of national importance. Their selection, assessment and designation is carried out by Historic Environment Scotland. Designed landscapes are managed primarily through the planning process by the appropriate planning authority. |
| Green infrastructure | Features or spaces within the natural and built environments that provide a range of ecosystem services. |
| Green networks | Connected areas of green infrastructure and open space, that together form an integrated and multi-functional network. |
| Green recovery | An economic recovery that helps us work toward net zero emissions in a way that is fair and that maximises the opportunities to deliver a thriving, sustainable economy. |

² In line with CIRIA Guidance C624 Development and Flood Risk – Guidance for the Construction Industry 2004.

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| Green space | Space, other than agricultural land, which serves a recreational or an amenity function for the public, or provides aesthetic value to the public such as areas of— (a) grass, (b) trees, (c) other vegetation, (d) water. |
| Historic battlefields | The Inventory of Historic Battlefields recognises sites where a nationally important battle took place, soldiers fought and died, and where significant military activities happened. Their selection, assessment and designation is carried out by Historic Environment Scotland. Battlefields are managed primarily through the planning process by the appropriate planning authority. |
| Historic environment | The historic environment is ‘the physical evidence for human activity that connects people with place, linked with the associations we can see, feel and understand’. |
| Historic environment asset | An asset (or ‘historic asset’ or ‘heritage asset’) is a physical element of the historic environment – a building, monument, site, place, area or landscape identified as having cultural significance. |
| Historic marine protected areas | Historic Marine Protected Areas are areas designated in Scottish territorial waters (0-12 miles) under the Marine (Scotland) Act 2010 for the purpose of preserving marine assets of national importance. These can be wrecks of boats or aircraft or more scattered remains, such as groups of artefacts on the seabed from a submerged prehistoric landscape. Their designation is carried out by Marine Scotland based on advice from Historic Environment Scotland. |
| Huts | A simple building used intermittently as recreational accommodation (i.e. not a principal residence); having an internal floor area of no more than 30 square meters ; constructed from low impact materials; generally not connected to mains water, electricity or sewerage; and built in such a way that it is removable with little or no trace at the end of its life. Huts may be built singly or in groups. |

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| Infrastructure first | <p>Putting infrastructure considerations at the heart of placemaking. For the purpose of applying the Infrastructure First policy, the following meaning of infrastructure will apply:</p> <ul style="list-style-type: none"> • communications – including digital and telecommunications networks and connections; • existing and planned transport infrastructure and services; • water management – supply, drainage systems and sewerage (including flood risk management); • energy supplies/energy generation – including electricity and heat networks, distribution and transmission electricity grid networks, and gas supplies; • health and social care services – including both services provided in the community directly by Health Boards and services provided on their behalf by contractors such as GPs, dentists and pharmacists; • education – including early years, primary, secondary, further and higher education services; • green and blue infrastructure; and • spaces for play and recreation. |
| Infrastructure investment hierarchy | <p>Scottish Government-wide common hierarchy to aid planning and decision-making, which prioritises enhancing and maintaining our assets over new build. See Infrastructure Investment Plan for Scotland 2021-22 to 2025-26 for further details. To support the Infrastructure Investment Plan and its Infrastructure Investment Hierarchy, also see ‘A guide to Property Asset Strategy in the Scottish Public Sector’</p> |
| Just transition | <p>Ending our contribution to climate change in a way that is fair and leaves no one behind</p> |
| Landbank (construction aggregates) | <p>A landbank is calculated by a Planning Authority and is a means of gauging whether there is sufficient consented construction aggregates (sand/gravel and hard rock) within their relevant market area, to avoid possible disruption and/or delays to supply. The calculation is primarily based on annual extraction figures, sales trends and the known reserves within existing consented sites.</p> |
| Lifeline links | <p>A lifeline ferry service required in order for a community to be viable.</p> |
| Listed building | <p>A listed building is a built structure of ‘special architectural or historic interest’. The term ‘building’ can be defined as ‘anything made by people’ such as houses, schools, factories, boundary walls, bridges and sculptures. Listing covers the whole of a building or structure including its exterior, interior and any ancillary structures within its curtilage (provided these were constructed before 1 July 1948). Their selection, assessment and designation is carried out by Historic Environment Scotland under the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997. Listed Buildings are managed primarily through the Listed Building Consent process by the appropriate planning authority.</p> |

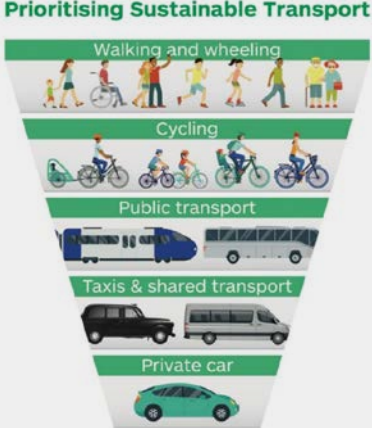
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| Local authority supported affordable housing plan | Plans or strategies for housing approved by a local authority e.g. Local Housing Strategy, Strategic Housing Investment Plan or future versions of such documents. |
| Local housing land requirement | The amount of land required for housing, as identified by the local development plan. The Local Housing Land Requirement (LHLR) is expected to exceed the 10 year Minimum All-Tenure Housing Land Requirement (MATHLR) set out in the National Planning Framework. |
| Local housing strategy | Local Housing Strategies were introduced as part of the Housing (Scotland) Act 2001 to widen the strategic and enabling role for local authorities in relation to housing in their area. The Local Housing Strategy (LHS) sets out the outcomes the Council and its partners want to achieve, and the actions they will take, to address housing need and demand in their area |
| Local outcomes improvement plan | A local outcomes improvement plan (LOIP) is produced by a community planning partnership (CPP), and describes its local priorities, what improvements the CPP plans for its local communities, and when it will make these improvements. The LOIP covers the whole of the council area that the CPP is responsible for. |
| Locality plan | A locality plan is produced by a CPP, and describes its local priorities, what improvements the CPP plans for its local communities, and when it will make these improvements. A locality plan covers a smaller area within a whole CPP area, or may also be produced for groups who share common interests or features, for example, young people leaving care or vulnerable adults. |
| Locations of concern | A location of concern has been defined as a specific, usually public, site that is used as a location for suicide and which provides either means or opportunity for suicide. |
| Masterplan | A strategic scheme within which a location is proposed to be regenerated or changed in order to meet a perceived challenge or strategic need. |
| Masterplan consent area | A masterplan consent area scheme can grant authorisation for the type of development set out in the scheme, within the geographic location (area) to which the scheme relates. In setting out the type of development that the scheme authorises, this can be either expressly specified or described as type of development that is specified in the scheme. |
| Minimum all-tenure housing land requirement | There is a statutory requirement for the National Planning Framework to contain targets for the use of land in different areas of Scotland for housing. To meet this, the National Planning Framework includes a Minimum All-Tenure Housing Land Requirement (MATHLR) for each planning authority in Scotland. The MATHLR is the minimum amount of land, by reference to the number of housing units, that is to be provided by each planning authority in Scotland for a 10 year period, as set out in Annex E. The MATHLR is expected to be exceeded in the local development plans Local Housing Land Requirement. |

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| <p>Mitigation hierarchy</p> | <p>The mitigation hierarchy indicates the order in which the impacts of development should be considered and addressed. These are:</p> <ol style="list-style-type: none"> i. Avoid – by removing the impact at the outset ii. Minimise – by reducing the impact iii. Restore – by repairing damaged habitats iv. Offset – by compensating for the residual impact that remains, with preference to on-site over off-site measures. |  |
| <p>National transport strategy 2</p> | <p>The National Transport Strategy sets out an ambitious vision for Scotland’s transport system for the next 20 years. The vision is underpinned by four priorities: Reduces Inequalities, Takes Climate Action, Helps Deliver Inclusive Economic Growth and Improves our Health and Wellbeing, each with three associated outcomes.</p> <p>The Strategy sets out the strategic framework within which future decisions on investment will be made, including the sustainable travel and investment hierarchies.</p> | |
| <p>Nature-based solutions</p> | <p>Nature-based solutions are actions to protect, sustainably manage, and restore natural and modified ecosystems that address societal challenges effectively and adaptively, simultaneously providing human wellbeing and biodiversity benefits.</p> | |
| <p>Nature network</p> | <p>A Nature Network is a joined-up system of places important for wild plants and animals, on land and in water. It allows plants, animals, seeds, nutrients and water to move from place to place and enables the natural world to adapt to change, providing plants and animals with places to live, feed and breed. Effectively functioning nature networks will connect existing nature rich areas through habitat corridors, habitat ‘stepping stones’, or habitat restoration areas.</p> <p>Scotland’s Nature Networks will enable opportunities for achieving ecological connectivity that meet local priorities for biodiversity and nature; whilst building and strengthening an evolving regional and national connectivity. Opportunities for implementation may be identified through, e.g. LDPs and/or Local Biodiversity Action Plans and/or other existing or new mechanisms such as those developed under the Scottish Biodiversity Strategy Delivery Plan, to achieve connectivity within and across urban, peri-urban and rural landscapes.</p> | |
| <p>Negative emissions technologies</p> | <p>Negative Emissions Technologies (NETs) are an emerging field of technologies that remove greenhouse gases from the atmosphere and utilising carbon capture and storage sequester them permanently.</p> <p>NETs can include forms of Direct Air Capture with Carbon Storage (DACCS), Bioenergy with Carbon Capture and Storage (BECCS) or other more experimental means such as enhanced weathering or biochar.</p> <p>NETs can be considered one form of Greenhouse Gas Removals (GGRs), which also includes natural sequestration methods such as afforestation. It can also be used interchangeably with Carbon Dioxide Removal technologies (CDR).</p> | |

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| Net zero | Scotland has set a target to become ‘ Net Zero ‘ by 2045. This means the amount of greenhouse gas emissions we put into the atmosphere and the amount we are able to take out will add up to zero. |
| Open space | Space within and on the edge of settlements comprising green space or civic areas such as squares, market places and other paved or hard landscaped areas with a civic function |
| Open space strategy | An open space strategy is to set out a strategic framework of the planning authority’s policies and proposals as to the development, maintenance and use of green infrastructure in their district, including open spaces and green networks. It must contain; an audit of existing open space provision, an assessment of current and future requirements, and any other matter which the planning authority consider appropriate. |
| Outdoor sports facilities | Uses where sportscotland is a statutory consultee under the Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013, which establishes ‘outdoor sports facilities’ as land used as: (a) an outdoor playing field extending to not less than 0.2ha used for any sport played on a pitch; (b) an outdoor athletics track; (c) a golf course; (d) an outdoor tennis court, other than those within a private dwelling, hotel or other tourist accommodation; and (e) an outdoor bowling green. |
| Peatland | Defined by the presence of peat soil or peaty soil types. This means that “peat-forming” vegetation is growing and actively forming peat or it has been grown and formed peat at some point in the past. |
| Placemaking | Placemaking is the process of creating good quality places that promotes people’s health, happiness and wellbeing. It concerns the environment in which we live; the people that inhabit these spaces; and the quality of life that comes from the interaction of people and their surroundings. Placemaking is a collaborative approach involving the design and development of places over time, with people and communities central to the process. |
| Place principle | All those responsible for providing services and looking after assets in a place need to work and plan together, and with local communities, to improve the lives of people, support inclusive and sustainable economic growth and create more successful places. |
| Play sufficiency assessment | A play sufficiency assessment is the assessment of the sufficiency of play opportunities for children in their area, carried out by a planning authority under the duty as set out in Section 7(5) Part 16D(1) of Planning (Scotland) Act 2019. The assessment forms part of the evidence report for the preparation of the Local Development Plan. |
| Prime agricultural land & land of lesser quality that is culturally or locally important for primary use | Prime agricultural land is that identified as being Class 1, 2 or 3.1 in the land capability classification for agriculture developed by Macaulay Land Use Research Institute (now the James Hutton Institute). However, for land of lesser quality that is culturally or locally important for primary use (i.e. for example food production, flood management, water catchment management and carbon storage), this value should be recognised in decision-making. |

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| Priority peatland habitat | Peatland habitats can be divided into four broad classes (blanket bog, upland raised bog, lowland raised bog, and fen), depending on the types of plants that formed the peat. Priority peatland habitats are sub-sets of these broad habitats which have been recognised under the Scottish Biodiversity Framework as being important to protect for their conservation and biodiversity value. |
| Protected characteristics | The Equality Act defines the following as protected characteristics: <ul style="list-style-type: none"> • age • disability • gender reassignment • marriage and civil partnership • pregnancy and maternity • race • religion or belief • sex • sexual orientation |
| Public benefits | Public benefits as defined by the current Scottish Government policy on woodland removal. |
| Ramsar sites | Wetlands designated under the Ramsar Convention on Wetlands of International Importance. |
| Remedial notice (forestry) | <p>A Remedial Notice is a notice issued by Scottish Ministers if it appears to them that a person has failed or is failing to comply with a condition on felling permission, a felling direction (including any condition imposed on it), a restocking direction (including any condition imposed on it), or a registered notice to comply.</p> <p>A Remedial Notice requires the person to take such steps or stop such activity as may be specified in the notice on order to comply with or otherwise give effect to the condition, direction or (as the case may be) registered notice to comply, and, to take steps or stop the activity within the period specified in the notice.</p> |
| Restocking direction | A Restocking Direction is a notice issued by Scottish Ministers, in response to an unauthorised felling or a failure to comply with a continuing condition on a felling permission. A restocking direction requires an owner of the land on which the felled tree was located or the land to which the continuing condition relates, to stock the land in question. |
| Recycling facilities | Facilities for the purpose of recycling. Recycling means any recovery operation by which waste materials are reprocessed into products, materials or substances whether for the original or other purposes. It includes the reprocessing of organic material but does not include energy recovery and the reprocessing into materials that are to be used as fuels or for backfilling operations. It does not include nuclear reprocessing. |
| Self-build housing | Where a person builds their own house or appoints their own builder. |
| Self-provided housing | Includes self-build housing, custom-build housing and collective build housing. |

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| Setting | <p>Setting is more than the immediate surroundings of a site or building, and may be related to the function or use of a place, or how it was intended to fit into the landscape or townscape, the view from it or how it is seen from areas round about, or areas that are important to the protection of the place, site or building.</p> <p>‘Setting’ is the way the surroundings of a historic asset or place contribute to how it is understood, appreciated and experienced.</p> |
| Scheduled monument | <p>Scheduled monuments are archaeological sites or monuments of national importance that are legally protected under the Ancient Monuments and Archaeological Areas Act 1979. Their selection, assessment and designation is carried out by Historic Environment Scotland who maintains the schedule. Works to Scheduled Monuments are regulated by Historic Environment Scotland through their Scheduled Monument Consent process.</p> |
| Short term let | <p>The use of a dwellinghouse (a residential house or flat) for rental by persons other than the owner for short periods and for financial or other remuneration.</p> <p>Typically includes properties advertised as being available for holiday let, although can apply to other situations.</p> |
| Strategic transport network | <p>Includes the trunk road and rail networks. Its primary purpose is to provide the safe and efficient movement of strategic long distance traffic between major centres, although in rural areas it also performs important local functions.</p> |
| Sustainable development | <p>Development that meets the needs of the present without compromising the ability of future generations to meet their own needs. (The Brundtland Definition. Our Common Future, The World Commission on Environment and Development, 1987).</p> |
| Sustainable investment hierarchy | <p>The National Transport Strategy 2 Sustainable Investment Hierarchy will be used to inform future investment decisions and ensure transport options that focus on reducing inequalities and the need to travel unsustainably are prioritised. We also need to focus on maintaining and safely operating existing assets, taking due consideration of the need to adapt to the impacts of climate change. Investment promoting a range of measures, including innovative solutions, to make better use of existing capacity will then be considered, ensuring that existing transport networks and systems are fully optimised. Only following these steps should investment involving targeted infrastructure improvements be considered.</p> |
| Sustainable tourism | <p>Sustainable tourism is defined by the United Nation World Tourism Organisation as “tourism that takes full account of its current and future economic, social and environmental impacts, addressing the needs of visitors, the industry, the environment and host communities.”</p> |

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| <p>Sustainable travel</p> | <p>Sustainable travel includes travel by the top three modes in the sustainable travel hierarchy. It is recognised that in some locations, particularly in rural areas, where the top three modes have been judged as unfeasible for day to day travel, low emissions vehicles and shared transport options will play an important role.</p> |  <p>Prioritising Sustainable Transport</p> <p>Walking and wheeling</p> <p>Cycling</p> <p>Public transport</p> <p>Taxis & shared transport</p> <p>Private car</p> |
| <p>Sustainable travel hierarchy</p> | <p>The National Transport Strategy 2 Sustainable Travel Hierarchy should be used in decision making by promoting walking, wheeling, cycling, public transport and shared transport options in preference to single occupancy private car use for the movement of people. The efficient and sustainable freight transport for the movement of goods, particularly the shift from road to rail should also be promoted.</p> | |
| <p>Town centre</p> | <p>Centres which display:</p> <ul style="list-style-type: none"> - a diverse mix of uses, including shopping; - a high level of accessibility; - qualities of character and identity which create a sense of place and further the well-being of communities; - wider economic and social activity during the day and in the evening; and - integration with residential areas. | |
| <p>Town centre first</p> | <p>The Town Centre First Principle asks that government, local authorities, the wider public sector, businesses and communities put the health of town centres at the heart of decision making. It seeks to deliver the best local outcomes, align policies and target available resources to prioritise town centre sites, encouraging vibrancy, equality and diversity.</p> | |
| <p>Town centre vision</p> | <p>Towns and town centres are for the wellbeing of people, the planet and the economy. Towns are for everyone and everyone has a role to play in making their own town and town centre successful.</p> | |
| <p>Transport appraisal</p> | <p>A Transport Appraisal should inform the spatial strategy by appraising the impact of the potential spatial strategy options on the transport network, in line with Transport Scotland's Development Planning and Management Transport Appraisal Guidance. It should determine the potential impacts of development on the transport network and mitigation to address adverse impacts, how they will be funded and who should deliver these. This should inform the Proposed Plan.</p> | |

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| Transport assessment | A Transport Assessment report should aim to provide supporting evidence to accompany the planning application to demonstrate that the development is sited in a location where current and likely future travel behaviour will produce a desired and predicted transport output. The Transport Assessment should provide information in a suitable form to enable the local authority and, if necessary, Transport Scotland to assess and determine the planning application, seek any changes to the proposal and devise necessary planning conditions or negotiate planning or other legal agreements. |
| Travel plan | A Travel Plan (TP) is a document that sets out a package of positive and complementary measures for the overall delivery of more sustainable travel patterns for a specific development. Their ability and success in influencing travel patterns is dependent upon the commitment of the developer or occupier of a development and the enforcement of travel plan monitoring by the local authority. Travel plans should be implemented to encourage a shift in transport mode for those travelling to and from a development. |
| Unused or under-used land | An area of land that is stalled awaiting development, or a pocket of land within neighbourhood that is not developed or cannot be developed for other meaningful use or does not have particular identified long-term use. |
| Vacant land | Previously developed land, without physical constraint, which the Planning Authority has indicated is currently available for redevelopment. |
| Veteran tree | A veteran tree can be classified as such due to age (including relative age for its species) or for its biological, aesthetic, or cultural interest. Veteran trees are usually mature and provide additional habitat from natural damage, environmental conditions or management (e.g. coppice, decay hollows, fungal fruiting bodies, cavities). |
| Water compatible uses | <p>Comprise:</p> <ul style="list-style-type: none"> - flood control infrastructure - environmental monitoring stations - water transmission infrastructure and pumping stations - sewage transmission infrastructure and pumping stations - sand and gravel workings - docks, marinas and wharves - navigation facilities - Ministry of Defence (MOD) defence installations - ship building, repairing, and dismantling - dockside fish processing and refrigeration and compatible activities requiring a waterside location - water-based recreation (excluding sleeping accommodation) - lifeguard and coastguard stations - amenity open space - nature conservation and biodiversity - outdoor sports and recreation and essential facilities such as changing rooms - essential ancillary sleeping or residential accommodation for staff required by uses in this category, subject to a specific operational warning and evacuation plan. |

| | |
|-----------------------------|--|
| Wellbeing economy | Building an economy that is inclusive and that promotes sustainability, prosperity and resilience, where businesses can thrive and innovate, and that supports all of our communities across Scotland to access opportunities that deliver local growth and wellbeing. |
| Wheeling | Travelling by wheelchair. |
| Woodland | Land under stands of trees with a canopy cover of at least 20%, or having the potential to achieve this, including integral open space, and including felled areas that are awaiting restocking (replanting). The minimum area is 0.1 ha and there is no minimum height. |
| World heritage sites | World Heritage Sites are internationally important cultural and/or natural heritage sites which have been inscribed for their “Outstanding Universal Value”. Though no additional statutory controls result from world heritage designation, the impact of proposed development upon the outstanding universal value, including its authenticity and integrity of a World Heritage Site and its setting, is a material consideration in determining planning applications. Their assessment and designation is carried out by United Nations Educational, Scientific and Cultural Organisation (UNESCO) based on advice from State Parties and the relevant devolved Government. |

Annex G – Acronyms

| | |
|-----------------|--|
| BARR | Buildings at Risk Register |
| BECCS | Bioenergy with Carbon Capture and Storage |
| CCS | Carbon Capture and Storage |
| CCUS | Carbon Capture Utilisation and Storage |
| CDR | Carbon Dioxide Removal technologies |
| CO ₂ | Carbon Dioxide |
| CoRE | Community Renewable Energy |
| CPP | Community Planning Partnership |
| CWB | Community Wealth Building |
| DACCS | Direct Air Capture with Carbon Storage |
| EIA | Environmental Impact Assessment |
| EU | European Union |
| GGRs | Greenhouse Gas Removals |
| HNZ | Heat Network Zones |
| HRA | Habitats Regulations Appraisal |
| HS2 | High Speed 2 |
| IGTZ | Industrial Green Transition Zones |
| IIP | Infrastructure Investment Plan |
| kv | Kilovolts |
| LDPs | Local Development Plans |
| LHEES | Local Heat & Energy Efficiency Strategy |
| LHLR | Local Housing Land Requirement |
| LOIP | Local Outcomes Improvement Plan |
| LPPs | Local Place Plans |
| MATHLR | Minimum All-Tenure Housing Land Requirement |
| MOD | Ministry of Defence |
| NETs | Negative Emissions Technologies |
| NPF | National Planning Framework |
| NPF4 | National Planning Framework 4 |
| ORIC | Orkney Research and Innovation Campus |
| ORION | Opportunity for Renewable Integration with Offshore Networks |
| PNCP | Perthshire Nature Connections Partnership |
| RSS | Regional Spatial Strategies |
| SDGs | Sustainable Development Goals |
| SEPA | Scottish Environment Protection Agency |
| TP | Travel Plan |
| UK | United Kingdom |
| UN | United Nations |
| UNESCO | United Nations Educational, Scientific and Cultural Organisation |



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w w w . g o v . s c o t



local development plan ²⁰¹⁸



EAST LoTHIAN LOCAL DEVELOPMENT PLAN 2018

Adopted by resolution of East Lothian Council on

27th September 2018

This plan was produced by East Lothian Planning Service
East Lothian Council
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foreword

East Lothian is a very attractive place to live, work, do business, recreate and visit. The area has attractive countryside and coast and a vast amount of cultural and natural heritage as well as settlements of different sizes and character. Yet East Lothian is facing great change in its population, economy and way of life, which will affect all of us who live here and the towns and villages we live in.

It is vitally important that we conserve East Lothian's special qualities for future generations. But at the same time it is also important to embrace change and to provide appropriate opportunities to help grow and diversify East Lothian's economy and to create more jobs in the area. Significant population growth is expected to continue in East Lothian and we need to help ensure that the Scottish Government's requirement to provide sufficient land for new homes can be met whilst delivering more affordable homes. We also need to maintain high quality services and infrastructure, taking into account the needs of our growing communities.

This Local Development Plan sets out the Council's planning strategy and policies to help stimulate, guide and manage future development within East Lothian. It has to be reviewed at least every five years to update the Council's planning strategy and policies, and to identify any appropriate additional land for new development.

Whilst there are elements we must include in our new Local Development Plan, as required by the Scottish Government, there are also important aims we have for East Lothian, such as growing our local economy, providing more jobs and homes and addressing infrastructure challenges and inequality.

The Council's aims, objectives and outcomes for East Lothian are set out in the Council Plan and its Single Outcome Agreement as well as in its other plans, policies and strategies. This Local Development Plan provides a complementary land use strategy to help us achieve our ambitions for the future of the area.



Councillor Norman Hampshire
Spokesperson for Environment

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introduction



1

INTRODUCTION

The Development Plan

- 1.1 Planning authorities are required to prepare a **Development Plan** to set out a planning strategy and policies to guide the future development of their area. The Development Plan explains where new developments such as housing, business and retail are likely to be supported and where certain types of development should not occur. It provides a framework against which development proposals can be prepared and assessed.

East Lothian's Development Plan

- 1.2 The Development Plan for East Lothian has two components: the first part is the high level **Strategic Development Plan** (SDP) for Edinburgh and South East Scotland, which is prepared by SESplan¹ and approved by Scottish Ministers; the second part is this **Local Development Plan** (LDP), which has been prepared by East Lothian Council. By law, this LDP must conform to SESplan's first Strategic Development Plan (June 2013).
- 1.3 The SDP sets out the broad strategic planning vision, strategy and policies as well as development requirements for the city region, including East Lothian. It was approved with modifications by Scottish Ministers on the 27th June 2013. This approval was subject to the preparation of **Supplementary Guidance on Housing Land**, which was adopted as part of the SDP on 28th October 2014. The SDP and its Supplementary Guidance set out specific land requirements to be planned for by LDPs for the periods up to 2019 and 2024. The SDP is also accompanied by an **Action Programme** which identifies actions associated with the delivery of the SDP. Some of these actions are specific to East Lothian while others have cross local authority boundary implications including for East Lothian.
- 1.4 The LDP sets out where and how the SDPs development requirements can be delivered in East Lothian. It is a site specific plan that contains proposals that show where the Council wants to stimulate development as well as the policies it will use to manage development in East Lothian. The LDP is supported by topic based statutory **Supplementary Guidance** or non-statutory **Supplementary Planning Guidance** where policy material would be too detailed for inclusion in the LDP itself. The LDP **Action Programme** sets out actions that will be required to deliver the LDP, including infrastructure provision, and who will be responsible for them and the anticipated timescale. It will be reviewed at least biennially as the LDP is operative to monitor progress on delivery and to identify any further actions.

Format of this Local Development Plan

- 1.5 The LDP comprises a **Written Statement** and a **Proposals Map** which are to be read together. The Written Statement explains the spatial strategy and sets out detailed policies and proposals. Broadly, the spatial strategy explains the development strategy for the area, including where development is planned, and the policies explain the Council's approach to particular types of development in particular locations, and how development should be designed and perform once complete. The proposals identify sites where development or land use change is proposed, or where land is safeguarded so as not to prejudice a certain type of development occurring or an existing use continuing, or to ensure an area can be considered as a potential future development location.
- 1.6 The Written Statement is presented in topic chapters. It sets out East Lothian's principal physical, social and economic characteristics, and the Plan's vision, aims and objectives. The spatial strategy for East Lothian and for each of its cluster areas is then described and illustrated, including the main development proposals. Subsequent chapters set out the Plan's policies and proposals in relation to growing our communities, infrastructure and resources, diverse countryside and coast, natural and cultural heritage, and on design and delivery. Where statutory Supplementary Guidance is intended to form part of the LDP this is clearly indicated in the Written Statement as well as the scope of policy material to be included in the guidance. Some policies or proposals are relevant to the whole plan area irrespective of the type or location of proposals.
- 1.7 The Proposals Map illustrates and is the principal reference point for where site specific or area based policies or proposals will apply. It is divided in to a series of Inset Maps to allow the plan's policies and proposals to be examined clearly at an appropriate map scale.
- 1.8 All applications for planning permission will be determined in accordance with the Development Plan, unless material considerations indicate otherwise. It will be for the decision maker to establish which Development Plan policies or proposals are relevant, and the weight to be attached to them, in the specific circumstances of each case.

Review of the Development Plan

- 1.9 The Development Plan should be reviewed at least every five years. This is to update the planning policy and strategy approach and to identify any additional and appropriate land for development. The first stage in this will be a review of SESplan's Strategic Development Plan (June 2013), which will be followed by a review of this Local Development Plan. The stages of and timescales for these review processes are set out in the respective Development Plan Schemes for these plans, which are updated at least annually.

¹ Strategic Development Planning Authority for Edinburgh and South East Scotland (SESplan)

East Lothian: The Place

Spatial Context

1.10 East Lothian is part of the Edinburgh city region. It is located to the east of Edinburgh's suburban edge. East Lothian measures approximately 270 square miles in area, and includes 43 miles of coastline. The area has six main towns and extends from Musselburgh in the west to Dunbar and beyond to the area's administrative boundary with Scottish Borders in the east. Although Musselburgh is the largest town, Haddington is the area's administrative centre. To the south are the Lammermuir Hills and to the west are the Midlothian and City of Edinburgh Council areas. The Firth of Forth and East Lothian's attractive coastline are to the north.



Landscape, Natural and Cultural Heritage

1.11 East Lothian has a varied and attractive landscape character comprising countryside and coast with a central agricultural plain framed by the backdrop of the Lammermuir Hills. These features combine to create an environment of considerable interest and quality. It also includes large and generally flat fields that provide long distance views across the countryside and coastal plain and its landmarks to the Lammermuir Hills, the Firth of Forth and beyond. The A1 and the East Coast Main Line pass west to east through the centre of the area with the North Berwick branch line to the north.

1.12 Aberlady, Gullane and Belhaven Bays, together with the beaches along the coastal strip, are attractive landscape features that provide important amenity as well as visitor and leisure tourism attractions. They are also significant habitat resources for protected species and biodiversity of national and international significance. The Firth of Forth shoreline and islands are Special Protection Areas (SPAs), and the inland area to the south is an important feeding ground for protected species. East Lothian has many Sites of Special Scientific Interest (SSSIs), Local Nature Conservation Sites and other areas of natural and cultural heritage value.

1.13 The Tyne and Esk rivers and smaller isolated water courses drain the area. The main water courses and the Biel Water have a history of flooding of agricultural and non-agricultural land. While the quality of the water environment is generally good, there is scope for improvement, particularly because of agricultural run-off or where morphological improvement would be of benefit. Much of the agricultural land in the area is prime quality, and there are carbon rich and rare soils such as peat. There are few locations where further landscape improvement would be beneficial, with most industrial landscape scars from mining in the western coal field rehabilitated. The network of former railway routes is included as part of the area's core path network and they offer access and active travel opportunities for residents and visitors through the countryside and green belt.

1.14 East Lothian has an extensive cultural heritage including listed buildings, conservation areas, scheduled and unscheduled archaeology, designed landscapes and historic battlefields. It played a key role during World Wars I and II through its wartime airfields at East Fortune, Macmerry and Drem. Its history of agricultural improvement has left a legacy of fine rural buildings and a cultivated landscape. The area's settlements established, grew and evolved in this context, whether because of harbours or minerals or the quality of agriculture or environmental constraints. Other settlements located at river crossings or where fast moving water offered energy for industry. Smaller settlements developed around farmsteads, fortifications, parish churches and manses, while some were planned by estates to house workers during agricultural improvement.

1.15 The landscape is interspersed with these historic settlements and features and other prominent physical landmarks such as the Garleton Hills and North Berwick and Traprain Laws. Retaining a setting for them and ensuring appropriate urban edge treatment has helped maintain landscape character and settlement identity. The Edinburgh Green Belt has a role in managing this in the west of the area. However, some areas of green belt land will make a more limited contribution to related objectives considering development plans for adjoining local authority areas. Parts of the green belt are highly accessible by a range of transport modes, including public transport, and adjoin urban areas with regeneration potential. Settlements further east are also near the limit of what can be achieved in the way of expansion without significantly changing their character, setting and identity.

1.16 The diversity of settlements in East Lothian developed in harmony with their surroundings and in response to the area's economic activities and connections to areas around it. This is reflected in the layout of the settlements, their architectural styles and in the indigenous materials used for building. These characteristics and built and natural heritage assets are all integral to East Lothian's sense of place, distinctiveness and identity.

Population & Households

1.17 The 2011 Census indicates that East Lothian's total usually resident population was 99,717, an increase of 10.7% per cent over the equivalent 90,100 figure at 2001. This confirms a trend of steadily increasing population evident since the mid/late 1980's. This is largely as a result of the area's proximity to Edinburgh and because it is part of the wider Edinburgh labour market as well as housing market areas.

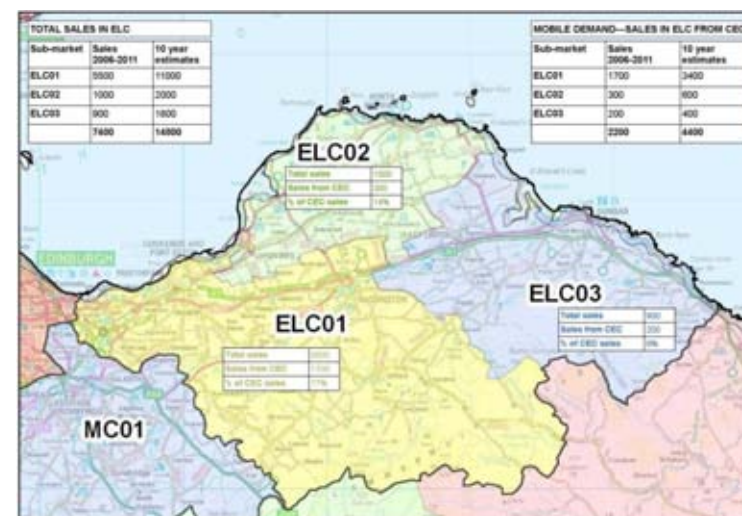
1.18 The 2011 Census indicates that Musselburgh is East Lothian's largest settlement (pop. 19,133 (incl Wallyford 22,264)). Although closest to Edinburgh, Musselburgh had the slowest rate of population growth (7%) between 2001 and 2011 in comparison to the rest of East Lothian (10.7%). The other main settlements in the west of East Lothian are Tranent (11,565), Prestonpans (9,140), Cockenzie / Port Seton (5,545) and Longniddry (2,488). The western part of East Lothian contains more than half of the area's population. Based on 2009 data, the Scottish Indices of Multiple Deprivation (SIMD) shows that parts of Musselburgh, Prestonpans, Tranent and Haddington are among the most deprived 15% in Scotland in relation to one or more of the SIMD indicators of education, health, housing, crime, income or employment. The main towns further east are Haddington (8,978), Dunbar (8,293) and North Berwick (6,455). The settlement pattern in the east is more dispersed than in the west and there are fewer regeneration opportunities.

1.19 The National Records of Scotland 2010 population projection (published 2012) anticipates that by 2035 East Lothian's population will increase by 33% to around 129,229, the highest percentage rate of growth in Scotland during this period. Around 30% of this is expected to be natural change, whereas 70% is expected to be net in-migration. East Lothian is expected to experience the greatest increase in the 0-15 age group in Scotland, with an increase of 38%. The working age population is also expected to increase at the highest rate in Scotland, with growth of 29%. The pensionable age population is expected to increase by 43%, and the number of people aged over 75 is expected to increase by 95%.

1.20 The 2011 Census indicates that East Lothian has 42,910 households. Compared to the Scottish average, East Lothian has a significantly smaller proportion of single person households but a greater proportion of all others. The 2010 household projection indicates that by 2035 there will be a 70% increase in single person households with 33% of all

households being single person. The proportion of other households are anticipated to be 7% with one or more children, 33% with two adult and two or more children, 21% with two or more adults and one or more children and 7% with 3 or more adults.

1.21 In terms of East Lothian's housing market, the area has 3 sub-housing market areas². These are 1) Musselburgh to Haddington in the west; 2) Dunbar and surroundings in the east; and 3) North Berwick and coastal settlements to the north. In the five years between 2006 -2011 around 7,500 house sales took place in East Lothian and around 70% of these occurred in the western sub-market area alone. Additionally, around 75% of all purchasers moving from Edinburgh to East Lothian (mobile demand) bought a home in the western sub-market area. In the same period around 15% of house sales in East Lothian occurred in each of the North Berwick and coastal settlements and Dunbar and surroundings sub-market areas. The scale of mobile demand moving to the eastern and northern sub-market areas is significantly less than in the west, representing around 15% and 10% of all house sales in those sub-market areas respectively.



1.22 This population growth (across all age groups) and household growth will significantly increase need and demand for homes as well as infrastructure, facilities and services such as education, road, rail, public transport as well as health and social care and community services etc. Welfare reform is also likely to result in a need for more smaller affordable homes.

² SESplan Housing Market Area Assessment October 2013

Economy & Town Centres

- 1.23 East Lothian's economy was built on agriculture, fishing, coal mining and manufacturing. Whilst agricultural activity continues throughout the area, reflecting the quality of agricultural land, East Lothian's local economy is diversifying. Small to medium size enterprise is a strength in the area, but when compared to other parts of the region in terms of connections and relative accessibility via national and international modes of transport, East Lothian is currently a less preferential location for attracting large scale economic development and employment opportunities. However, Queen Margaret University to the west of Musselburgh is a real asset and associated spin off opportunities are emerging. Edinburgh College has an aspiration to establish a presence in East Lothian.
- 1.24 The Annual Business Inquiry shows that between 1998 and 2008 the area experienced growth in the service, construction and tourism sectors, but a decline in manufacturing. Between 2008 and 2012 the Annual Business Survey (updated August 2014) indicated there has been increased activity in manufacturing (+4.5%), wholesale and retail trade (+8.4%) and in the tourism sector. Importantly, notwithstanding growth in other sectors, there was a significant decline in construction over the same period (-35%). Out of work benefits issued in the area (Job Seekers Allowance) at 2010 stood at 3.3%, below the Scottish average of 4.3%. The 2006 claimant count showed that the area had a low unemployment rate at 1.7% and ranked 28th out of Scotland's 32 local authority areas at that time, but by 2011 this figure increased to 4.1% and was ranked 17th.
- 1.25 The availability of jobs relative to the population (job density) is lower in East Lothian (0.5) than in other local authority areas and the rest of Scotland (0.78). While many people are attracted to live in East Lothian, around half of its working residents elect to travel out of the area to access the wider range of jobs (often higher value), goods and services on offer elsewhere in the region. This demonstrates the link between the size of the working age population, the availability of jobs, and the commuting travel pattern towards the regional core and the capacity issues in the strategic and local transport network. These issues also manifest in the need for affordable housing and in the limited capacity in public transport services. Vehicle emissions are a key factor in the existence of an Air Quality Management Area at Musselburgh High Street. Air quality is being monitored at Tranent High Street.
- 1.26 Whilst many of the area's residents are highly qualified, there are areas of deprivation, and regeneration opportunities continue to exist particularly in the west of East Lothian. It can be difficult for some residents to access employment and services if they are at distance from them, particularly if they do not have access to good public transport options or to a car. There are also significant challenges to bringing about an increase in the job density in the area and realising the associated benefits. Employment land delivery, and thus the

provision of new jobs, is a significant issue. This is particularly so given the projections for increased population / need for housing and because the area is an attractive place to live. These factors influence the availability of land for economic development, including allocated land, because much of it is controlled by those wishing to build homes rather than provide employment opportunities.

- 1.27 East Lothian currently has six main towns and many smaller settlements with their own individual character. The main towns acts as service hubs for the smaller satellite settlements around them and each has its own role in the hierarchy of settlements / centres. The settlements are well consolidated and they have few meaningful remaining urban brownfield re-development opportunities. Many East Lothian town and village centres are historic areas that benefit from a legacy of attractive buildings and spaces that offer a unique trading environment. However, this influences the type and scale of development, including commercial and retail development, that can be accommodated within them and their town centres. The trend towards travelling longer distances (and possibly online retailing) has also influenced shopping habits, impacting on the role, vitality and viability of town centres and the range of amenities available locally. These factors combine to restrict access to amenities and opportunities for some residents and this places them at a disadvantage.

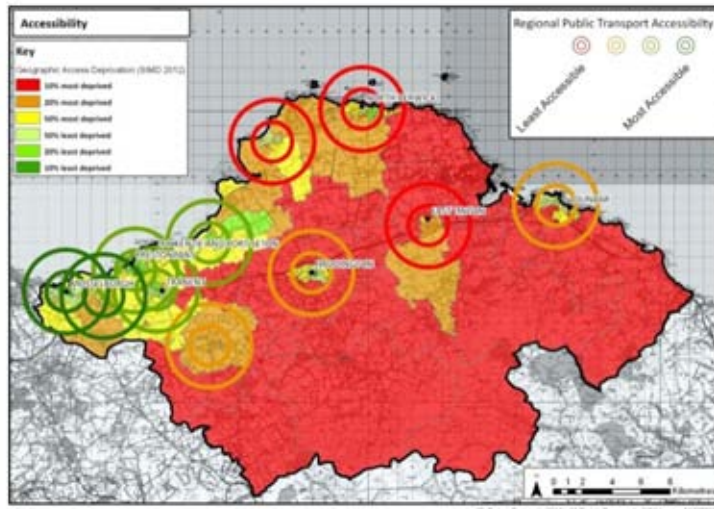
Infrastructure & Resources

Transport

- 1.28 The A1, the East Coast Main Line and the North Berwick Branch Line are East Lothian's main transport corridors. The A1 has a junction with the A720 Edinburgh City Bypass at Old Craighall and a number of interchanges along its length that provide access to settlements, other destinations and routes. The dualling of the A1 to create an Expressway between Haddington and Dunbar has increased accessibility and reduced journey times for road based transport to settlements in the east of East Lothian. However, more could be done to improve cross border connections, including dualling the A1 to the Scotland – England border, which is being considered south of the border.
- 1.29 The west of East Lothian is currently its most accessible part in terms of connections to the wider city region, including via public transport. While East Lothian is relatively well served by the strategic transport network, particularly west / east, there is an underlying problem of limited capacity in transport infrastructure and services. These factors are particularly relevant because travel demand is expected to increase in the coming years, issues that will exist without factoring the impacts of planned growth that is yet to be delivered. Trunk road and local road network capacity is already an issue, particularly in the west of East Lothian. Existing issues have been highlighted at Old Craighall Junction and in general at

interchanges west of the Gladsmuir Interchange. Strategic issues have also been identified on the local road network, including at Musselburgh and Tranent High Streets where there are air quality concerns. Limited route options to and from East Lothian and the regional core means road based commuting contributes to amenity and capacity issues in west East Lothian where routes converge.

- 1.30 The rail network through East Lothian currently has limited capacity. Utilisation of the East Coast Main Line for intercity connections affects scheduling for local services on it as well as those from the North Berwick Branch Line. A study has confirmed the potential for another local service, but its introduction is dependent on the operation of the east coast rail franchise. In addition to the potential for improvements of the East Coast Main Line, including a four track section, any confirmed longer term vision for high speed rail on other lines may release additional capacity on the East Coast Main Line. Currently, six rail stations are located on the main line at Musselburgh, Wallyford, Prestonpans, Longniddry, Drem and Dunbar, with North Berwick Station on the branch. There is potential for new stations at East Linton and Blindwells. A bid is being progressed by the Council to seek part funding from the Scottish Government to deliver a new station at East Linton. Notwithstanding this, local trains are often full at peak times and while more carriages would help the situation this will require the lengthening of station platforms (particularly in the west of the area) for longer trains as well as the expansion of station car parks.



- 1.31 A route for Tram Line Three adjacent to the proposed Craighall Business Park west of Musselburgh is safeguarded in the City of Edinburgh Council's Second Proposed Local Development Plan (with the potential to be extended further), but little progress has been

made on that project. Commuting bus services are busy at peak times and those to the city are more numerous and frequent in the west of East Lothian than in the east, as Lothian Buses only operate in the west of the area. Local bus services serve the main settlements and those in the countryside, and their number, frequency and integration with other public transport modes are continually being improved. Whilst the Council subsidises bus services, in a deregulated transport system it is limited in what it can do to further assist service provision.

- 1.32 There are also core paths and other routes that provide a network of active travel options within and between settlements, including across local authority boundaries. There is scope for continued extension and improvement of the active travel network, particularly as part of the Green Network, and to better integrate active travel routes with other sustainable modes of travel. This is particularly true where there is scope to access public transport nodes via the active travel network and also in the west of the area where cross local authority boundary active travel could be made more attractive for some commuting journeys. The Council's Local Transport Strategy is aligned with the LDP and both strategies seek to integrate land use and transport, and encourage more sustainable travel choices.
- 1.33 East Lothian's transport network and services are experiencing capacity issues which are compounded in the west by commuting travel patterns from the east causing issues 'down line' in the morning and afternoon peak times. These existing capacity issues have been caused by the cumulative impact of population growth in, and commuting through and from, the area. It is the west of East Lothian that is best served by public transport and where there may be greatest potential for a modal shift to more sustainable modes of transport. Nonetheless, further impacts are anticipated from development planned in East Lothian and in areas around it, requiring the delivery of suitable mitigating interventions.

Education & Community Facilities

- 1.34 East Lothian has been the subject of strategic development pressure for many years. This has resulted in the expansion of settlements and an increase in demand for education and community services, which has impacted on the capacity of facilities. The opportunity to make use of any available capacity in the area's existing facilities, or to provide additional capacity at them, has now been largely utilised. As further demands are placed on the areas facilities and infrastructure it will be essential to ensure that adequate local service provision and infrastructure capacity is maintained. A further increase in capacity at some existing facilities is possible in some locations, but the provision of new facilities will be needed to bring forward further development in most locations. In view of the scale of growth the area has accommodated, the lack of available education capacity is now a very significant issue to be resolved to accommodate additional development. Additional education capacity and new facilities at primary and secondary level will be required.

Water & Drainage

- 1.35 There is some available strategic water and drainage capacity in the west of East Lothian, but further capacity in many areas will need to be provided to accommodate additional development. Where capacity is available in strategic assets there has been a preference to utilise it if appropriate as part of the spatial strategy before distributing development to locations where additional capacity would need to be provided. If new strategic capacity is required to bring forward development, it is also necessary to consider how long it will take to deliver it to enable development. In these circumstances, early discussion with Scottish Water to discuss the phasing of development will be required.

Energy & Resources

Energy

- 1.36 East Lothian is home to Torness Nuclear Power Station. Whilst Cockenzie Power Station has been decommissioned, deemed planning permission was granted to replace it with a gas fired power station. In line with National Planning Framework 3, there is potential for thermal energy generation and carbon capture and storage at Cockenzie, including the former power station site. Major electricity and gas distribution networks cross East Lothian. Locations on the coastline from Cockenzie to Torness may have potential to service or provide on-shore grid connections to off-shore renewable energy projects.
- 1.37 On shore wind energy development has taken place in East Lothian and a pattern of such development is established. Wind farm development is located in the Lammermuir Hills. It has been set back from the ridgeline, off the northern down slope and away from this and other highly sensitive landscape areas. It has been developed in locations where the landscape provides visual containment. There is now very limited remaining strategic capacity for further wind farm development in the area without significantly harming its character and appearance, although in identified areas of strategic capacity there may be opportunities to repower existing wind farm sites with appropriate proposals. Development of individual and small groups of wind turbines has taken place in the lowland areas where it can be accommodated without harming the character of the local area.
- 1.38 There may be potential for heat networks to develop within and also to be extended into the area. Examples of this are at Craighall and at Oxwellmains (adjacent to sites that have planning permission for energy from waste plants), and potentially at Cockenzie where waste heat from any thermal power station may be utilised. Other renewable energy projects have taken place, including hydro schemes, and there are also consents for solar energy parks within the area but none have yet been implemented.

Resources

- 1.39 East Lothian is underlain by a range of minerals and aggregates. There are a number of hard rock and sand and gravel extractions sites which are operational or have planning permission. The west of the area is underlain by shallow coal and there is also potential shale oil and gas as well as coal bed methane in the west of the area.

Digital Connectivity & Communications

- 1.40 High speed digital networks (240mb and above) are programmed for expansion across almost all of East Lothian by 2018. This means that 90% of properties will be served by this broadband speed and all remaining ones (likely to be in the countryside) are programmed to have at least 2mb provision in the same period.

Summary

- 1.41 East Lothian is part of the Edinburgh city region. It has a relationship with this wider regional area and its settlements and centres, but it also offers something different. East Lothian has wide variety of high quality built and natural environmental capital and, with countryside and coast in the area, an abundance of leisure tourism opportunities. All this is within easy access of Edinburgh and places East Lothian in high demand as a place to live, work, recreate and to visit. However, the very characteristics that attract people to East Lothian are also those that are at risk of being lost if new development is not introduced sensitively. Introducing new development to East Lothian in a way that recognises the area's strengths and opportunities while helping to address its weaknesses will help ensure that the future development of the area occurs in a sustainable way.
- 1.42 East Lothian has been subject to strategic development pressure for many years. This is largely as a result of the area's proximity to Edinburgh and because it is part of the wider Edinburgh labour market and housing market areas. Previous plans have largely exhausted opportunities to utilise existing assets to provide infrastructure capacity in support of development. To accommodate further new development, significant investment will be required to overcome the transport, education and other infrastructure constraints in the area. This is at a time when the availability of funds may restrict the ability to deliver the increased capacity that is necessary to deliver growth. Nonetheless, capacity constraints could prevent further development from being delivered until there is commitment to deliver solutions. Funding commitment will be essential, and developer contributions will have a significant role to play. If funding commitment is in place to allow constraints to be overcome, in some circumstances development may be allowed to proceed before a capacity solution is delivered. However, in some cases the timescale for the provision of additional infrastructure capacity will impact on when development can commence.

The National, Regional & Local Policy Context

- 1.43 The LDP must conform to the SDP and take account of the National Planning Framework (NPF), Scottish Planning Policy (SPP) and Advice (PANs). Other relevant plans, policies and strategies have also been taken in to account as appropriate.

National Planning Framework & Scottish Planning Policy

- 1.44 NPF3 sets out the long term development strategy for Scotland and identifies National Developments that should be included in development plans. South east Scotland, including East Lothian, is to continue as the driver of the Scottish economy. NPF3 notes a need to deliver land for new homes and to invest in associated infrastructure, including where cross local authority boundary impacts are expected, such as on the trunk road network including the A720 city by-pass. Opportunities for regeneration are to be maximised. The importance of towns in the city region is also recognised.
- 1.45 NPF3 acknowledges that infrastructure capacity in general is a significant issue: in some cases new facilities will be needed, but best use should first be made of existing capacity and facilities where appropriate; innovation and joint working will be needed to secure funding and delivery mechanisms for more capacity. Into the longer term the spatial strategy for the city region will need to acknowledge regional infrastructure constraints.
- 1.46 Key economic sectors to be supported in the city region include financial services, life sciences and universities, food and drink, tourism and energy related development. Cockenzie Power Station has National Development status and the Forth coast to Torness is recognised as a potentially important energy hub. NPF3 recognises the need for infrastructure that allows electricity from off shore wind projects to be connected to the grid. Electricity transmission network infrastructure is also a National Development relevant to East Lothian. In relation to Cockenzie, the LDP is to (i) continue to support its status as a location for non-nuclear baseload electricity generating capacity and associated infrastructure, potentially including facilities for carbon capture and storage (ii) recognise its potential for renewable energy related development as well as (iii) its potential for energy related port development. If competing proposals emerge, those with greatest economic benefits and which make best use of the location's assets are to be prioritised.
- 1.47 NPF3 does not support development of new nuclear power stations, but an extension to the operational life of Torness is not ruled out. The Central Scotland Green Network is also a National Development which extends into East Lothian. It is to help maintain the environmental quality of the area, tackle vacant and derelict land, and promote active travel and healthier lifestyles.

- 1.48 The Climate Change (Scotland) Act 2009 promotes an 80% reduction in greenhouse gas emissions by 2050 with a target of at least 42% by 2020. The Town & Country Planning (Scotland) Act 1997 (as amended) requires plans to contribute towards sustainable development, taking account of Scottish Planning Policy (SPP). SPP has two principal policies, one on 'sustainability' and one on 'placemaking'. Due weight is to be given to net economic benefit in planning decisions, and Scottish Government advice on this is awaited. SPP expects plans to be tailored to their area, contribute towards the delivery of economic strategies and Single Outcome Agreements and complement the work of the Community Planning Partnership. Placemaking means linking the planning strategy with design tools and other processes and decisions to achieve positive, design-led outcomes on the ground that help create better places. SPP also contains subject policies on matters such as natural and cultural heritage, rural development and coastal planning, and on town centres, business and employment and housing as well as energy, resources and infrastructure.

The Strategic Development Plan (SESplan)

- 1.49 The SDP sets out a spatial strategy which broadly continues that of previous plans. The SDP is clear that land allocations made by previous plans are to be carried forward and must be complemented and not undermined by land allocations made by LDPs. The SDP identifies Strategic Development Areas (SDAs) to prioritise as locations to accommodate the SDPs housing and employment land requirements. The East Coast SDA follows the key transport corridor of the A1 and East Coast railway line from Musselburgh to Dunbar.
- 1.50 The SDP sets an overall housing requirement for the SESplan area of 107,545 homes up to 2024. To meet this total, land capable of delivering 74,835 homes is to be available in the short term up to 2019, with land capable of delivering a further 32,710 homes to be available up to 2024. The distribution of this housing land across the region has been confirmed by Ministerial approval of SESplan's Supplementary Guidance on Housing Land. Of this regional total, SESplan's Supplementary Guidance on Housing Land identifies that, for East Lothian, land capable of delivering 10,050 homes will be needed up to 2024, with an interim requirement for land capable of delivering 6,250 homes up to 2019. An adequate five year effective housing land supply is to be maintained at all times.
- 1.51 A further requirement of the SDP is to maintain 76 hectares of employment land in East Lothian. It identifies four strategic employment locations in the area where employment land is to be provided. These are at Craighall, Macmerry, Blindwells and at Spott Road Dunbar. The SDP establishes a policy framework on matters such as employment, housing, town centres and retailing, minerals, energy and waste, transportation and infrastructure, water and flooding, and on green belts, countryside around towns and green networks. The LDP must conform to the strategy, development requirements and policies of the SDP.

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

- 1.52 The Council's overall aim, expanded upon in the Council Plan 2012 - 2017, is to create a prosperous, safe and sustainable East Lothian that will allow its people and communities to flourish³. The Council Plan has four objectives, namely to grow:
1. our economy;
 2. our communities;
 3. our people; and
 4. the capacity of our Council.

The outcomes that the Council would wish to achieve stem from the Council Plan aims and objectives and are reflected in the Single Outcome Agreement⁴ 2013 – 2023, prepared by the East Lothian Partnership.

- 1.53 The Partnerships statement of intent is that “we will work in partnership to build an East Lothian where everyone has the opportunity to lead a fulfilling life and which contributes to a fair and sustainable future”. The Partnerships overarching priority is to reduce inequalities both within and between East Lothian's communities. To work towards this strategic objective the Partnership has set 10 outcomes which it would wish to achieve. The ability of the LDP to contribute to the outcomes is highlighted in the following section on the Vision, Aims, and Objectives for the LDP.
- 1.54 The Council's Economic Development Strategy⁵ 2012 – 2022 identifies the strengths which East Lothian has and can exploit to maximise its sustainable economic competitiveness. It recognises many of the opportunities and challenges facing the area as highlighted in the previous section on East Lothian: The Place. The Council's Local Housing Strategy 2012 - 2017 is approved. It highlights, amongst many other issues, a significant need for additional housing, including affordable housing. It is being refreshed in parallel with the LDP for the period 2017-23. Along with the LDP, the LHS will reflect the overall position as regards the SDPs Housing Requirements and the significant need for a range of affordable housing types, sizes and tenures to help deliver positive outcomes.
- 1.55 SEStran's Regional Transport Strategy (2015 – 2025) was approved by Scottish Ministers in July 2015. East Lothian's Local Transport Strategy 2017 is being developed in parallel with the LDP. There are a range of other plans, policies and strategies to which this LDP has regard. These include the Council's Draft Open Space and Sports Pitch Strategy, its Biodiversity Action Plan and its Core Path Plan. Adjoining planning authorities have been consulted in the preparation of the LDP and account has been taken of their emerging LDPs. Cross boundary opportunities and constraints have also been explored.

- 1.56 The Scottish Government published the National Marine Plan in March 2015. It is consistent with SPP and NPF3 and provides for National Developments and for integration with other plans, including River Basin Management Plans. Marine plans and development plans are to be compatible. Regional Marine Plans will be adopted by Scottish Ministers, compatible with the national plan and will be prepared by Marine Planning Partnerships. Partnerships will not issue marine licenses or consents, but will be consulted on them. East Lothian is adjacent to the Forth and Tay marine region. The responsibilities of planning and marine authorities overlap in the intertidal zone and there may be a need for both marine licences and planning permission. Any public body taking authorisation or enforcement decisions or any decision that will or may affect the Scottish or UK marine areas must do so in accordance with the UK Marine Policy Statement, the National Marine Plan and any regional marine plan once adopted, unless relevant considerations indicate otherwise. The affect of terrestrial planning applications or enforcement action should be considered in this way. Early dialogue between applicants and authorities is essential, including where multi-regime consents are needed and to co-ordinate any environmental assessment.
- 1.57 For planning purposes the Zero Waste Plan constitutes the National Waste Management Plan along with NPF3, SPP, PANs and SEPA waste data sources, including Waste Data Digests and Waste Infrastructure Maps and Thermal Treatment of Waste Guidelines 2009. River Basin Management Plans for Scotland are in place. Flood risk management plans are due to be published by 2016, and this Plan has been informed by a strategic Flood Risk Assessment. Related considerations of these plans, policies and strategies are reflected in the LDP as relevant. The European Directive on the control of major accident hazards involving dangerous substances has been taken in to account by the LDP, including through controls on the siting of new establishments, modifications to existing establishments and new developments (transport links, residential areas, etc.) in the vicinity of existing establishments. There is a need to ensure that appropriate distances are maintained or created between establishments and residential areas. There are a number of gas pipelines throughout East Lothian as well as Torness Nuclear Power Station and LDP policies address related issues.
- 1.58 Other relevant plans, policies and strategies are reflected in the LDP as appropriate and required. The full range of plans, policies and strategies that have been taken in to account as relevant to the Strategic Environmental Assessment (SEA) process are highlighted in the Environmental Report which has been published alongside this LDP. Consideration of these related plans, policies and strategies has helped shape the aims and objectives for as well as the spatial strategy, policies and proposals of the LDP.

³ Council Plan 2012-2017, East Lothian Council

⁴ Single Outcome Agreement 2013 - 2023, East Lothian Council

⁵ Economic Strategy 2012 – 2022, East Lothian Council

Vision, Aims, Objectives & Outcomes

Development Plan Vision

1.59 Being a part of the Edinburgh City Region the planning vision for East Lothian has already been set by SESplan's SDP, namely that:

“By 2032, the Edinburgh City Region is a healthier, more prosperous and sustainable place which continues to be internationally recognised as an outstanding area in which to live, work and do business.”

1.60 This vision statement is relevant to East Lothian and the way in which it will be interpreted and applied in the area is reflected in the strategy, proposals and policies of this LDP.

Aims, Objectives & Outcomes

1.61 The following are the aims and objectives of the LDP, taking into account those Council Plan objectives that are directly relevant to land use planning. In addition, the references in brackets indicate which of the ELCPP Single Outcome Agreement outcomes the aim or objective supports:

Aims and Strategy Drivers [SOA: 1, 2, 3, 4, 5, 6, 7, 8, 9 and 10]

1. To recognise that East Lothian is part of the wider city region and has a significant role to play in accommodating and providing for the city region's, as well as its own, economic, population and household growth, while safeguarding where appropriate assets that are irreplaceable and facilitating change in a sustainable way;
2. To identify locations where development of different types associated with these aims can take place, where relevant within the appropriate timescales, as well as where certain types of development should not occur;
3. To provide an appropriate framework of policies and proposals that promote and manage development in the area towards these aims whilst securing the right development in the right place and that do not allow development at any cost.

Objectives & Outcomes

Promote sustainable development [SOA: 1, 2, 3, 4, 5, 6, 7, 8, 9 and 10]

- To ensure that new development, and the locations where and the way in which it is delivered, contributes to climate change and regeneration objectives, including reducing inequalities, the need to travel, green house gas emissions as well as energy consumption and waste, and to provide for appropriate renewable energy generation opportunities;
- To make efficient use of land, buildings and infrastructure, prioritising the development of previously developed land over greenfield land where appropriate, while recognising that the nature of East Lothian and the scale of strategic development requirements will likely require significant amounts of greenfield land, including prime quality agricultural land, to be used;
- To integrate land use and transport by selecting locations for new development that help to minimise the need to travel and that are well-served by a range of transport modes, particularly public transport and active travel opportunities, including the development of a multifunctional green network in the area, and to help reduce CO₂ emissions;

Help grow the economy, increase housing supply and reduce inequalities [SOA: 1, 2, 3, 4, 5, 6, 7, 8, 9 and 10]

- To meet economic and housing land requirements in appropriate marketable locations so new housing, including affordable housing, and opportunities for economic growth and job creation can be delivered;
- In so doing, to promote regeneration and the creation of mixed communities which provide opportunities for employment and housing, including affordable homes, and areas for leisure and recreation and other services and amenities locally, recognising the town centres first principle;
- To recognise the important role that town and local centres and other mixed use areas have in providing services locally and to protect them from inappropriate development while identifying where and how appropriate new beneficial development opportunities may be realised;
- To encourage the diversification of the rural economy by supporting appropriate economic development and tourism, while recognising the pressures the area is under for new housing development, and to maximise the re-use of appropriate traditional buildings;

Protect and enhance the area's high quality environment and its special identity [SOA: 1, 2, 3, 4, 5, 6, 7, 8, 9 and 10]

- To ensure that new development respects the character, appearance and amenity of the area, including its settlements and their settings;
- To ensure a strategic approach to managing landscape change when accommodating new development, including delivering green network measures with new development, and by avoiding inappropriate development in locations where this is important to protect the character, setting and identity of the local area;
- To ensure that the area's significant international, national and local cultural and natural heritage assets, including green network assets, are protected and conserved, and where appropriate enhanced, including biodiversity, flora and fauna as well as soil, water and air quality;
- To direct development, particularly vulnerable uses, away from areas of flood risk to appropriate locations, and to design new development so it will be resilient to the effects of climate change and helps to reduce or avoid flood risk;
- To ensure that the design of new development reflects the sense of place and identity of the local area, and is properly integrated with its surroundings in terms of movement as well as form, appearance and use of materials, while contributing to wider sustainability and place making objectives;

Ensure adequate infrastructure capacity and an appropriate use of resources [SOA: 1, 2, 3, 4, 5, 6, 7, 8, 9 and 10]

- To ensure that all new development is capable of being served by available infrastructure capacity, or that additional capacity will be provided to allow the development to take place, while maintaining appropriate levels of service;
- To make use of existing and promote the expansion of digital networks throughout the area;
- To minimise energy consumption, safeguard mineral deposits where appropriate and reduce waste arisings.

a spatial strategy for east lothian



2

A SPATIAL STRATEGY FOR EAST LoTHIAN

- 2.1 Change will need to occur in East Lothian to accommodate the development requirements of the SDP. It is important that change is managed positively and guided by the principles of sustainable development, greenhouse gas emissions reduction and the vision, aims and objectives for this Plan. To meet the SDPs requirements this Plan prioritises the East Coast Strategic Development Area (SDA) as the area that will provide sustainable locations for new development and for identifying development sites. Environmental and infrastructure opportunities and constraints and the resources available to implement the strategy have been taken into account. The main proposals of the LDP spatial strategy are identified on the Main Strategy Diagram and on the separate diagrams for each cluster area or chapter.
- 2.2 A key consideration is how the spatial strategy of this Plan contributes to placemaking objectives at the strategic and site specific level. It makes provision as appropriate for the expectations of higher level plans, policies and strategies, such as the NPF, SPP and the SDP. It also reflects important local considerations and promotes a pattern of development that will allow East Lothian to move towards the aspirations set out in the Council Plan as well as the Council's Single Outcome Agreement. These wider plans, policies and strategies, and East Lothian's principal social, economic, environmental and physical characteristics, have shaped the long term spatial strategy of this land use plan for the area, which seeks to help make East Lothian a better place for future generations. The spatial strategy is supported by Development Briefs that set out local area or site specific placemaking objectives.
- 2.3 The spatial strategy is a compact one, as it focuses the majority of new development in the west of East Lothian. This is where the best opportunities are to locate new housing and economic development in the most accessible part of the area. Appropriate development sites that are or can be integrated with sustainable transport options are allocated. This is so new development will have good access via sustainable transport modes to existing or new employment locations or community facilities that are or will become available locally and regionally. This will help minimise the need to travel by car as well as travel distances and associated CO₂ emissions. The sites selected also provide opportunities to further the regeneration of communities in East Lothian's former western coal field. However, not all new development is to be located in the west of the area. Some additional development has been distributed further east. This is in recognition of the need and demand for new homes and economic development opportunities in other appropriate and accessible parts of East Lothian where local service provision and sustainable transport options are good.
- 2.4 As such, the strategy consolidates the existing distribution of population and households in the area. It reflects that East Lothian is part of the wider Edinburgh labour market area and that the likelihood of delivering large scale economic development opportunities reduces as distance from the regional core increases. It acknowledges how the housing market operates across and within East Lothian. The west of the area is where there is likely to be the greatest need and demand for new homes, including affordable homes, taking in to account population distribution and mobile housing demand. It is also most likely that in the west of the area new housing can be delivered in the significant volumes expected, especially since mobile demand dissipates as distance from the regional core increases.
- 2.5 Careful consideration has been given to environmental and infrastructure opportunities and constraints in the area and if, how, where and when constraints can be overcome by whom. Development in the west of the area will maximise use of existing public transport options, minimise journey times and distances and encourage active travel to the regional core. This will encourage less private car use and minimise the associated road network capacity and CO₂ emissions issues. An air quality management plan for Musselburgh town centre will be prepared to mitigate existing issues and development impacts. Allocated sites will make use of existing infrastructure, or are in locations and are of a scale that will justify new facilities or infrastructure provision. The compact strategy brings a need for focused interventions and creates economies of scale. The development of allocated sites in the Musselburgh area will support delivery of the transformational secondary education capacity solution that is needed to deliver the SDPs housing requirements for East Lothian. In parts of East Lothian where population and development is more dispersed, such transformational solutions are difficult to identify and justify. Decisions on where to locate development and where and when to provide education capacity are and will be integrated to support regeneration and an appropriate pattern and phasing of growth.
- 2.6 The spatial strategy reinforces the existing compact settlement pattern in the west of the area and complements the more dispersed settlement pattern in the east. The form and structure of settlements as well as the boundaries of the green belt will need to change to deliver new development in the most appropriate way. However, the selective changes to the green belt will be mitigated by the introduction of a Green Network to East Lothian. It will introduce woodland planting and will be used to provide a setting for settlements as well as enhance opportunities for leisure and recreation around them. The Green Network will also be used to safeguard and link important open spaces and natural habitats, and to improve opportunities for active travel within and beyond East Lothian. It complements the compact spatial strategy and will be an important mitigating factor which could help improve community health and well-being. The Green Network will extend across all of East Lothian and will be integrated with the countryside and settlements further east.
- 2.7 This strategic approach to managing landscape change combined with resisting some types and scales of development in the most sensitive locations will help conserve the character and appearance of the area. Another important factor will be ensuring that development sites are designed and delivered appropriately and contribute to or provide infrastructure and Green Network mitigation. Whilst settlements in the west of the area have the green belt to protect their setting and identity, those further east are also near the limit of what can be achieved in the way of their expansion beyond which significant changes to their landscape setting, character and infrastructure would be required. Countryside Around

- Town areas are introduced to protect the character and setting of places beyond the green belt from certain types and scales of development. Green belt and Countryside Around Town areas are also opportunities for Green Network provision. As with the green belt, the extent of Countryside Around Town areas will be reviewed with this LDP.
- 2.8 East Lothian's six main towns and smaller settlements have their own distinct identity and character. Their historic character means they are well consolidated with few remaining meaningful urban brownfield re-development opportunities. This means a significant amount of greenfield and prime quality agricultural land has been allocated to meet the SDPs requirements. Expansion of existing settlements is promoted where infrastructure solutions have been found and where landscape capacity allows. However, the historic form, character and appearance of existing settlements as well as other key factors, such as accessibility and environmental and infrastructure constraints, means the scope for further significant expansion of existing settlements in future LDPs is likely to be limited.
- 2.9 Blindwells new settlement is a large scale development opportunity. The current mixed use allocation including circa 1,600 homes, 10 hectares of employment land and a new local centre prioritises the reuse of previously developed land with degraded landscape character. In future the Council has a vision to expand the new settlement further east to a size of around 6,000 homes with more employment land and other mixed land uses including a town centre. This Plan safeguards a potential Blindwells Expansion Area. However, an appropriate comprehensive solution that could deliver the Council's vision for a larger single new settlement at Blindwells has not yet been found and this will continue to be sought during the life of this Plan. Finding an appropriate comprehensive solution with an appropriate phasing and timing of development and provision of infrastructure, services and facilities will be essential if expansion beyond the current allocation is to be justified.
- 2.10 East Lothian's main towns act as service hubs for the smaller satellite settlements around them, and each has its own role in the hierarchy of settlements / centres. Their historic nature influences the type and scale of development, including commercial and retail development, which can be accommodated in their town centres. Consolidating the main settlements and modestly growing appropriate smaller ones will help reinforce the vibrancy and vitality of their town or local centres or mixed use areas, and help ensure continued local access to services and facilities. However, many people from East Lothian travel to shop at other settlements and centres elsewhere in the city region. The strategy identifies that proposals for land uses that generate significant footfall within East Lothian will be best located by following the town centre first principle. If the Council adopts an appropriate comprehensive solution to deliver a larger new settlement at Blindwells, it will include a new town centre for East Lothian.
- 2.11 Into the longer term, environmental and infrastructure constraints in the west of East Lothian are expected to result from the implementation of the compact spatial strategy. In future these constraints may dictate that settlements in the east of East Lothian need to play a more prominent role as part of a more dispersed spatial strategy: there may also be a need to consider if more than one new settlement in the area is required. Confirmation of any longer term spatial strategy will be dependent on the scale and nature of any future strategic development requirements. Notwithstanding this, land has been safeguarded by this LDP so as not to prejudice the Council's future consideration of its future development potential. Investors may choose to explore with service and infrastructure providers if and how such safeguarded land may be developed in future should there be a need.
- 2.12 Alongside the need to plan for housing and economic development and attractive settlements with vibrant cores and high standards of amenity, there is also a need to support appropriate development that enables East Lothian's countryside and coastal areas to thrive and diversify. This Plan provides clear policy support for appropriate development that is suitable in different countryside or coastal locations to support associated economic activities and way of life. However, the policy approach to such areas also acknowledges the special characteristics of the area as a whole and the pressure it faces for development. There is a need to manage such pressures in an appropriate way and the Plan's policies provide the appropriate balance. Most new development is guided by the spatial strategy to locations within or on the edge of existing settlements. It is also in countryside or in coastal locations where certain renewable energy opportunities or minerals exist. The Plan's policies allow for the responsible extraction of resources or deployment of renewable energy technologies in appropriate circumstances. The spatial framework for wind farm development is an important part of this. Key considerations overall will be a need to ensure that the special characteristics and amenity of the area will be conserved or enhanced, with provision for restoration a priority where appropriate. Energy, heat and digital communications networks and other essential infrastructure development is also supported in appropriate circumstances to ensure that the area's material assets can support sustainable economic growth.
- 2.13 A further important task for the spatial strategy is to reflect the role that East Lothian is expected to play in Scotland's future. The strategy provides for the National Development status set out in the Scottish Government's NPF3 in relation to land at Cockenzie Power Station and the other possibilities set out in that document for the area. The strategy reflects the need for an Area of Co-ordinated Action along the Forth coast from Cockenzie to Torness, and supports the principle of an enhanced high voltage electricity transmission grid as another National Development relevant to East Lothian. The indicative strategy diagrams and maps within this written statement illustrate the main strategy intentions for East Lothian, for each of its local areas and for certain policy topics. The Proposals Map (including insets) is the reference for where policies or proposals will apply.

Main Strategy Diagram

MAIN SPATIAL STRATEGY DRIVERS

GROWING OUR COMMUNITIES

- a. Town Centres
- b. Blindwells Development Area
- c. Areas with Regeneration Potential
- d. Education / Community Facilities
- e. Community Growth Areas
 - i. *Employment*
 - ii. *Housing*
 - iii. *Mixed Use*

INFRASTRUCTURE & RESOURCES

- a. Transport Proposals
- b. Water / Drainage Infrastructure
- c. Energy Generation / Networks
- d. High Pressure Gas Pipelines
- e. Digital Communications
- f. Waste Installations
- g. Mineral Working / Resources

COUNTRYSIDE & COAST

- a. Green Belt
- b. Countryside Around Towns
- c. Special Landscape Areas
- d. Green Network

NATURAL & CULTURAL HERITAGE

- a. Key Natural Heritage Sites
- b. Key Cultural Heritage Sites

LIST OF MAIN PROPOSALS

Musselburgh Cluster:

1. Mixed Use: Land at Craighall, Musselburgh
2. Housing: Land at Old Craighall Village
3. Employment: Land at Old Craighall Junction South West
4. Employment: Land at Old Craighall Junction
5. Housing: Former Edenhall Hospital, Musselburgh
6. Mixed Use: Pinkie Mains, Musselburgh
7. Housing: Pinkie Mains, Musselburgh (Intensification)
8. Housing: Levenhall, Musselburgh
9. Mixed Use Regeneration: Land at Wallyford
10. Mixed Use Regeneration: Land at Dolphinstone
11. Education: New Secondary Education Establishment, Wallyford
12. Mixed Use: Barbachlaw, Wallyford
13. Mixed Use Regeneration: Land at Whitecraig South
14. Housing: Land at Whitecraig North
15. Education: Whitecraig Primary School Expansion Land

Prestonpans Cluster:

16. Mixed Use: Longniddry South
17. Housing: Land at Dolphinstone North, Prestonpans
18. Energy: Land at Former Cockenzie Power Station

Blindwells Development Area:

19. Mixed Use: Blindwells New Settlement
20. Land Safeguard: Safeguarded Blindwells Expansion Area

Tranent Cluster:

21. Housing: Housing at Windygoul South, Tranent
22. Education: Windygoul Primary School Expansion Land
23. Employment: Employment at Windygoul South, Tranent
24. Housing: Lammermoor Terrace, Tranent
25. Housing: Bankpark Grove, Tranent
26. Employment: Kingslaw, Tranent
27. Housing: Macmerry North
28. Employment: Macmerry Business Park East
29. Housing: Gladsmuir East
30. Housing: Limeylands Road, Ormiston
31. Housing: Elphinstone West
32. Housing: Woodhall Road, Wester Pencaitland
33. Housing: Lempockwells Road, Wester Pencaitland
34. Housing: Parkview, Easter Pencaitland

LIST OF MAIN PROPOSALS

Haddington Cluster:

35. Mixed Use: Letham Mains, Haddington
36. Housing: Letham Mains Expansion, Haddington
37. Housing: Land at Dovecot, Haddington
38. Mixed Use: Land at Gateside East, Haddington
39. Mixed Use: Gateside West, Haddington
40. Retail: Supermarket at Gateside West, Haddington
41. Housing: Land at Alderston, Haddington
42. Employment: Land at Peppercraig, Haddington

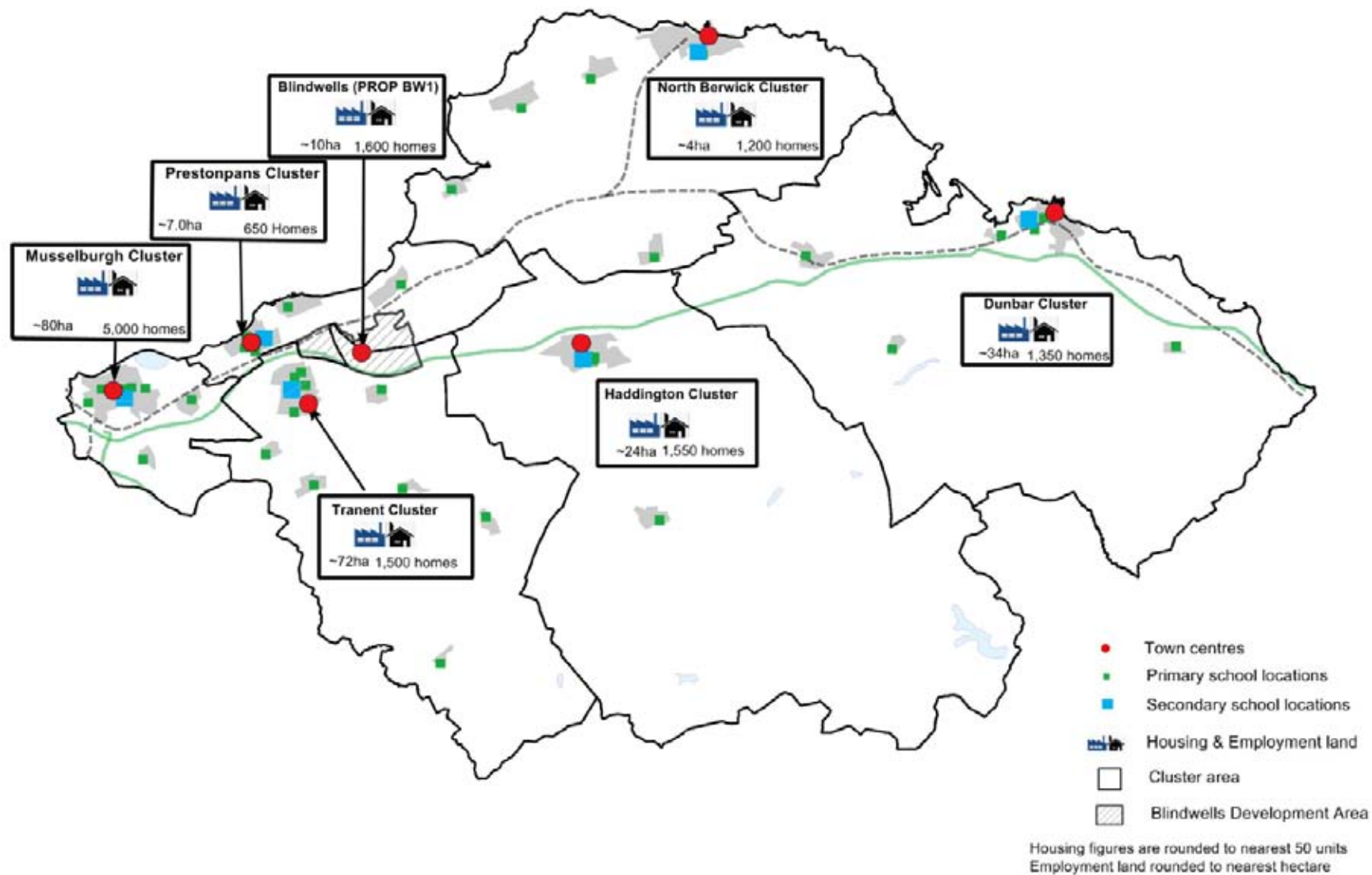
Dunbar Cluster:

43. Housing: Hallhill South West, Dunbar
44. Housing: Hallhil North, Dunbar
45. Community: Healthy Living Centre Expansion Land Safeguard
46. Housing: Brodie Road, Dunbar
47. Housing: Land at Newtonlees, Dunbar
48. Housing: Land at Newtonlees Farm, Dunbar
49. Housing: Beveridge Row Belhaven, Dunbar
50. Employment: Land at Spott Road, Dunbar
51. Housing: Pencraig Hill, East Linton
52. Employment: Land at East Linton Auction Mart
53. Housing: Innerwick East
54. Housing: St John's Street, Spott
55. Land at Newtonlees Farm, Dunbar

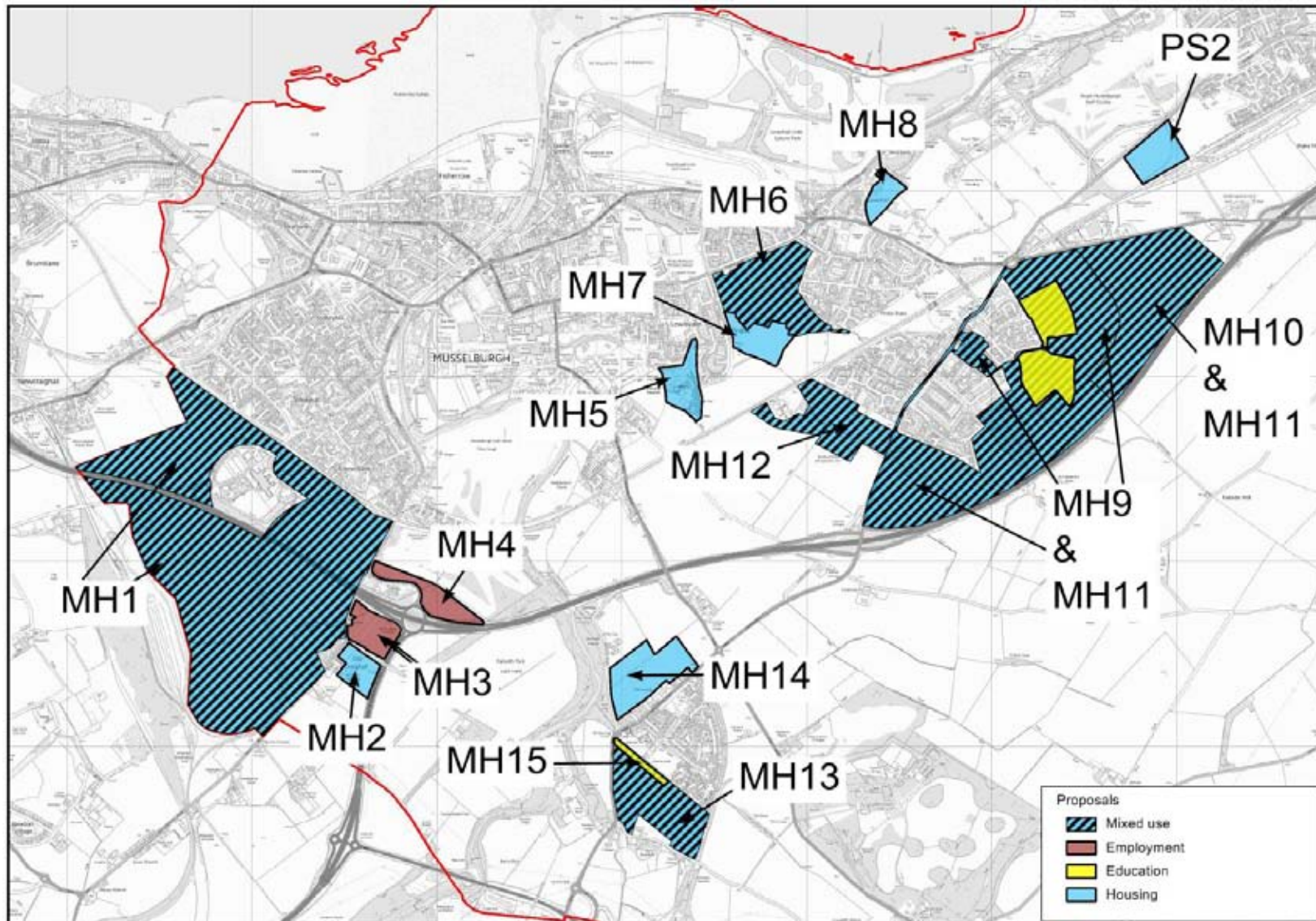
North Berwick Cluster:

56. Mixed Use: Mains Farm, North Berwick
57. Education: North Berwick High and Law Primary School Safeguarded Expansion Land
58. Housing: Gilsland, North Berwick
59. Mixed Use: Land at Tantallon Road, North Berwick
60. Housing: Land at Ferrygate Farm, North Berwick
61. Housing: Former Fire Training School, Gullane
62. Housing: Saltcoats, Gullane
63. Housing: Fentoun Gait East, Gullane
64. Housing: Fentoun Gait South, Gullane
65. Housing: Aberlady West
66. Housing: Castlemains Dirleton

Main Strategy Diagram



Spatial Strategy for the Musselburgh Cluster



Introduction

- 2.14 The Musselburgh cluster is within the western and most accessible part of the Strategic Development Area. Sites identified for development in this area by the Plan will deliver the compact spatial strategy. The area is highly accessible, including by public transport.

Growing Our Communities

- 2.15 Musselburgh Town Centre will continue to be the focus for active land uses in this cluster, such as retail, commercial and business uses, particularly where the reuse of urban brownfield land or existing buildings is proposed: local centres at Pinkie, Delta Drive, Olivebank, and at Stoneybank / Eskview Terraces will also be important locations for such uses but will be subservient to the town centre. Yet there are few such urban brownfield opportunities available, particularly in these centres. While recognising the town centre first principle, the spatial strategy carries forward existing allocations and the established housing land supply and seeks to deliver additional employment and housing opportunities as well as any necessary additional supporting infrastructure capacity. New local centres will also be introduced at Craighall, Wallyford and Whitecraig.
- 2.16 Land at Craighall is allocated for a significant mixed use development, including a new local centre. Land for employment will be focused around Queen Margaret University (QMU), a modified junction with the A1 and Musselburgh station: land is safeguarded to improve the station in recognition of the scale of development. The Craighall site is also nearby Newcraighall Station, Shawfair Station on the Borders Railway and the potential route of Tramline 3 as set out in the City of Edinburgh's Second Proposed LDP. Employment land to the west of QMU is located in the middle of these assets and will be developed for uses that support the key sectors of learning, life sciences and food and drink that are clustering in the area. Land to the east of Millerhill Marshalling Yards is allocated for mixed use development. Land around Old Craighall Village and to the east of QMU is also allocated for homes. Housing in the Craighall site will enable the servicing of the employment land in that site. Separate housing and employment sites are allocated to the south east of Old Craighall. Development in the area will support the reintroduction of bus services to Old Craighall, and a new primary school and local centre that should be located in the Craighall site adjacent to and north of the existing village. The allocated housing site at Pinkie Mains will be intensified to deliver more homes. The former Edenhall hospital site is allocated for housing. Land at Levenhall to the east of Musselburgh is allocated for homes.
- 2.17 Wallyford and Whitecraig are well served by public transport and will provide locations for new development and local centres to contribute to the on-going regeneration of these settlements. At Wallyford land allocated for mixed use development is under construction, including a distributor road that will link the A199 and A6094. A replacement primary school will be provided at expanded Wallyford. At Dolphingstone, land is allocated for housing as a further expansion of the original Wallyford allocation; prior completion of the

link road through the original allocation and the replacement primary school there will be expected prior to the commencement of housing development at the Dolphingstone site. The new secondary education establishment needed to support all new development in the Musselburgh area will be delivered at expanded Wallyford. Land at Howe Mire, Wallyford is allocated for housing and employment. Land at Whitecraig south is allocated for mixed use development, including a local centre and expansion of Whitecraig Primary School and adjacent parkland. Land to the north of Whitecraig is allocated for housing.

Infrastructure and Resources

- 2.18 Improvements are proposed at Musselburgh and Wallyford stations, including car park expansions and platform lengthening. Mitigation of development related impacts on the trunk road will be required, including at Old Craighall Junction and at Salter's Road and potentially Dolphingstone Interchanges. Mitigation of transport and air quality issues at Musselburgh High Street will be required. Additional education capacity, new education facilities and school's consultation will be necessary. Strategic water and drainage capacity exists for allocated sites, but additional foul capacity may be required in the long term. Any ground conditions constraints will need to be addressed and mitigation provided.

Strategic Landscape Mitigation

- 2.19 The Plan modifies green belt boundaries within East Lothian to accommodate strategic development requirements where appropriate sites are accessible by a variety of transport modes, particularly public transport, and / or to realise regeneration opportunities. The remaining green belt is important to maintaining green belt objectives and to safeguard the setting and identity of settlements and will be vigorously defended. These areas include the land to the east of the A720 and south of the A1 as well as land to the north of the A1, including that which provides for the setting of the well-defined, established and visible southern edges of Musselburgh and Inveresk. Land around Edenhall and towards Pinkie Braes provides a setting for and buffer between the latter and Wallyford as well as views to prominent regional landmarks. Land to the west of Wallyford contributes to the setting of settlements in this area and is also the core of the Battle of Pinkie site. The remaining open land between Musselburgh and Prestonpans contributes to the setting and separation of these settlements.
- 2.20 Strategic Green Network opportunities will be delivered with new development to ensure that Old Craighall Village, Musselburgh, Wallyford and Prestonpans retain their separate identities. This will also provide active travel opportunities to link communities, growth areas and places beyond them together. Opportunities for recreation and habitat creation and connection will be delivered as part of this multifunctional Green Network.

Natural and Cultural Heritage

- 2.21 The site of the Battle of Pinkie Cleugh is designated, as identified by the National Inventory. The Council manages the coast, including for habitat improvement at Levenhall.

Musselburgh Cluster: Main Development Proposals

Mixed Use Economic Development Proposal: Land at Craighall, Musselburgh

- 2.22 Land at Craighall will provide an economic development location of regional importance and a new mixed use, housing-led urban neighbourhood around Old Craighall. This site is one of the most accessible in East Lothian and is well served by public transport, and there are opportunities to improve this in the development of the site. New or improved connections, including for active travel, through the site and between existing or proposed development areas or transport routes or nodes (including in adjoining local authority areas) must be provided as part of this development. This, in combination with a modified A1 junction providing an underpass of the A1 at Queen Margaret Drive (PROP T16) and the link to Whitehill Farm Road (PROP T22), will improve access in the area, including for bus based public transport. Land is safeguarded as part of this development to improve Musselburgh station as a transport interchange (PROP T11). To ensure a comprehensive solution for the delivery of the Craighall mixed use area the servicing of economic land must be enabled by housing development on other parts of the Craighall site. Economic land to the west of Queen Margaret University will be developed to support the key sectors of learning, life sciences and food and drink that are clustering in the area.
- 2.23 Development of the Craighall site will support existing communities, including Musselburgh and Old Craighall. As well as providing land for employment and homes, including affordable homes, a new local centre at Old Craighall village will be introduced as part of the Craighall development. The local centre will provide the focal point for a mix of land uses of an appropriate local scale and character. It will include a new primary school and community sports facilities in line with PROP ED1 and PROP CF1. The primary school must have a minimum campus area of 3.1ha and it must be delivered as a first phase of development at Craighall. It should be located adjacent to and north of the Old Craighall village. The community pitches should be adjacent to the school campus. The location and design of the local centre will allow it to be conveniently accessed, including by active travel modes and by bus, to ensure it is connected to other places, including nearby rail stations, Musselburgh town centre and regional employment and community facilities. To ensure an appropriate environment is created in the local centre and for the community, a realignment of the B6415 through the Craighall site must be investigated by the applicant.
- 2.24 Development of this prominent site presents important design considerations, including the need to incorporate and blend zones of development that will have different scales and characters. Appropriate gateway design treatment for the approach to Edinburgh and Musselburgh that complements the massing of Queen Margaret University is required. Yet proposals must also recognise the need to integrate with the smaller scale of buildings at Old Craighall while developing at an appropriate higher density that makes efficient use of this accessible land, consistent with Policy DP3. Any noise mitigation must be acceptable in landscape terms. An assessment of flood risk and of any effects of land remediation works

on the water environment will be necessary. Proposals must be accompanied by a masterplan and project specific information to inform the Habitats Regulation Appraisal and if necessary Appropriate Assessment. The competent authority will need to be satisfied that there are no adverse effects on the integrity of the Firth of Forth SPA, either alone or in combination with other plans or projects. A high quality green network including landscaping, multifunctional open space (with allotments in line PROP OS6) and a movement framework that integrates development across the site and with the surrounding area will be required.

PROP MH1: Land at Craighall, Musselburgh

Land at Craighall is allocated for a mixed use development including 1,500 homes, around 41 ha employment land, a new local centre, a new primary school and community uses as well as infrastructure and associated works.

Approximately 21ha of land to the north west of Queen Margaret University is allocated for economic uses that support the key sectors of learning, life sciences and food and drink. The servicing of this land will be enabled by housing development on other parts of the Craighall site and this will be a subject of a legal agreement associated with the entire site.

The 55ha of land to the east of Millerhill Marshalling Yards between the freight rail loop and south of the A1 is allocated for mixed use development including circa 800 homes and around 20ha of employment land to which Policy EMP1 will apply: access to this land will be from the A1 via a modified junction with an underpass of the A1 at Queen Margaret Drive. This, in combination with existing bridges of the east coast rail line and rail freight loop, and bus access from land at Newcraighall and the transport network within the Craighall site, must significantly improve connections to the site and through it to the surrounding area, particularly for bus based public transport.

Approximately 1.5ha of land to the north west of Queen Margaret University, south of Musselburgh Station, is safeguarded as part of this proposal for any future improvement of Musselburgh rail station, which shall become more accessible and able to be better served by bus as a result of the improved connections.

The 21ha of land to the south of the A1 at Old Craighall is allocated for a mixed use, predominantly housing development which has capacity for circa 350 homes once sufficient land for the required local centre and primary school is identified.

The 15ha of land to the east of Queen Margaret University and north of the A1 is allocated for housing and has capacity for circa 350 homes: access to these sites will be from the local road network.

The 3ha of land to the north east of Queen Margaret University is allocated for mixed use development, potentially including housing and employment uses.

A comprehensive masterplan for the entire allocated site that conforms to relevant Development Brief will be required as part of any planning application for the allocated land, accompanied by a single legal agreement for the entire allocated site. A Habitats Regulation Appraisal and if necessary Appropriate Assessment of the proposal will also be necessary, in accordance with Policy NH1 of this Plan. Any development here is subject to the mitigation of any development related impacts, including on a proportionate basis for any cumulative impacts with other proposals including on the transport network, on education and community facilities, and on air quality as appropriate.

Housing Proposal: Land at Old Craighall Village

- 2.25 Land at Old Craighall Village obtained planning permission on appeal and is allocated for circa 50 homes. To the south of this site land at Newton Farm is also allocated for circa 50 homes. The preference is for a joint masterplan to be prepared in respect of both sites: however, in recognition of the appeal decision, any masterplan for either site must demonstrate how development of one site will complement and not undermine the development of the other, including in terms of access, and ensure that development will be integrated, including with its surroundings. Land to the north east of this site adjacent to the A720 and beyond the category A-listed Monkton House and its setting, can be developed without harming cultural heritage assets. Developers must consider the impact of any land remediation works on the water environment. Noise mitigation must be acceptable in landscape terms. Significant landscape planting is required to define new defensible green belt boundaries and to contribute towards green network objectives.

PROP MH2: Land at Old Craighall Village

Land at Old Craighall is allocated for circa 100 homes. A masterplan for the entire site will be required as part of any planning application, which must complement and not undermine the committed element of the proposal. Any development proposals for the site must include a comprehensive masterplan that integrates development with the surroundings. The safeguarding of the setting of the category A Listed Monkton House and category B listed Monkton Gardens should be a consideration in the development of a masterplan or proposals for this site. Any development here is subject to the mitigation of any development related impacts, including on a proportionate basis for any cumulative impacts with other proposals including on the transport network, on education and community facilities, and on air quality as appropriate.

Employment Proposal: Land at Old Craighall Junction South West

- 2.26 Land to the south west of Old Craighall Junction between the A720 and Old Craighall Road is allocated for employment use. A Flood Risk Assessment and a masterplan for the entire allocated site will be required with any planning application for the allocated land.

PROP MH3: Land at Old Craighall Junction South West

Approximately 5ha of land at Old Craighall Junction South West is allocated for employment uses. A design solution for this site that conforms to the Council's Development Brief will be required. Any development here is subject to the mitigation of any development related impacts, including on a proportionate basis for any cumulative impacts with other proposals including on the transport network and on air quality as appropriate. Policy EMP1 applies.

Employment Proposal: Land at Old Craighall Junction

- 2.27 Land to the north of Old Craighall Junction between the A720 and Old Craighall Road was allocated by the previous local plan for employment. Planning permission was approved for employment uses and a hotel, but this proposal was not implemented and planning permission has now lapsed, although a suitable design solution was proposed. The site continues to be allocated for employment use by this plan. An assessment of any land remediation works on the water environment will be required. A Flood Risk Assessment will be necessary. A masterplan for the entire allocated site will be required to accompany any planning application for the allocated site.

PROP MH4: Land at Old Craighall Junction

Approximately 5ha of land at Old Craighall Junction is allocated for employment uses. A design solution for this site that integrates with the surroundings will be required. Any development here is subject to the mitigation of any development related impacts, including on a proportionate basis for any cumulative impacts with other proposals including on the transport network and on air quality as appropriate. Policy EMP1 applies.

Housing Proposal: Former Edenhall Hospital Site, Musselburgh

- 2.28 NHS operations have now ceased at the former Edenhall Hospital site and it is brownfield land. It is allocated for a residential development of circa 100 homes, subject to the mitigation of any development related impacts including on listed buildings within the site and landscape and visual impacts more widely. A Flood Risk Assessment will be necessary. A masterplan for the entire allocated site will be required to accompany any planning application for the allocated land.

PROP MH5: Former Edenhall Hospital Site, Musselburgh

Land at the former Edenhall Hospital site is allocated for a residential development of circa 100 homes. Any development proposals for the site must include a comprehensive masterplan for the entire allocated site that integrates development with the surroundings. Any development here is subject to the mitigation of any development related impacts, including on a proportionate basis for any cumulative impacts with other proposals including on the transport network, on education and community facilities, and on air quality as appropriate.

Mixed Use Proposal: Pinkie Mains, Musselburgh

- 2.29 Land at Pinkie Mains, Musselburgh was allocated by the previous local plan for a mixed use residential development including circa 450 homes, community and small scale retail facilities, infrastructure and associated works. It will include new community sports facilities in line with PROP CF1. The Council has approved planning permissions including for 473 dwellings and a shop on part of the allocated land, including detailed proposals, and the development is under construction. Developers must consider the impact of any land remediation works on the water environment. The Council continues to support the principle of development as set out in the approved masterplan for the site.

PROP MH6: Pinkie Mains, Musselburgh

Land at Pinkie Mains, Musselburgh is allocated for a mixed use residential development including circa 450 homes, community uses, infrastructure and associated works. Planning permission has been approved for this development, which is under construction. The Council has approved an associated masterplan, to which any associated detailed development proposal for the allocated land must conform.

Housing Proposal: Pinkie Mains, Musselburgh (Intensification)

- 2.30 There is a further area of land to the south of and within the original Pinkie Mains allocation (PROP MH6), which has capacity for additional housing development as shown on the approved masterplan for the site. This land has capacity for circa 130 homes. An assessment of any land remediation works on the water environment will be required. A Flood Risk Assessment is required. The principle of developing this allocated land for housing is supported provided proposals conform to the approved masterplan for the site.

PROP MH7: Pinkie Mains, Musselburgh (Intensification)

The principle of intensifying the capacity for housing development at Pinkie Mains, Musselburgh by approximately a further 130 homes is supported provided proposals conform to the Council approved masterplan for the site which is under construction. Any development here is subject to the mitigation of any development related impacts, including on a proportionate basis for any

cumulative impacts with other proposals including on the transport network, on education and community facilities, and on air quality as appropriate.

Housing Proposal: Levenhall, Musselburgh

- 2.31 Land at Levenhall is allocated for circa 65 houses, subject to the mitigation of any development related impacts on a cumulative basis as appropriate, including transportation and any air quality impacts. A Flood Risk Assessment will be necessary. A masterplan for the entire allocated site will be required to accompany any planning application for the allocated land.

PROP MH8: Levenhall, Musselburgh

Land at Levenhall is allocated for a residential development of circa 65 homes. A comprehensive masterplan for the entire allocated site that conforms to the Council's Development Brief will be required. Any development here is subject to the mitigation of any development related impacts, including on a proportionate basis for any cumulative impacts with other proposals including on the transport network, on education and community facilities, and on air quality as appropriate.

Mixed Use Regeneration Proposal: Land at Wallyford

- 2.32 Land at Wallyford was allocated by the previous local plan for a mixed use development including approximately 1,000 homes, a new local centre, new education facilities in line with PROP ED1, community facilities in line with PROP CF1 and PROP OS6, infrastructure and associated works. The site is nearby Wallyford Station and is well served by public transport. It shall be developed at an appropriate higher density to make good use of this accessible land, consistent with Policy DP3. A key objective of this proposal is to bring about a regeneration of Wallyford, including the grouping of education and community facilities as part of a local centre to be provided at the centre of the expanded settlement, adjacent to the existing urban area, within the allocated site subject to this proposal.
- 2.33 Key development requirements for the Wallyford development area are the provision of a replacement primary school for the settlement and the delivery of a new link road through the site to reduce or remove through traffic from Salter's Road. The development requirements for the site are detailed in the Council's Development Framework for the site, which must be conformed to in the preparation of any masterplan. The Council has approved planning permission and a masterplan for the allocated land, and continues to support the principles of development as set out in the approved masterplan for the site.
- 2.34 The latest masterplan and planning permission for the site has increased its capacity for residential development from circa 1,050 homes to circa 1,450 homes. Detailed associated

infrastructure proposals have been approved. Developers must consider the impact of any land remediation works on the water environment. Remedial ground work to prepare the land for built development has commenced and the site is now under construction, including the distributor road that will link the A199 and A6094.

PROP MH9: Land at Wallyford

Land at Wallyford is allocated for a mixed use development including circa 1,450 homes, a new local centre, a new primary school as well as other community uses, infrastructure and associated works. Planning permission has been approved for this development and the Council has approved an associated masterplan, to which any associated detailed development proposal for the allocated land must conform. Any new development proposals for the site must include a comprehensive masterplan for the entire allocated site that integrates development with the surroundings, and conforms with the adopted Development Framework for the site. A Habitats Regulation Appraisal and if necessary Appropriate Assessment of the proposal will also be necessary, in accordance with Policy NH1 of this Plan. Any development here is subject to the mitigation of any development related impacts, including on a proportionate basis for any cumulative impacts with other proposals including on the transport network, on education and community facilities, and on air quality as appropriate.

Mixed Use Regeneration Proposal: Land at Dolphingstone

- 2.35 There is the opportunity to expand Wallyford further east beyond the area of the original Wallyford allocation (PROP MH9) towards the Dolphingstone A1(T) Interchange. Land at Dolphingstone is allocated for housing and mixed use development including community facilities in line with PROP CF1 and PROP OS6. A vehicular link between MH9 and MH10 will be required to provide permeability, but vehicle speeds and flows will be limited between the sites by appropriate traffic calming measures. The site has capacity for circa 600 homes and careful consideration of landscape, visual and noise impacts will be required. An assessment of any land remediation works on the water environment will be required. A Flood Risk Assessment will be necessary. In line with PROP ED1, primary education capacity for site MH10 shall be provided at the new Wallyford Primary School once delivered: it may be that to ensure additional primary education capacity can be provided for development of site MH10, current proposals for land around the proposed primary school campus within site MH9 may need to be modified to provide additional campus land; alternatively, development of site MH10 will be delayed unless and until capacity becomes available at the new Wallyford Primary School. Prior to the commencement of housing development at the Dolphingstone site the Council expects the new link road and primary school at the original Wallyford allocation to be ready for use.

PROP MH10: Land at Dolphingstone

Land at Dolphingstone is allocated for mixed use development including circa 600 homes, community uses, infrastructure and associated works. Prior to the commencement of housing development at the Dolphingstone site the Council expects the new link road and primary school at the original Wallyford allocation to be in place. A comprehensive masterplan for the entire allocated site that conforms to the Council's Development Brief will be required. A Habitats Regulation Appraisal and if necessary Appropriate Assessment of the proposal will also be necessary, in accordance with Policy NH1 of this Plan. Any development here is subject to the mitigation of any development related impacts, including on a proportionate basis for any cumulative impacts with other proposals including on the transport network, on education and community facilities, and on air quality as appropriate.

New Secondary School Establishment

- 2.36 A new secondary school establishment is required in the east of the existing Musselburgh cluster in association with the spatial strategy for the area. The new secondary school establishment will be provided as part of the Wallyford expansion, either within PROP MH9 or PROP MH10, but preferably within PROP MH9. A minimum campus area of 6.2 hectares will be required for this facility. To ensure that the ability to service other housing land in the Musselburgh area with secondary education capacity is not prejudiced by, or dependant on the prior development of the Wallyford expansion or its development to a particular stage, land shall be provided for the secondary school establishment to be delivered separately from and in advance of the development of other parts of this expansion area. The preferred site for the secondary school establishment within the Wallyford expansion area is shown by proposal (PROP MH11). A Flood Risk Assessment will be required for this site.

PROP MH11: New Secondary School Establishment

The site for a new secondary education establishment to serve the Musselburgh area will be at expanded Wallyford within PROP MH9 or MH10, and preferably within PROP MH9 as shown on the Proposals Map. A minimum campus area of 6.2 hectares will be required for this facility. Any development here is subject to the mitigation of any development related impacts, including on a proportionate basis for any cumulative impacts with other proposals including on the transport network, on education and community facilities, and on air quality as appropriate. Policy SECF1 will apply.

Mixed Use Proposal: Barbachlaw, Wallyford

- 2.37 Land at Barbachlaw, Wallyford, is allocated for circa 94 homes and a stadium. This reflects a planning appeal decision. Housing will be located to the south east of the site as allowed on appeal. The stadium will be to the north west of the site where originally approved. For the avoidance of doubt the completion of the stadium facility is to be cross-funded by the

residential development on the other part of this site. To secure this objective, no work (other than preliminary site preparation works) shall be begun on the houses until a binding contract has been put in place to complete the adjacent stadium for use. The developer must consider the impact of any land remediation works on the water environment. A Flood Risk Assessment is required.

PROP MH12: Barbachlaw, Wallyford

Land at Barbachlaw, Wallyford is allocated for circa 94 homes and a stadium to reflect a planning appeal decision. No work (other than preliminary site preparation works) shall be begun on the houses until a binding contract has been put in place to complete the adjacent stadium for use. Any new design solution for this site must integrate with the surroundings. Any development here is subject to the mitigation of any development related impacts, including on a proportionate basis for any cumulative impacts with other proposals including on the transport network, on education and community facilities, and on air quality as appropriate.

Mixed Use Regeneration Proposals: Land at Whitecraig

2.38 Two sites at Whitecraig are proposed for development to help regenerate the settlement. Land to the south of Whitecraig is adjacent to the primary school campus and open space and is allocated for circa 300 homes. It will include new education and community facilities in line with PROP ED1 and PROP CF1. This allocation provides land to expand these facilities and to provide a small local centre. A road connection between Whitecraig Avenue through this site to Salter's Road will be required as part of this development. An assessment of any land remediation works on the water environment will be required. A Flood Risk Assessment will be necessary. New defensible green belt boundaries must be formed at the western and southern site boundaries.

PROP MH13: Land at Whitecraig South

Land at Whitecraig south is allocated for a mixed use development including circa 300 homes, a small local centre, the expansion of the primary school campus and provision of other community uses, infrastructure and associated works as required. A road connection between Whitecraig Avenue through this site to Salter's Road must be provided. A comprehensive masterplan for this site that conforms to the Council's Development Brief will be required. Any development here is subject to the mitigation of any development related impacts, including on a proportionate basis for any cumulative impacts with other proposals including on the transport network, on education and community facilities, and on air quality as appropriate.

2.39 Land at Whitecraig North is allocated for circa 200 homes. In line with PROP ED1, primary education capacity for site MH15 shall be provided at Whitecraig Primary School. To ensure additional primary education capacity can be provided for development of site

MH14, contributions towards the expansion of that school will be required, including towards the additional safeguarded campus land; alternatively, development of site MH14 will be delayed unless and until capacity becomes available at Whitecraig Primary School. The site can be accessed from the local road network. An assessment of any land remediation works on the water environment will be required. A Flood Risk Assessment is required. New defensible green belt boundaries must be formed at the northern, western and eastern site boundaries.

PROP MH14: Land at Whitecraig North

Land at Whitecraig North is allocated for residential development including circa 200 homes and the provision of infrastructure and associated works. A comprehensive masterplan for this site that conforms to the Council's Development Brief will be required. Any development here is subject to the mitigation of any development related impacts, including on a proportionate basis for any cumulative impacts with other proposals including on the transport network, on education and community facilities, and on air quality as appropriate.

2.40 Whitecraig Primary School will become landlocked once the Whitecraig South site is complete. As part of this housing land allocation land within site MH13 is safeguarded for an expansion of Whitecraig Primary School campus. This is to make provision for additional primary education capacity in the schools' catchment area.

PROP MH15: Whitecraig Primary School Expansion Land

Land to the south-west of the current Whitecraig Primary School campus is safeguarded for the future expansion of the school campus. Policy SECF1 applies.

Other Employment or Housing Sites in the Musselburgh Area

2.41 There are a number of other employment or housing sites in the Musselburgh area that although are important are nonetheless of a scale that does not justify a specific proposal as part of the main spatial strategy. Some of these development sites were allocated by previous local plans or form part of the established housing or economic land supply because they are windfall proposals that have planning permission. Some of these sites are also under construction but not yet complete. The Council continues to support the development of these sites in accordance with Policy HOU1 and EMP1.

2.42 As such, Table EMP1: Employment Proposals by Cluster Area (page no. 61 – 62) and Table HOU1: Housing Proposals by Cluster (page no. 65 – 66) set out the full range of sites the development of which is supported for economic or residential development respectively in each cluster. These sites are also illustrated on the relevant inset map of the Proposals

Map where relevant. Since they were previously allocated, these sites may be affected by legislative and regulatory changes, as well as identified changes to the physical environment including updated flood risk mapping. Up to date information, including flood risk assessment where necessary, will require to be submitted to ensure compliance with current legislation and the policy provisions of the plan. Sites that are included within these tables may also be subject to Development Briefs and this is indicated in the relevant table, together with the Local Development Plan policies that apply to the site where relevant. Table MH1 below summarises this information for this cluster.

| Table MH1: Musselburgh Cluster Established Housing & Employment Sites Summary | | | |
|--|------------|-----------------|-------------------------------------|
| Site Name | Use | Capacity | Policy / Planning Permission |
| Brunton Wireworks | Housing | 140 Units | HOU1 |
| Monktonhall Terrace | Housing | 12 Units | HOU1 |
| Drummohr Avenue | Housing | 10 Units | HOU1 |
| Balcarres Road | Housing | 44 Units | HOU1 |
| Drummohr House | Housing | 10 Units | HOU1 |
| Salters Road | Housing | 46 Units | HOU1 |
| Chalkieside Steading | Housing | 9 Units | Planning permission 05/00992/FUL |
| Newhailes Industrial Estate | Employment | 6.3 Ha | EMP1 |
| Fisherrow | Employment | 1.7 Ha | EMP1 |
| Inveresk Industrial Estate | Employment | 9.0 Ha | EMP1 |
| Wallyford Industrial Estate | Employment | 3.3 Ha | EMP1 |
| Olivebank | Employment | 4.4 Ha | EMP1 |
| Kirk Park | Employment | 4.0Ha | EMP1 |

Development Briefs

- 2.43 The Council has adopted as supplementary planning guidance development briefs for allocated sites that set out design principles to inform development proposals. Where there is a need for a site to conform to the relevant development brief this is indicated in the respective proposal.

Levenhall Links to Prestonpans: Area for Habitat Improvement

- 2.44 Land to the east of the mouth of the River Esk, Musselburgh was claimed using pulverised fuel ash from Cockenzie Power Station. Lagoon 8 is part of the SPA and has an agreed restoration plan. The six shallow pools known as the ‘wader scrapes’ also form part of the SPA and can be enlarged to provide more expansive habitat suitable for the qualifying

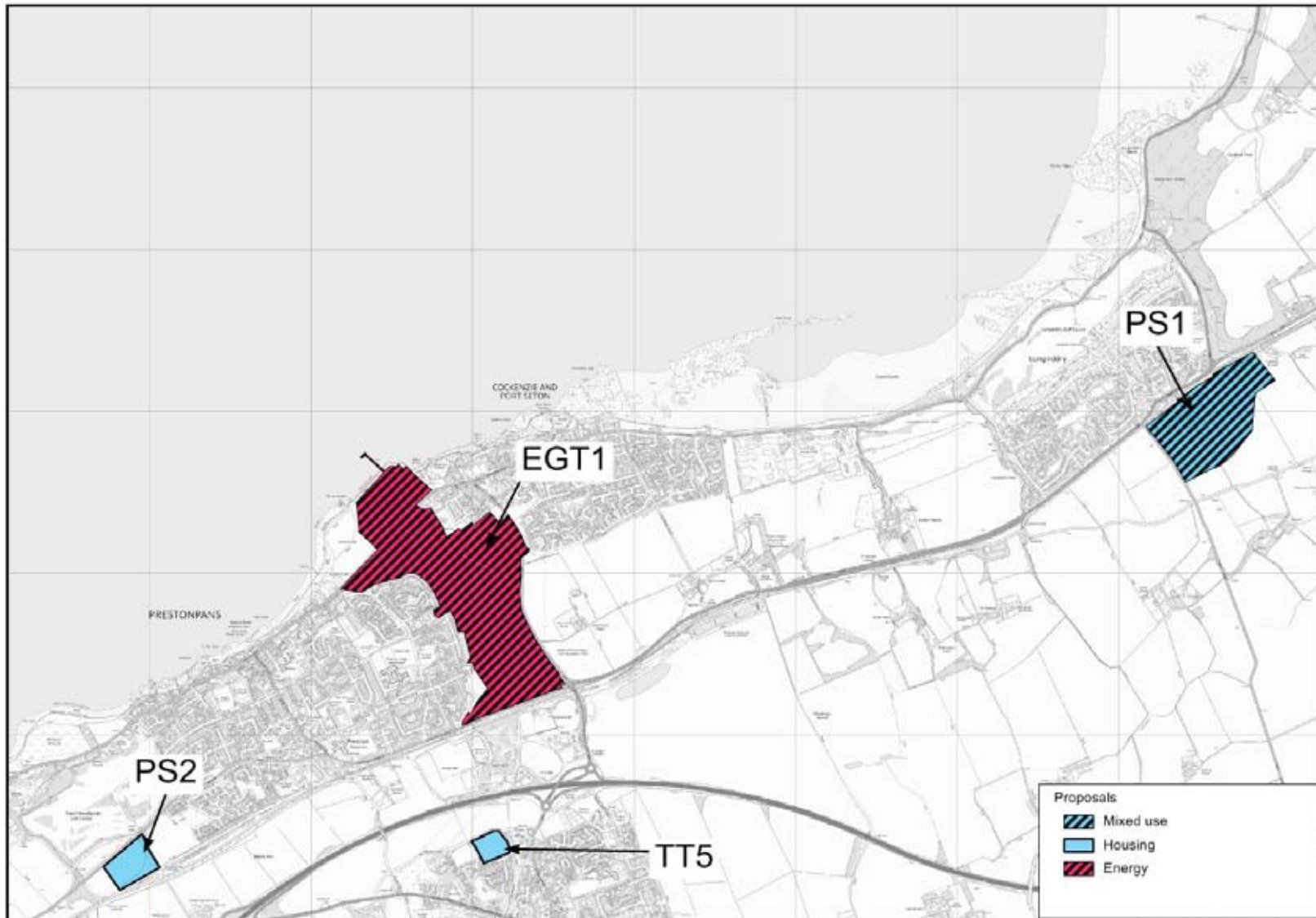
interests. A plan for Lagoon 6 is being developed to provide a quality wildlife habitat. As part of this restoration, and the management of the wider area, there are also further opportunities for habitat improvements, particularly for the benefit of bird species that form a qualifying interest of the Firth of Forth SPA.

- 2.45 The area of land to which this proposal relates is illustrated on the Proposals Map. The Council already has an extensive ownership of land in this area. Land that it does not currently control will revert to its ownership in future once the restoration of the claimed land is complete. Since they were previously allocated, these sites may be affected by legislative and regulatory changes, as well as identified changes to the physical environment including updated flood risk mapping. Up to date information, including flood risk assessment where necessary, will require to be submitted to ensure compliance with current legislation and the policy provisions of the plan. The Council will continue to manage this land to improve the availability of suitable habitat for qualifying interests of the Firth of Forth SPA.

PROP MH16: Levenhall Links to Prestonpans: Area for Habitat Improvement

The Council will continue to manage the land at Levenhall Links to Prestonpans to improve the availability of suitable habitat for qualifying interests of the Firth of Forth SPA. The area of land to which this proposal relates is illustrated on the Proposals Map.

Spatial Strategy for the Prestonpans / Cockenzie / Port Seton / Longniddry Cluster



Introduction

- 2.46 The Prestonpans cluster is within the western and highly accessible part of the Strategic Development Area. Sites identified for development in this area by the Plan will deliver the compact spatial strategy. The area is highly accessible, including via public transport.

Growing Our Communities

- 2.47 Prestonpans Town Centre will continue to be the focus for active land uses in the cluster, such as retail, commercial and business uses: local centres at Hawthorn Road, Prestonpans, and at Cockenzie, Port Seton and Longniddry will also be important locations for such uses but will be subservient to the town centre. The reuse of urban brownfield land or existing buildings will be prioritised, yet there are few such opportunities available, particularly in these centres. While recognising the town centre first principle, the spatial strategy carries forward existing allocations and the established housing land supply and seeks to deliver additional employment and housing opportunities as well as any necessary additional supporting infrastructure capacity. A small new local centre will be introduced at Longniddry South.
- 2.48 National Planning Framework 3 recognises that the Cockenzie and Torness area is a potentially important energy hub and therefore Cockenzie is safeguarded as a site for future thermal generation. It is acknowledged within NPF3 that Cockenzie may present significant opportunities for renewable energy related investment. As a result, NPF3 expects developers, the council and the key agencies to work together to ensure that best use is made of the existing land and infrastructure in the area. In accordance with NPF3, given the particular assets of Cockenzie, the plan requires that if there is insufficient land for competing proposals, that priority is given to those which make the best use of Cockenzies assets and which will bring the greatest economic benefits.
- 2.49 Land at Dolphingstone North, to the west of Prestonpans, is allocated for housing, with part of the site also safeguarded for a cemetery. Land at Longniddry, south of the rail line, is allocated for circa 450 homes plus associated employment development, community facilities and infrastructure. It must deliver connections for pedestrians and cyclists underneath the rail line to Longniddry via an existing underpass to the north. The underpass to the west must be made capable of accommodating increased vehicular trips, including bus access. The first phase of development at Longniddry South must provide vehicular and active travel access routes to the existing settlement and the southern platforms of Longniddry Station from the B6363, and provide sufficient land for the expansion the station car park and any needed to lengthen station platforms.

Infrastructure and Resources

- 2.50 Improvements are proposed at Prestonpans and Longniddry stations, including car park expansions and platform lengthening. Strategic mitigation of development related impacts on the trunk road will be required, including at Old Craighall junction and at Bankton and Gladsmuir Interchanges, and on the local road network, including at Meadowmill Roundabout. Additional education capacity will be required, as might school's consultation to accommodate development in other clusters. Strategic water and drainage capacity exists for allocated sites, but additional foul capacity may be required in the long term. Any ground conditions constraints will need to be addressed and mitigation provided.

Strategic Landscape Mitigation

- 2.51 The green belt extends to the west and south of Prestonpans, between it, Tranent and Musselburgh. Other than to accommodate a new housing proposal at Dolphingstone North, this Plan does not modify green belt boundaries in this cluster in order to safeguard the setting and identity of these settlements and to prevent coalescence. The remaining green belt is important to retaining green belt objectives and will be vigorously defended.
- 2.52 There are areas of land outwith the green belt that are also under development pressure. These are between Prestonpans, Cockenzie, the allocated land at Blindwells and Tranent. Development in these locations would lead to the coalescence of settlements, undermine their character and setting, compromise cultural heritage assets, including battlefields, and / or lead to the loss of the best prime quality agricultural land. The combination of these environmental constraints points to a need to restrain further built development here which, individually or cumulatively, would undermine related objectives. A Countryside Around Town Designation applies to land between these neighbouring settlements.
- 2.53 Strategic Green Network opportunities will be delivered, including within the Countryside Around Town Designation, to ensure Prestonpans, Cockenzie, Tranent, Blindwells and Longniddry retain their separate identities. This will provide active travel opportunities to link communities, growth areas and places beyond them together. Opportunities for recreation and habitat creation and connection will be delivered as part of the multifunctional Green Network.

Natural and Cultural Heritage

- 2.54 The site of the Battle of Prestonpans is designated, as identified by the National Inventory.

Prestonpans Cluster: Main Development Proposals

Mixed Use Proposal: Longniddry South

- 2.55 Land at Longniddry South is allocated for a settlement expansion of around 450 homes plus associated employment development, a small local centre, community facilities in line with PROP CF1, infrastructure and associated works. Longniddry Primary School has limited available capacity and this listed building has scope for some expansion on its current site which could be made sufficient to accommodate the proposed allocation at Longniddry South. The site is focused around existing listed buildings at Longniddry Farm, which must be retained and reused. The site benefits from good accessibility to the rail network, and proposals should maximise the potential for pedestrian and cycle links from the site to the railway station. It shall be developed at an appropriate higher density to make good use of this accessible land, consistent with Policy DP3. The site's development shall also make provision for vehicular and active travel access to the southern platforms of the station from the B6363 and additional station car parking and other station improvements and land shall be safeguard for this as part of the development.
- 2.56 A masterplan for the site will be required, which shall conform to the relevant Development Brief. It shall illustrate how opportunities to promote community integration with the existing settlement have been maximised, including upgrading of existing connections under the railway to allow for pedestrian and cycle movement, as well as appropriate upgrades to the road junction of the A198 and B6363 including for bus access. There will also be a need to ensure delivery of strategic Green Network objectives, including to help secure an appropriate landscape setting for the expanded settlement. A Flood Risk Assessment will be necessary. Development is subject to mitigation of development related impacts, including transportation and education capacity. Subject to the programming of development the existing primary school should be able to accommodate the educational impacts of this proposal. Traffic calming and associated environmental works on the A198 through the village will be necessary, including provision of suitable pedestrian crossing points to integrate the new development with Longniddry.

PROP PS1: Longniddry South

Land at Longniddry South is allocated for a mixed use development of circa 450 homes plus associated employment development, a small local centre, community facilities and infrastructure. A masterplan for the entire site will be required as part of any planning application, which must conform to the relevant Development Brief. Any development here is subject to the mitigation of any development related impacts, including on a proportionate basis for any cumulative impacts with other proposals including on the transport network, on education and community facilities, and on air quality as appropriate.

Housing Proposal: Land at Dolphingstone North, Prestonpans

- 2.57 Land at Dolphingstone North, Prestonpans is allocated for circa 140 homes. The Council has approved planning permission and a masterplan for the allocated land, and continues to support the principles of development as set out in the approved masterplan. A Flood Risk Assessment will be necessary for this site.

PROP PS2: Land at Dolphingstone North, Prestonpans

Land at Dolphingstone North, Prestonpans is allocated for circa 140 homes. Any new development proposals for the site must include a comprehensive masterplan for the entire allocated site that integrates development with the surroundings. Any development here is subject to the mitigation of any development related impacts, including on a proportionate basis for any cumulative impacts with other proposals including on the transport network, on education and community facilities, and on air quality as appropriate.

Other Employment or Housing Sites in the Prestonpans Area

- 2.58 There are a number of other employment or housing sites in the Prestonpans area that although are important are nonetheless of a scale that does not justify a specific proposal as part of the main spatial strategy. Some of these development sites were allocated by previous local plans or form part of the established housing or economic land supply because they are windfall proposals that have planning permission. Some of these sites are also under construction but not yet complete. The Council continues to support the development of these sites in accordance with Policy HOU1 and EMP1.
- 2.59 As such, Table EMP1: Employment Proposals by Cluster Area (page no. 61 – 62) and Table HOU1: Housing Proposals by Cluster (page no. 65 – 66) set out the full range of sites the development of which is supported for economic or residential development respectively in each cluster. These sites are also illustrated on the relevant inset map of the Proposals Map where relevant. Since they were previously allocated, these sites may be affected by legislative and regulatory changes, as well as identified changes to the physical environment including updated flood risk mapping. Up to date information, including flood risk assessment where necessary, will require to be submitted to ensure compliance with current legislation and the policy provisions of the plan. Sites that are included within these tables may also be subject to Development Briefs and this is indicated in the relevant table, together with the Local Development Plan policies that apply to the site where relevant. Table PS1 below summarises this information for this cluster.

| Table PS1: Prestonpans Cluster Established Housing & Employment Sites Summary | | | |
|--|------------|-----------------|-------------------------------------|
| Site Name | Use | Capacity | Policy / Planning Permission |
| Edinburgh Road | Housing | 31 Units | HOU1 |
| West Seaside | Housing | 9 Units | HOU1 |
| Cockenzie House | Housing | 20 Units | HOU1 |
| Seton East Steading | Housing | 9 Units | Planning permission 11/00248/P |
| Mid Road Industrial Estate | Employment | 4.1 Ha | EMP1 |
| Whin Park/Cockenzie Business Park | Employment | 1.4 Ha | EMP1 |

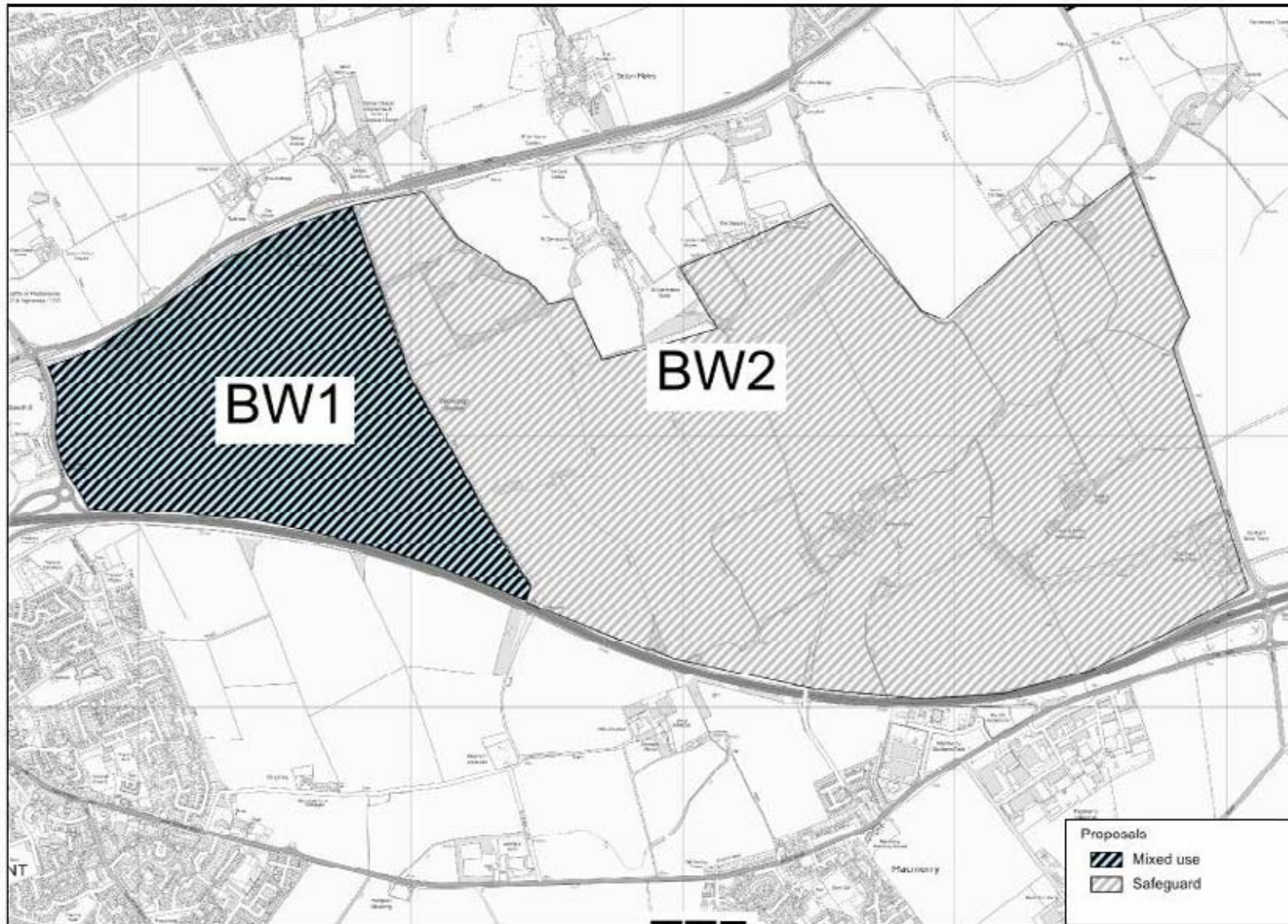
Other Relevant Proposals

- 2.60 Proposal EGT1 in the Energy section of the Plan safeguards land at Cockenzie Power Station, consistent with the Scottish Government's National Planning Framework 3.

Development Briefs

- 2.61 The Council has adopted as supplementary planning guidance development briefs for allocated sites that set out design principles to inform development proposals. Where there is a need for a site to conform to the relevant development brief this is indicated in the respective proposal.

Spatial Strategy for the Blindwells Cluster



Introduction

- 2.62 The Blindwells new settlement is within the western and highly accessible part of the Strategic Development Area. It is a key component of the first Strategic Development Plan's spatial strategy and the compact spatial strategy of this Plan. The area is highly accessible via public transport and this provision can be extended into the site.

Growing Our Communities

- 2.63 The SDP confirms an ongoing commitment to the Blindwells allocation as a site for a new settlement during the SDP period and beyond. The site is allocated for a mixed use new community including 1,600 homes, 10 hectares of employment land, a new mixed use local centre, education and community facilities in line with PROP ED3, PROP CF1, PROP OS6 and PROP HSC2, as well as infrastructure and associated works. It shall be developed at an appropriate higher density to make good use of this accessible land, consistent with Policy DP3. This site is an opportunity to use previously developed land with degraded landscape character. The principles for a strategy to remediate previously developed land within the allocated site are accepted by the Council. The developer must consider the impact of any land remediation works on the water environment. A west to east phasing of development for the new settlement is required.
- 2.64 The allocated site will be accessed from the A198 and the northern roundabout of the Bankton A1(T) Interchange. Signalisation of the Bankton south roundabout, and signalisation of either the A1 (T) off-ramp at Bankton north or possible signalisation of the entire roundabout, will be necessary. Provision of a parallel A1(T) diverge at Bankton (eastbound) and a parallel merge at Bankton (westbound) will be required. Traffic calming at Church Street Tranent as well as the remediation to entry widths and flare lengths on two approaches to the A198/ B6371 roundabout will be necessary. Strategic mitigation of development related impacts on the trunk road will also be required, including at Old Craighall Junction. Opportunities for potential rail access into the site must be safeguarded as part of the development (PROP T13).
- 2.65 Provision must also be made within the site (PROP BW1) for the realignment and widening of the A198 and the repositioning of the Bankton north roundabout (PROP T17, PROP T24 and PROP T25). Land is also safeguarded within this allocation as well as the Blindwells Expansion area so the potential opportunity to deliver a new A1(T) Interchange at Adniston is not prejudiced (PROP T18). This is required so the design for the current allocation does not prejudice a potential future expansion of Blindwells by allowing for additional trunk and local road network capacity to be provided in future and to ensure best use could be made of existing infrastructure.

- 2.66 A key requirement for any proposal and masterplan for the current allocation is that it provides a solution that demonstrably allows the Council to consider and does not undermine a potential further eastward expansion of the new settlement in future.

PROP BW1: Blindwells New Settlement

Land at Blindwells is allocated for a mixed development including circa 1,600 homes, no less than 10 hectares of serviced employment land, a local centre, education and community facilities, infrastructure and associated works. Any proposals for the site must include a comprehensive masterplan for the entire allocated site, accompanied by a single legal agreement, which will integrate development with the surroundings and conform to the adopted Development Framework for the site. A Flood Risk Assessment will be necessary. Any proposal that undermines the potential ability to expand Blindwells will not be supported. A Habitats Regulation Appraisal and if necessary Appropriate Assessment of the proposal will also be necessary, in accordance with Policy NH1 of this Plan. Any development is subject to the mitigation of any development related impacts, including on a proportionate basis for any cumulative impacts with other proposals including on the transport network, on education and community facilities, and on air quality as appropriate.

Land Safeguard: Potential Blindwells Expansion Area

- 2.67 There is potential for a significant eastward expansion of Blindwells new settlement beyond the eastern boundary of the allocated site onto other previously developed land, and beyond this onto greenfield land. Any ground conditions constraints and mitigation will need to be identified. A Flood Risk Assessment will be necessary. An assessment of any land remediation work on the water environment will be required. If capable of expansion, Blindwells could accommodate a significant amount of any further growth directed to East Lothian by a future SDP. This may help minimise any need to direct any such additional strategic development to East Lothian's existing settlements, some of which are nearing the limit of expansion beyond which significant changes to their landscape setting, character and infrastructure would be required. These are important reasons for selecting the Blindwells site for development and for considering its potential for expansion.
- 2.68 As well as providing a location for potential population growth in East Lothian, a confirmed ability to expand Blindwells would provide a number of other important opportunities for the area. One of these could be to provide a town centre in a larger Blindwells that is of a scale that would serve surrounding communities. This could improve the availability of local amenities and help regenerate nearby settlements whose economic base has declined and that have limited if any scope for further expansion. Located in the highly accessible western part of East Lothian, where most of the area's population is, a larger

Blindwells would be a suitable location to promote future strategic employment and inward investment opportunities. Provision of new jobs, services and potentially further education facilities at Blindwells would improve their availability and proximity to East Lothian's communities. There is also scope to use this site to significantly improve public transport provision in the area. All of this could help reduce the need to travel as well as travel distances and related CO₂ emissions. In recognition of the significant development potential offered by a larger new settlement at Blindwells, and the long term opportunities and benefits it could bring in future for East Lothian, the Council has safeguarded land to the east of the current Blindwells allocation as a potential Blindwells Expansion Area. The Council's vision is to realise these opportunities by fully developing the allocated site and Blindwells Expansion Area to create a large scale new mixed community for East Lothian.

2.69 The SDP predicates any expansion of Blindwells on comprehensive solutions that will deliver an entire, single and larger new settlement at Blindwells: it 'signposts' a vision for a larger new settlement there, but does not require it to be delivered. The Council does not need to and will not support any sub-optimal or piecemeal solution for the development of any larger area at or around Blindwells, even if homes may be delivered faster than with only the current Blindwells allocation. The Council will not support any solution for a larger Blindwells that may lead to the creation of separate new settlements. Similarly, it will not support any solution for a larger Blindwells that, as a prerequisite of making development land available that may deliver the Council's vision for Blindwells, would be conditional on the allocation of land outwith the allocated Blindwells site or safeguarded Blindwells Expansion Area for a development that is separate from the Council's vision for a larger Blindwells. If a comprehensive solution is found that would deliver the Council's vision for Blindwells, it may be possible and appropriate to develop parts of the new settlement earlier than with a continuation of the west to east phasing pattern. Yet an appropriate comprehensive solution for a larger Blindwells has not yet been found.

2.70 The allocated Blindwells site and the safeguarded Blindwells Expansion Area together identify the area of land for which the Council will seek an appropriate comprehensive solution for the delivery of a single larger new settlement. This area shall be known as the Blindwells Development Area. As a step towards finding a comprehensive solution for this area, the Council intends to prepare an Area Design Framework as supplementary planning guidance. It will be subject to Habitats Regulation Appraisal and if necessary Appropriate Assessment. The competent authority will need to be satisfied that there are no adverse effects on the integrity of the Firth of Forth SPA, either alone or in combination with other plans or projects. The design framework will be the spatial expression of the Council's vision for a larger Blindwells and will establish infrastructure requirements. It will provide the basis against which the Council will seek to confirm, including with relevant landowners, if there is an appropriate comprehensive solution for a larger Blindwells.

2.71 Finding such a comprehensive solution will first require the focus of all relevant landowners to agree and demonstrate to the Council that they are all willing and committed together to deliver the Council's vision for a larger Blindwells. This will include their joint agreement and commitment to a single funding and delivery mechanism for the provision of shared infrastructure, including the education and community facilities set out in PROP ED3, PROP CF1, PROP OS6 and PROP HSC2, and associated land as necessary to enable an appropriate phasing and timing of development for a larger new settlement. This will require school's consultations and the Council to agree and identify how, where and when to provide new education facilities and capacity relative to the development to ensure land can be made effective on an appropriate phased basis. This will be a collaborative process, and the commitment and ability to deliver a larger new settlement at Blindwells must be demonstrated to and accepted by the Council before it will consider allocating the Blindwells Development Area for the development of a larger new settlement.

2.72 If, following this exercise, a comprehensive solution for the Blindwells Development Area is found, it will be detailed in a Development Brief, the preparation of which will be led by the Council. This Development Brief will also need to specify the delivery mechanisms for the provision of shared infrastructure as necessary to enable an appropriate phasing and timing of development for a larger new settlement. The Development Brief will be prepared working collaboratively with others, including relevant landowners and the Key Agencies. It will be subject to Habitats Regulation Appraisal and if necessary Appropriate Assessment. The competent authority will need to be satisfied that there are no adverse effects on the integrity of the Firth of Forth SPA, either alone or in combination with other plans or projects.

2.73 To avoid undermining the potential for a larger new settlement at Blindwells, the Council will not consider any strategic expansion at east Tranent unless and until an appropriate comprehensive solution for all of the Blindwells Development Area is found and its development is well advanced. As a minimum the Council will require the completion of a suitable link road through the whole of the Blindwells Development Area between the A198 and B6363, the provision of other essential infrastructure, utilities and services to and through this area that will be required to enable its development, and the transfer to the Council of suitable serviced land for all required education and community facilities necessary to deliver the larger new settlement. Additionally, this Plan safeguards land for a potential new trunk road interchange at Adniston within the Blindwells allocated site and the safeguarded Blindwells Expansion Area so, in the development of a comprehensive solution for a larger new settlement at Blindwells, the Council's long term ability to consider the potential for an eastern Tranent by-pass is not prejudiced (PROP T18). It is also likely that improvements to the Gladsmuir A1(T) interchange would be necessary in association with any proposal to expand Blindwells (PROPT17).

- 2.74 In the absence of comprehensive solutions and an agreed phasing and timing strategy for how a single larger new settlement could be delivered at Blindwells, there will need to be a review of the contribution that the location may make to the spatial strategy for south east Scotland and East Lothian. For the clear avoidance of doubt, if comprehensive solutions are not found within a reasonable timeframe, it may be that the concept of expanding Blindwells need be deleted from any spatial strategy for East Lothian.

PROP BW2: Safeguarded Blindwells Expansion Area

Land is safeguarded to the east of the Blindwells allocated site for a potential expansion of Blindwells new settlement. This safeguarded land in combination with the allocated Blindwells site is known as the Blindwells Development Area. The Blindwells Development Area is the area for which the Council has a vision to develop a larger new settlement at Blindwells.

The Council will prepare a Design Framework for the Blindwells Development Area to express its vision for this larger new settlement spatially, including its associated infrastructure requirements. This Design Framework will be the basis against which the Council will seek to confirm if a comprehensive solution for the development of that entire area exists, including with relevant landowners who must demonstrate to the Council's satisfaction that they agree and are all willing and committed together to deliver the Council's vision for a single larger new settlement at Blindwells, including in respect of delivery mechanisms for the provision and phasing of shared infrastructure as necessary to enable an appropriate phasing and timing of development.

If a comprehensive solution for the development of the entire area is found, it will be detailed in a Development Brief. This brief will also detail the delivery mechanisms for the provision of shared infrastructure as necessary to enable an appropriate phasing and timing of development, including the identification of areas of land to which the associated legal agreement would relate. The preparation of this brief will be led by the Council working collaboratively with others, including relevant landowners, the Key Agencies and other stakeholders.

Any development proposal for all or part of the safeguarded Blindwells Expansion Area that would undermine a single comprehensive solution or the Council's visions for a larger new settlement will not be supported: this will include proposals submitted in advance of the adoption by the Council of a Development Brief for the land. Any development proposal that would undermine the ability to expand Blindwells new settlement will not be supported.

Any development here would be subject to the mitigation of any development related impacts, including on a proportionate basis for any cumulative impacts with other proposals including on the transport network, on education and community facilities, and on air quality as appropriate.

Strategic Landscape Mitigation

- 2.75 As shown on the Proposals Map, a Countryside Around Town Designation applies to land between the neighbouring settlements of Prestonpans, Cockenzie, Blindwells and Tranent. Strategic Green Network opportunities will be delivered, including within the Countryside Around Town Designation, to ensure these settlements retain their separate identities and to provide active travel opportunities to link communities, growth areas and places beyond them together. Opportunities for recreation and habitat creation and connection will be delivered as part of the multifunctional Green Network.

Natural and Cultural Heritage

- 2.76 The site of the Battle of Prestonpans is designated, as identified by the National Inventory.

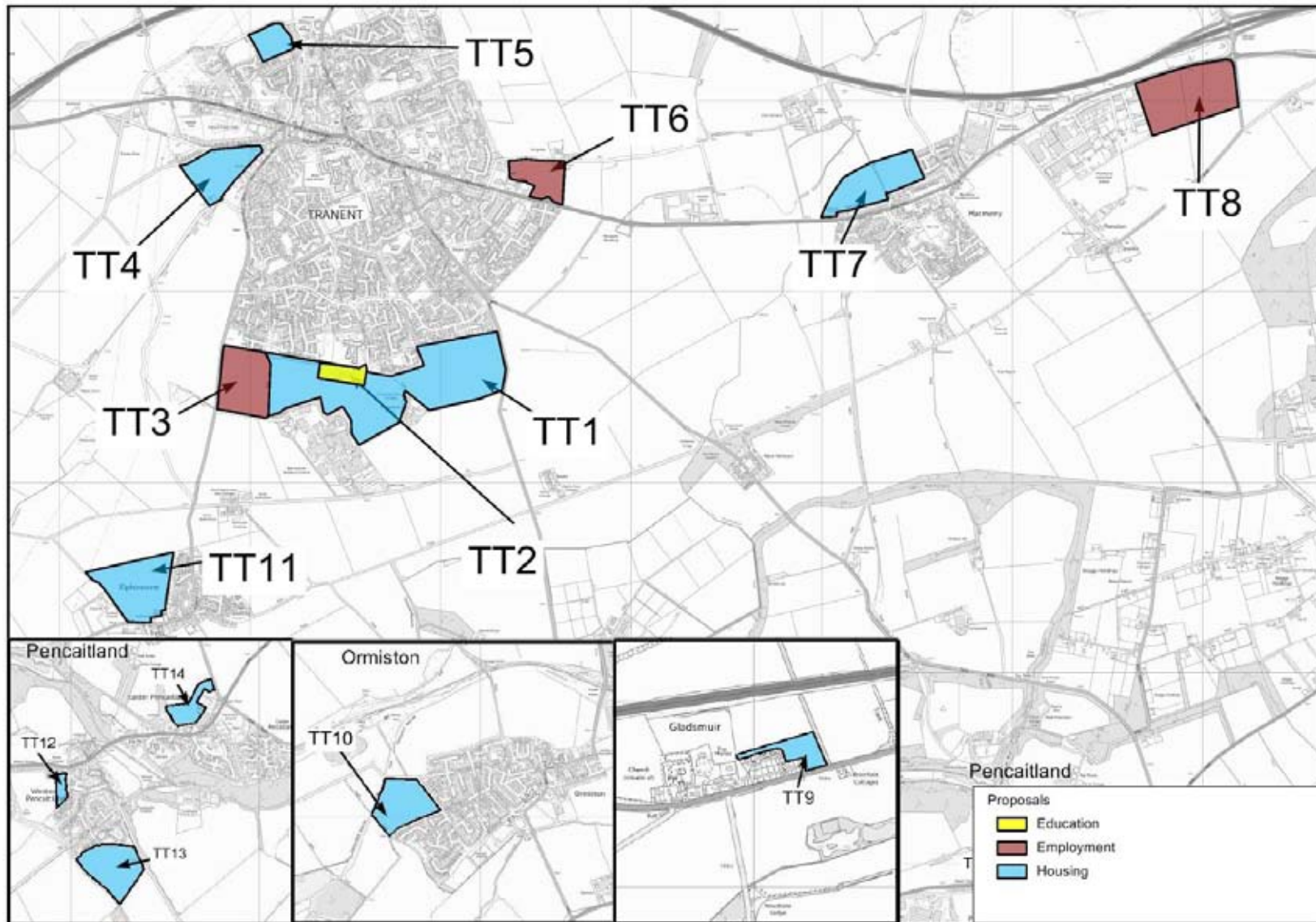
Blindwells Area Design Framework

- 2.77 As a first step towards finding comprehensive solutions for a larger new settlement at Blindwells, the Council will prepare and adopt a Design Framework for the Blindwells area as supplementary planning guidance. The Design Framework will cover the allocated site as well as the Blindwells Safeguarded Expansion Area – i.e. the Blindwells Development Area. For the avoidance of doubt, this non-statutory supplementary planning guidance will be additional to the Development Framework already adopted for Proposal BW1.
- 2.78 The Design Framework will provide the spatial expression of the Council's vision for how a larger new settlement at Blindwells should be developed. It will provide the basis against which the Council will seek to work collaboratively with relevant landowners, Key Agencies and other stakeholders as relevant to find a solution for the development of a larger new settlement at Blindwells as described above. If found, this comprehensive solution will be specified in a Development Brief for the area.

Policy BW3: Blindwells Area Design Framework

The Council intends to prepare a Design Framework for a larger Blindwells new settlement as non-statutory supplementary planning guidance, covering the Blindwells Development Area. For the avoidance of doubt, this non-statutory supplementary planning guidance will be additional to the Development Framework already adopted for Proposal BW1. The Design Framework will express the Council's spatial vision for a larger new settlement at Blindwells and, once adopted by the Council, will provide the context against which it will seek to engage and collaborate with relevant landowners, Key Agencies and other stakeholders as relevant to prepare a Development Brief that sets out the comprehensive solution as described in PROP BW2.

Spatial Strategy for the Tranent Cluster



Introduction

- 2.79 In this cluster Tranent and Macmerry are the main settlements within the highly accessible part of the Strategic Development Area, including via public transport. Sites identified for development in this area by the Plan will deliver the compact spatial strategy. The settlements of Ormiston, Elphinstone, Pencaitland, New Winton, East and West Saltoun and Humber are all outwith the SDA.

Growing Our Communities

- 2.80 Tranent Town Centre will continue to be the focus for active land uses in the cluster, including retail, commercial and business uses: local centres at Macmerry and Ormiston will be important locations for such uses but will be subservient to the town centre. The reuse of urban brownfield land or existing buildings will be prioritised, yet other than those opportunities identified through a Tranent town centre charrette there are few such opportunities in these centres. The other smaller settlements benefit from mixed use areas or local shops that will be protected. While recognising the town centre first principle, the spatial strategy carries forward existing allocations and the established housing land supply and seeks to deliver additional employment and housing opportunities as well as any necessary additional supporting infrastructure capacity.
- 2.81 A southern expansion of Tranent is allocated for housing and to provide for the expansion of Windygoul Primary School campus to a size that will be sufficient once expanded to accommodate the cumulative impact of new housing allocations in the schools' catchment area. Suitable separation between the housing site and the operational employment land to the south will also be required. To the west of the housing site, employment land is allocated. The opportunity for or provision of a link road between the B6371 and the B6414 must not be prejudiced through the development of either of these sites. This is required so there is potential for the road through these sites to link to and form part of any eastern Tranent by-pass.
- 2.82 The Plan identifies that there may be the potential for a new trunk road interchange to be provided at Adniston which could support the provision of the Tranent eastern bypass. The Council is investigating the feasibility of the interchange and the bypass. To ensure that the long-term ability to effectively consider potential delivery is not prejudiced, land is safeguarded for a new trunk road interchange at Adniston and for potential road alignment from it to the A199, B6371 and B6414.
- 2.83 Smaller sites are allocated for housing at Bankpark Grove and Lammermoor Terrace, Tranent. Land is allocated to the east of Macmerry to expand Macmerry Industrial Estate and to the north of the settlement for housing. The settlements of Gladsmuir, Elphinstone,

Ormiston and Pencaitland, East Saltoun and Humber will also accommodate housing allocations in keeping with the scale and character of these settlements.

Infrastructure and Resources

- 2.84 Strategic mitigation of development related impacts on the trunk road will be required, including at Old Craighall Junction, Dolphinstone, Bankton and Gladsmuir Interchanges, and on the local road network. Similarly, mitigation of transport and potential air quality issues at Tranent High Street will also be required. Additional education capacity will be required, as might school's consultation to accommodate development in other clusters. The implications of the preferred sites at Tranent can be accommodated by Scottish Water. It has indicated that capacity exists in its strategic assets to accommodate the allocated sites here in the short term. Any ground conditions constraints will need to be addressed and mitigation provided.

Strategic Landscape Mitigation

- 2.85 The Green Belt extends to the western fringes of Tranent. Open land to the north of the settlement is outwith the Green Belt but provides a setting for the town. The lack of built development allows views to nearby settlements and the city and regional landmarks, such as Arthur's Seat and the Firth of Forth. A Countryside Around Town designation has been applied here to complement the objectives discussed above for the Prestonpans/Port Seton/Cockenzie/Longniddry cluster for the land between Tranent, the coastal settlements and the Blindwells site. The village of Ormiston has its own unique historic character and a landscape setting that merits a Countryside Around Town designation for the most sensitive parts of its landscape setting. Strategic Green Network opportunities will be delivered, including within the Countryside Around Town Designations, to ensure the settlements of Prestonpans, Cockenzie, Tranent, Blindwells and Longniddry retain their separate identities. As part of a multifunctional Green Network active travel opportunities to link communities, growth areas and places beyond them together will be provided as well as opportunities for recreation and habitat creation and connection.

Natural and Cultural Heritage

- 2.86 The sites of the Battles of Prestonpans and Pinkie Cleugh are designated, as identified by the National Inventory.

Tranent Cluster: Main Development Proposals

Housing Proposal: Housing at Windygoul South, Tranent

- 2.87 Windygoul South, Tranent is allocated for circa 550 homes. As a result of the location of the site, in accordance with Policy DP3, the density of the housing development should make efficient use of land, reflecting its accessibility to services and facilities without compromising the character and appearance of the development. Two points of access to the land will be required and traffic shall be encouraged to route to Edinburgh Road (A199) rather than High Street. This will assist in minimising the volume of through traffic and air quality impacts at High Street. Detailed traffic modelling of traffic and air quality impacts will be required. Road safety adjacent to Windygoul Primary School shall be maintained.
- 2.88 The opportunity for, or provision of vehicular and active travel connections between the B6371 and the B6414 through this site and the adjacent site proposed for employment (PROP – TT3) must be secured. Suitable separation between the operational employment land to the south is also necessary. A Flood Risk Assessment is required. This should be achieved in the delivery of adequate open space as well as meeting Green Network objectives at site boundaries. A masterplan demonstrating how the design for this site could be integrated with the new employment land (PROP – TT3) to the south of the town and with the surrounding area will be required.

PROP TT1: Housing at Windygoul South, Tranent

Land at Windygoul South is allocated for circa 550 homes, the expansion of Windygoul Primary School campus as well as other community uses, infrastructure and associated works. A comprehensive masterplan for the entire allocated site that conforms to the Council's Development Brief will be required. Any development here is subject to the mitigation of any development related impacts, including on a proportionate basis for any cumulative impacts with other proposals including on the transport network, on education and community facilities, and on air quality as appropriate.

- 2.89 PROP TT2 will provide for the expansion of Windygoul Primary School campus in line with PROP ED4, to accommodate the impacts generated by PROP TT1 and other housing sites in the school's catchment area. It will also provide community facilities in line with PROP CF1 and PROP OS6.

PROP TT2: Windygoul Primary School Expansion Land

Approximately 1.12 ha of land to the south of the current Windygoul Primary School campus is safeguarded for the future expansion of the school campus. Policy SECF1 applies.

Employment Proposal: Employment at Windygoul South, Tranent

- 2.90 Approximately 8.6ha of land at Windygoul South West adjacent to Elphinstone Road and the road to Fleets Industrial Estate is allocated for employment uses, taking advantage of the site's good access and proximity to other proposed residential development and employment land. A Flood Risk Assessment is required. Structural planting will be required at the site boundaries. A masterplan demonstrating how the design for this site could be integrated with the new housing land (PROP – TT1) to the south of the town and with the surrounding area will be required.

PROP TT3: Employment at Windygoul South, Tranent

Approximately 8.6 ha of land at Windygoul South West is allocated for employment use, infrastructure and associated works. A comprehensive masterplan for the entire allocated site that conforms to the Council's Development Brief will be required. Any development here is subject to the mitigation of any development related impacts, including on a proportionate basis for any cumulative impacts with other proposals including on the transport network and on air quality as appropriate. Policy EMP1 applies.

Housing Proposal: Lammermoor Terrace, Tranent

- 2.91 Land at Lammermoor Terrace, Tranent is allocated for circa 120 homes. In line with PROP ED3, primary education capacity for site TT4 shall be provided at the Windygoul Primary School. To ensure additional primary education capacity can be provided for development of site TT4, contributions towards the expansion of that school will be required, including towards the additional safeguarded campus land; alternatively, development of site TT4 will be delayed unless and until capacity becomes available at Windygoul Primary School. The cumulative impacts on the capacity of the Edinburgh Road junction and on and wider traffic and air quality considerations will require mitigation. Access to the site from the local road network is possible. A Flood Risk Assessment will be necessary. Structural landscape planting and open space provision is required to integrate this site with the surroundings.

PROP TT4: Lammermoor Terrace, Tranent

Land at Lammermoor Terrace, Tranent is allocated for circa 120 homes. A design solution for the entire allocated site that conforms to the Council's Development Brief will be required. Any development here is subject to the mitigation of any development related impacts, including on a proportionate basis for any cumulative impacts with other proposals including on the transport network, on education and community facilities, and on air quality as appropriate.

Housing Proposal: Bankpark Grove, Tranent

- 2.92 Land at Bankpark Grove, Tranent, is allocated for circa 80 homes. Cumulative impacts on the capacity of signals at the Edinburgh Road junction and on education capacity including at Sanderson's Wynd Primary School, and wider traffic and air quality considerations will require mitigation. A Flood Risk Assessment will be necessary. Structural landscape planting and open space provision would be required to integrate this site with the surroundings.

PROP TT5: Bankpark Grove, Tranent

Land at Bankpark Grove, Tranent is allocated for a residential development of circa 80 homes. A comprehensive masterplan for the entire allocated site that conforms to the Council's Development Brief will be required. Any development here is subject to the mitigation of any development related impacts, including on a proportionate basis for any cumulative impacts with other proposals including on the transport network, on education and community facilities, and on air quality as appropriate.

Employment Proposal: Kingslaw, Tranent

- 2.93 Approximately 4.4ha of land at Kingslaw is allocated for employment on the east side of Tranent. A Flood Risk Assessment will be necessary. Landscaping will be required at the site boundaries to integrate this development with the surroundings as well as the new urban edge created by the Muirpark affordable housing site opposite, which has provided a roundabout access to the Kingslaw site.

PROP TT6: Kingslaw, Tranent

Approximately 4.4ha of land at Kingslaw, Tranent is allocated for employment uses. A design solution for the site that conforms to the Council's Development Brief will be required. Any development here is subject to the mitigation of any development related impacts, including on a proportionate basis for any cumulative impacts with other proposals including on the transport network and on air quality as appropriate. Policy EMP1 applies.

Housing Proposal: Macmerry North

- 2.94 Land at Macmerry North is allocated for around 150 homes. Development of this site will continue the northern expansion of the settlement but retain a setting between it and the A1(T). The allocation is subject to suitable landscape proposals and mitigation of any development related impacts as appropriate, including cumulative impact on Tranent High Street (including air quality) and education capacity. Connections should be made to

Greendykes Road and Chesterhall Avenue. A Flood Risk Assessment is required. Structural landscape planting and open space provision will be required to integrate this site with the surroundings and to provide a setting for the settlement.

PROP TT7: Macmerry North

Land at Macmerry North is allocated for circa 150 homes. A design solution for the site that conforms to the Council's Development Brief will be required. Any development here is subject to the mitigation of any development related impacts, including on a proportionate basis for any cumulative impacts with other proposals including on the transport network, on education and community facilities, and on air quality as appropriate.

Employment Proposal: Macmerry Business Park East

- 2.95 Approximately 15ha of land is allocated for employment on the east side of Macmerry Industrial Estate to provide a new business park close to the Gladsmuir junction of the A1(T). The site would be suitable for business uses, including general industrial uses, subject to confirmation of ground conditions, access and suitable landscape treatment. A Flood Risk Assessment is required.

PROP TT8: Macmerry Business Park East

Approximately 15ha of land at Macmerry Business Park East is allocated for employment. A design solution for the site that conforms to the Council's Development Brief will be required. Any development here is subject to the mitigation of any development related impacts, including on a proportionate basis for any cumulative impacts with other proposals including on the transport network and on air quality as appropriate. Policy EMP1 applies.

Housing Proposal: Gladsmuir East

- 2.96 Land to the east of Gladsmuir is allocated for around 20 homes. The site represents a logical expansion of the village and is bounded to the east by a tree belt. The land to the north closer to the A1(T) should remain open and undeveloped to retain a separation between the village and the road. A Flood Risk Assessment is required. The masterplan for the site must integrate the development with the village and the surrounding landscape.

PROP TT9: Gladsmuir East

Land at Gladsmuir is allocated for circa 20 homes. A design solution for the site that conforms to the Council's Development Brief will be required. Any development here is subject to the mitigation of any development related impacts, including on a proportionate basis for any cumulative impacts with other proposals including on the transport network, on education and community facilities, and on air quality as appropriate.

Housing Proposal: Limeylands Road, Ormiston

- 2.97 Land at Limeylands Road, Ormiston, is allocated for around 140 homes, subject to access and cumulative impacts on education, traffic and air quality. The previous local plan allocated land to the west of this site and planning permission has been approved for 56 homes, and serviced land for a further 17 affordable homes is committed. This development has commenced. This Plan expands the original allocation to complete a logical westwards expansion of the village. A Flood Risk Assessment is required. A suitable masterplan to integrate this development, including with the wider area will be required. Site access to the local road network is possible. Structural landscape planting and open space is required to integrate this development with the surroundings, particularly at the western boundary to emulate the existing urban edge to the south.

PROP TT10: Limeylands Road, Ormiston

Land at Limeylands Road, Ormiston is allocated for circa 140 homes. Any new proposals for the site must include a comprehensive masterplan for the entire allocated site that conforms to the Council's Development Brief and integrates development with the surroundings. Any development here is subject to the mitigation of any development related impacts, including on a proportionate basis for any cumulative impacts with other proposals including on the transport network, on education and community facilities, and on air quality as appropriate.

Housing Proposal: Elphinstone West

- 2.98 Land at Elphinstone West is allocated for around 80 houses. The encroachment of built development on to the rising land to the north must be minimised where woodland planting must be provided to expand the existing shelter belt to the east and to contribute to Green Network objectives. There is also scope to accommodate open space to the north of the site and to ensure it connects with the existing open space on Main Street and the adjacent playing field. Provision should also be made within the site for turning and parking areas for the existing playing field to the west of the site in line with PROP CF1. There may be a need to expand Elphinstone Primary School campus as a result of this development in line with PROP ED4. A Flood Risk Assessment is required. Structural landscape planting will be required to integrate this site with the surroundings.

PROP TT11: Elphinstone West

Land at Elphinstone West is allocated for circa 80 homes. A design solution for the site that conforms to the Council's Development Brief will be required. Any development here is subject to the mitigation of any development related impacts, including on a proportionate basis for any cumulative impacts with other proposals including on the transport network, on education and community facilities, and on air quality as appropriate.

Housing Proposal: Woodhall Road, Wester Pencaitland

- 2.99 Land at Woodhall Road, Wester Pencaitland, is allocated for around 16 homes as a small scale development to the west of the existing housing area. This would be subject to provision of additional education capacity if required. A Flood Risk Assessment will be necessary. A suitable masterplan to integrate this site with its surroundings will be required.

PROP TT12: Woodhall Road, Wester Pencaitland

Land at Woodhall Road, Wester Pencaitland is allocated for circa 16 homes. A design solution for the site that conforms to the Council's Development Brief will be required. Any development here is subject to the mitigation of any development related impacts, including on a proportionate basis for any cumulative impacts with other proposals including on the transport network, on education and community facilities, and on air quality as appropriate.

Housing Proposal: Lempockwells Road, Wester Pencaitland

- 2.100 Land at Lempockwells Road, to the south of Wester Pencaitland, is allocated for around 115 homes to reflect a planning appeal decision. Site access to the local road network is possible. A Flood Risk Assessment is required. A suitable masterplan will be required to integrate development with the surrounding area, particularly on the eastern boundary.

PROP TT13: Lempockwells Road, Wester Pencaitland

Land at Lempockwells Road, Wester Pencaitland is allocated for circa 115 homes to reflect a planning appeal decision. Any new development proposals for the site must include a comprehensive masterplan for the entire allocated site that integrates development with the surroundings. A Flood Risk Assessment will be necessary. Any development here is subject to the mitigation of any development related impacts, including on a proportionate basis for any cumulative impacts with other proposals including on the transport network, on education and community facilities, and on air quality as appropriate.

Housing Proposal: Park View, Easter Pencaitland

- 2.101 Land at Park View, to the north of Easter Pencaitland, was allocated by the previous local plan for 30 homes. Further feasibility work suggests the allocated site has capacity for circa 55 homes. Sensitive design will be required to minimise impacts on the Winton House Designed Landscape and Pencaitland Conservation Area. The site is largely in the Council's ownership and it will seek to maximise the amount of affordable housing that is delivered on the site. A masterplan for the site will be required.

PROP TT14: Park View, Easter Pencaitland

Land at Park View, Easter Pencaitland is allocated for circa 55 homes. A design solution for the site that conforms to the Council's Development Brief will be required. Any development here is subject to the mitigation of any development related impacts, including on a proportionate basis for any cumulative impacts with other proposals including on the transport network, on education and community facilities, and on air quality as appropriate.

Other Employment or Housing Sites in the Tranent Area

- 2.102 There are a number of other employment or housing sites in the Tranent area that although are important are nonetheless of a scale that does not justify a specific proposal as part of the main spatial strategy. Some of these development sites were allocated by previous local plans or form part of the established housing or economic land supply because they are windfall proposals that have planning permission. Some of these sites are also under construction but not yet complete. The Council continues to support the development of these sites in accordance with Policy HOU1 and EMP1.
- 2.103 As such, Table EMP1: Employment Proposals by Cluster Area (page no. 61 – 62) and Table HOU1: Housing Proposals by Cluster (page no. 65 – 66) set out the full range of sites the development of which is supported for economic or residential development respectively in each cluster. These sites are also illustrated on the relevant inset map of the Proposals Map where relevant. Since they were previously allocated, these sites may be affected by legislative and regulatory changes, as well as identified changes to the physical environment including updated flood risk mapping. Up to date information, including flood risk assessment where necessary, will require to be submitted to ensure compliance with current legislation and the policy provisions of the plan. Sites that are included within these tables may also be subject to Development Briefs and this is indicated in the relevant table, together with the Local Development Plan policies that apply to the site where relevant. Table TT1 below summarises this information for this cluster.

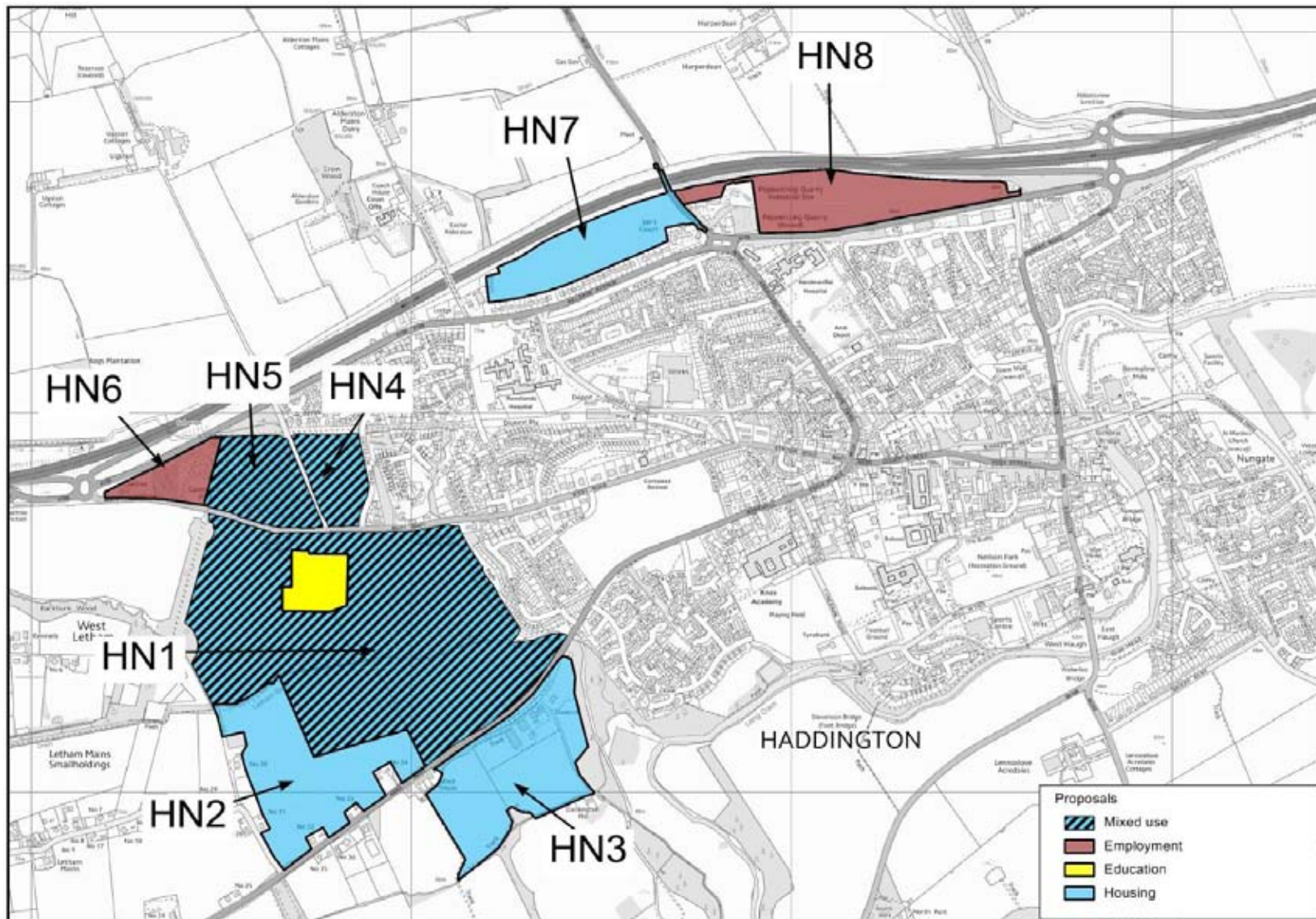
| Table TT1: Tranent Cluster Established Housing & Employment Sites Summary | | | |
|---|---------|----------|------------------------------|
| Site Name | Use | Capacity | Policy / Planning Permission |
| Westbank Steading Macmerry | Housing | 6 Units | HOU1 |
| Westbank Road Macmerry | Housing | 21 Units | HOU1 |
| 73-77 High Street Tranent | Housing | 16 Units | HOU1 |

| | | | |
|-------------------------------------|------------|----------|---|
| 22-24 Bridge St Tranent | Housing | 7 Units | HOU1 |
| North Elphinstone Farm | Housing | 1 Unit | Planning Permission 02/00290/FUL |
| Land to South of Tranent Mains Farm | Housing | 17 Units | Planning Permission 06/01309/OUT & 13/00946/AMC |
| Highlea Steading Humbie | Housing | 5 Units | Planning permission 03/00752/FUL |
| Highlea Farm Humbie | Housing | 6 Units | 06/00387/FUL |
| Land at Elder Street | Housing | 12 Units | HOU1 |
| Elphinstone Road | Employment | 2.2 Ha | EMP1 |
| Macmerry Industrial Estate | Employment | 20.3 Ha | EMP1 |
| Macmerry Business Park (Greendykes) | Employment | 5.8Ha | EMP1 |
| Fleets and Charles Rivers | Employment | 15.8 Ha | EMP1 |

Development Briefs

- 2.104 The Council has adopted as supplementary planning guidance development briefs for allocated sites that set out design principles to inform development proposals. Where there is a need for a site to conform to the relevant development brief this is indicated in the respective proposal.

Spatial Strategy for the Haddington Cluster



Introduction

- 2.105 Haddington is within the eastern part of the Strategic Development Area, and is the most accessible settlement within the cluster. The remaining settlements within the cluster are not within the East Lothian SDA.

Growing Our Communities

- 2.106 Haddington Town Centre will continue to be the focus for active land uses in the cluster, such as retail, commercial and business uses: the local centre at Gifford will also be an important location for such uses but will be subservient to the town centre. The reuse of urban brownfield land or existing buildings will be prioritised, yet there are few such opportunities, particularly in the centres. The other smaller settlements benefit from mixed use areas or local shops that will be protected. While recognising the town centre first principle, the spatial strategy carries forward existing allocations and the established housing land supply and seeks to deliver additional sites for employment and housing as well as any necessary additional supporting infrastructure capacity. A new local centre will also be introduced at Letham Mains.
- 2.107 At Haddington, the mixed use site at Letham Mains will be the focus for strategic scale development. This allocation will provide a new distributor road linking the B6471 and A6093 to ensure traffic does not route through the town centre to access the A1(T). A new primary school will be provided at the site for the development, and school's consultation will be required to include within its catchment area the Letham Mains expansion land. The approved masterplan for the site may also need to be modified to accommodate a westward expansion of the new primary school campus: alternatively, development of the expansion land may need to be delayed until capacity becomes available at the new primary school. Development of the Letham expansion area will only be supported following completion of the primary school and distributor road through the wider site.
- 2.108 Two further housing sites are also allocated, one at Dovecot and one at Alderston. A further two mixed use employment and housing sites are allocated at Gateside East and Gateside West. A new employment site is allocated at Peppercraig East, bringing the town's northern urban boundary to the A1(T) to complement that created by the Alderston site to the west. The redevelopment of the site of Herdmanflatt Hospital and former Hopetoun Unit for housing would also be supported if these previously developed sites become surplus to NHS requirements during the life of this Plan.
- 2.109 Education capacity in Haddington, particularly at primary level, is very constrained. Any further development at Dovecot beyond the allocation of this Plan would need to find an education solution. The scale of development necessary to justify this would generate

significant additional vehicle trips onto the road network. Whilst the new link road through the adjacent Letham Mains site once in place may help mitigate this, the ability to fully mitigate all transport impacts would need to be demonstrated to the Council's satisfaction.

Infrastructure and Resources

- 2.110 NHS Lothian will provide a new Community Hospital at Haddington on the site of the current Roodlands Hospital. Strategic mitigation of development related impacts on the trunk road will be required, including at Old Craighall Junction. The cumulative impact of development sites in the west of Haddington may result in significant traffic impact on the west Haddington/B6471 corridor and this will require to be modelled by developers wishing to develop on this corridor. Additional education capacity, new education facilities and school's consultations will be required. The implications of allocated sites in this area could be accommodated by Scottish Water, but enhancements will be required to strategic waste water assets to bring forward any additional development in the area. Any ground conditions constraints will need to be addressed and mitigation provided.

Strategic Landscape Mitigation

- 2.111 Haddington developed on low-lying land beside a crossing of the River Tyne. This feature is intrinsic to the settlement's character and landscape setting. The A1(T) provides a robust boundary to the north; to the north-west the tree-lined access to Letham House provides a strong edge to the Letham Mains allocation, and is linked to other tree belts; to the south Clerkington is a designed landscape of regional or local importance that contributes to the setting of Haddington. The south-west edge of the town has now been extended into the Dovecot area. The land south of the Tyne from Clerkington to Seggarsdean, and land to the south and east of the Amisfield Estate, and the open land north of the Tyne are important areas to the town's character and setting. Land allocations for development now largely meet the boundaries within which the character and setting of the town can be conserved. A Countryside Around Town designation at Haddington has been introduced.
- 2.112 Strategic Green Network opportunities will be delivered, including within the Countryside Around Town Designation, to ensure Haddington retains its character and setting. This will also provide active travel opportunities to link Haddington to other places, including Longniddry Station. Opportunities for recreation and habitat creation and connection will be delivered as part of the multifunctional Green Network.

Haddington Cluster: Main Development Proposals

Mixed Use Proposal: Letham Mains, Haddington

- 2.113 Land at Letham Mains was allocated by the previous local plan for mixed use development including around 750 homes plus associated education and community facilities in line with PROP ED5 and PROP CF1, a local centre, a new primary school and sports facilities, a developer contribution towards expansion of Aubigny Sport Centre, infrastructure and associated works. It shall be developed at an appropriate density to make good use of this accessible land, consistent with Policy DP3. A new distributor road linking Haddington Road and Pencaitland Road will be required as part of the development. A Flood Risk Assessment will be necessary. The Council is minded to grant detailed proposals for the site that indicate that the site has capacity for circa 800 homes. The Council continues to support the principles of development set out in the adopted Development Framework for the site and the masterplan it is minded to grant in association with the detailed proposals.

PROP HN1: Letham Mains, Haddington

Land at Letham Mains is allocated for a mixed use development of circa 800 homes plus education and community facilities, a local centre and infrastructure and associated works. The Council is minded to grant planning permission for this development and an associated masterplan, to which any associated detailed proposal for the allocated land must conform. Any new proposals for the allocated site must conform to the adopted Development Framework for it and include a comprehensive masterplan for the entire allocated site that integrates development with the surroundings. Any development here is subject to the mitigation of any development related impacts, including on a proportionate basis for any cumulative impacts with other proposals including on the transport network and on education and community facilities as appropriate.

Housing Proposal: Letham Mains Expansion, Haddington

- 2.114 The 'South West Field' at Letham Mains is allocated for circa 275 homes. It shall be developed at an appropriate density to make good use of this accessible land, consistent with Policy DP3. This will form an extension of the original Letham Mains allocation (PROP HN1). In line with PROP ED5, education capacity for site HN2 shall be provided at the new Letham Mains Primary School once delivered and at Knox Academy: it may be that to ensure additional primary education capacity can be provided for development of site HN2, current proposals for land to the west of the proposed primary school campus within site HN1 may need to be modified to provide additional campus land; alternatively, development of site HN2 will be delayed unless and until capacity becomes available at the new primary school. Access shall be provided from the road layout internal to site HN1 and related proposals should allow for this. Development of the Letham expansion area will

only be supported following completion of the primary school at and distributor road through site HN1. A seven-a-side sports pitch in line with PROP CF1 shall be provided and structural landscape planting and open space provision will integrate this site with the surroundings and provide a setting for the settlement and adjacent Letham Mains Smallholdings. A Flood Risk Assessment will be necessary at this site. A masterplan will be required which integrates the development with its surroundings and complements and does not undermine site HN1 or any associated masterplan or planning permission.

PROP HN2: Letham Mains Expansion, Haddington

Land at Letham Mains 'South West Field' is allocated for a development of circa 275 homes. A masterplan for the entire site will be required as part of any planning application, which must complement and not undermine the adjacent original Letham Mains allocation (PROP HN1) as well as conform to the relevant Development Brief. Any development here is subject to the mitigation of any development related impacts, including on a proportionate basis for any cumulative impacts with other proposals including on the transport network and on education and community facilities as appropriate.

Housing Proposal: Dovecot, Haddington

- 2.115 Land at Dovecot on the south west of Haddington is allocated for circa 193 homes. The eastern part of this site already has planning permission for 113 homes and groundworks have commenced. The remainder of the site to the west can accommodate around 80 additional homes. Proposals for the western part of the site should complement and not undermine the development that has planning permission and is underway on the eastern part of the site. A Flood Risk Assessment will be necessary. A complementary masterplan for the balance of the site will be required.

PROP HN3: Land at Dovecot, Haddington

Land at Dovecot is allocated for a development of circa 193 homes. Any new development proposals for the site must include a comprehensive masterplan for the entire allocated site that integrates development with the surroundings. Any development here is subject to the mitigation of any development related impacts, including on a proportionate basis for any cumulative impacts with other proposals including on the transport network and on education and community facilities as appropriate.

Mixed Use Proposal: Gateside East, Haddington

- 2.116 Land at Gateside East in the west of Haddington is allocated for a mixed use housing and employment development, including circa 80 homes and around 1ha of employment land, to reflect existing planning permissions. Part of the development is now under construction.

PROP HN4: Land at Gateside East, Haddington

Land at Gateside East, west of Gateside Road, is allocated for a mixed use development, including circa 80 homes and around 1ha employment land, to reflect existing planning permissions. Any new development proposals for the site must include a comprehensive masterplan for the entire allocated site that integrates development with the surroundings. Any development here is subject to the mitigation of any development related impacts, including on a proportionate basis for any cumulative impacts with other proposals including on the transport network and on education and community facilities as appropriate.

Mixed Use Proposal: Gateside West, Haddington

- 2.117 Land at Gateside West at the former Gateside Commerce Park in the west of Haddington is allocated for a mixed use housing and employment development, including circa 112 homes and employment generating uses. A Flood Risk Assessment will be necessary at this site.

PROP HN5: Land at Gateside West, Haddington

Land at Gateside West is allocated for a mixed use development, including circa 112 homes and employment generating uses, to reflect existing planning permissions. Any new development proposals for the site must include a comprehensive masterplan for the entire allocated site that integrates development with the surroundings. Any development here is subject to the mitigation of any development related impacts, including on a proportionate basis for any cumulative impacts with other proposals including on the transport network and on education and community facilities as appropriate.

Retail Proposal: Supermarket at Gateside West Haddington

- 2.118 Land at Gateside West is allocated for retail development. Planning permission is approved for a retail supermarket and associated development and this is included for information only.

PROP HN6: Gateside West, Haddington

Land at Gateside West is allocated for retail and associated development. Any new development proposals for the site must include a comprehensive masterplan for the entire allocated site that integrates development with the surroundings. Any development here is subject to the mitigation of any development related impacts, including on a proportionate basis for any cumulative impacts with other proposals including on the transport network as appropriate. Policy EMP1 applies.

Housing Proposal: Alderston, Haddington

- 2.119 Land at Alderston on the north of Haddington, to the west of Aberlady Road, is allocated for circa 89 homes to reflect a planning appeal decision.

PROP HN7: Land at Alderston, Haddington

Land at Alderston is allocated for a development of circa 89 homes to reflect a planning appeal decision. Any new development proposals for the site must include a comprehensive masterplan for the entire allocated site that integrates development with the surroundings. Any development here is subject to the mitigation of any development related impacts, including on a proportionate basis for any cumulative impacts with other proposals including on the transport network and on education and community facilities as appropriate.

Employment Proposal: Peppercraig East, Haddington

- 2.120 Land at Peppercraig East, between Aberlady Road and the slip road on to the A1 at the Abbot's view junction, is allocated for employment uses. Policy EMP1 will apply. Access should be taken from the A199 and some improvements will be required including provision of a footway, crossing facilities, street lighting and a reduced speed limit on the A199. This site would be suitable for business, hotel and leisure uses. The site will require a programme of archaeological works prior to development and shelterbelt planting to mitigate the visual impact of development on the site.

PROP HN8: Land at Peppercraig East, Haddington

Approximately 7ha of land is allocated at Peppercraig East for employment uses. Any new development proposals for the site must include a comprehensive masterplan for the entire allocated site that conforms to the Council's Development Brief. Any development here is subject to the mitigation of any development related impacts, including on a proportionate basis for any cumulative impacts with other proposals including on the transport network as appropriate. Policy EMP1 applies.

Other Employment or Housing Sites in the Haddington Area

- 2.121 There are a number of other employment or housing sites in the Haddington area that although are important are nonetheless of a scale that does not justify a specific proposal as part of the main spatial strategy. Some of these development sites were allocated by previous local plans or form part of the established housing or economic land supply because they are windfall proposals that have planning permission. Some of these sites are

also under construction but not yet complete. The Council continues to support the development of these sites in accordance with Policy HOU1 and EMP1.

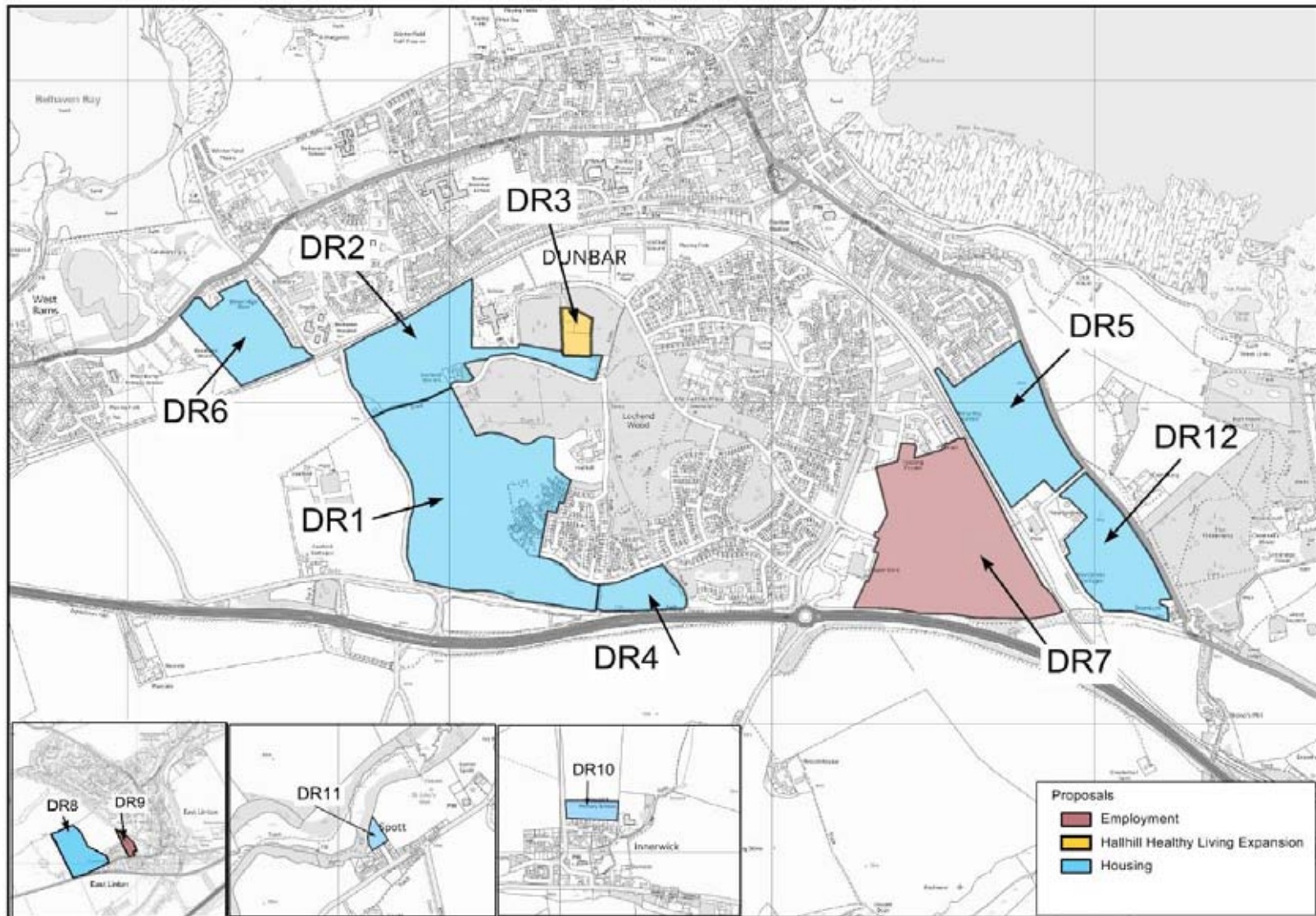
2.122 As such, Table EMP1: Employment Proposals by Cluster Area (page no. 61 – 62) and Table HOU1: Housing Proposals by Cluster (page no. 65 – 66) set out the full range of sites the development of which is supported for economic or residential development respectively in each cluster. These sites are also illustrated on the relevant inset map of the Proposals Map where relevant. Since they were previously allocated, these sites may be affected by legislative and regulatory changes, as well as identified changes to the physical environment including updated flood risk mapping. Up to date information, including flood risk assessment where necessary, will require to be submitted to ensure compliance with current legislation and the policy provisions of the plan. Sites that are included within these tables may also be subject to Development Briefs and this is indicated in the relevant table, together with the Local Development Plan policies that apply to the site where relevant. Table HN1 below summarises this information for this cluster.

| Table HN1: Haddington Cluster Established Housing & Employment Sites Summary | | | |
|---|------------|-----------------|-------------------------------------|
| Site Name | Use | Capacity | Policy / Planning Permission |
| Gifford Garage | Housing | 10 Units | HOU1 |
| Mill Wynd | Housing | 49 Units | HOU1 |
| Under Bolton Steading | Housing | 17 Units | Planning Permission 06/00415/FUL |
| Chesters Farm | Housing | 11 Units | Planning permission 08/00188/FUL |
| Begbie Farm | Housing | 15 Units | Planning permission 11/00663/P |
| Pure Malt | Employment | 1.9 Ha | EMP1 |
| Tyne Close | Employment | 0.2 Ha | EMP1 |
| Station Yard | Employment | 0.7 Ha | EMP1 |
| Peppercraig Quarry | Employment | 0.6 Ha | EMP1 |
| Hospital Road | Employment | 1.7Ha | EMP1 |
| Alderston | Haddington | 3.3Ha | EMP1 |

Development Briefs

2.123 The Council has adopted as supplementary planning guidance development briefs for allocated sites that set out design principles to inform development proposals. Where there is a need for a site to conform to the relevant development brief this is indicated in the respective proposal.

Spatial Strategy for the Dunbar Cluster



Introduction

- 2.124 Dunbar / Belhaven, West Barns, East Linton are the most accessible settlements within the cluster. These settlements together with Innerwick are within the eastern part of the East Lothian Strategic Development Area. The remaining settlements are not within the East Lothian SDA.

Growing Our Communities

- 2.125 Dunbar Town Centre will continue to be the focus for active land uses in the cluster, such as retail, commercial and business uses: local centres at East Linton and Spott Road will be important locations for such uses but will be subservient to the town centre. The reuse of urban brownfield land or existing buildings will be prioritised, yet there are few such opportunities, particularly in the centres. The other smaller settlements benefit from mixed use areas or local shops that will be protected. While recognising the town centre first principle, the spatial strategy carries forward existing allocations and the established housing land supply and seeks to deliver additional sites for employment and housing as well as any necessary additional supporting infrastructure capacity.
- 2.126 At Dunbar, the Hallhill South West site will be the focus for strategic housing development. This site will provide a northern extension of Brodie Road to link to Spott Road and the A1(T). This is to ensure traffic does not route through the town. This road will connect to the Hallhill North housing site, which can be developed when the new link road is complete. The re-opening of an existing underpass will be required to the west of the town in association with development at Hallhill North. Land will also be safeguarded in the Hallhill North site for an extension of Dunbar Primary School. Land at Brodie Road is also allocated for housing. To the east, land at Newtonlees North is allocated for housing and its southern part would also be suitable for some employment or community use, and a pedestrian connection underneath the rail line will be provided from this site through the Spott Road employment allocation. Approximately 21ha of employment land at Spott Road will be retained for employment use, with a part of the wider site also designated as a local centre. Land at Beveridge Row is allocated for housing. At East Linton, the former Auction Mart site is a brownfield site allocated for employment uses and land at Pencraig Hill is allocated for housing. At Innerwick, land is allocated for housing at Kirk Brae. At Spott, land is allocated for housing at St John's Road.
- 2.127 In to the longer term, land at Eweford Farm may be considered suitable as a mixed use expansion area. Matters to be resolved include the means of access to the site, in particular how this might be provided without adding additional vehicle journeys to Spott Road. Additional connections may be considered to Thistly Cross roundabout. A second vehicle access may need to be provided over the East Coast Main Line where it is in cutting. This would provide a vehicular access into Dunbar from the A1 Expressway over

the East Coast Main Line to connect with Edinburgh Road. In terms of education provision, solutions would need to be found, and these may offer scope for such a new road alignment. Dunbar Grammar would also require to be expanded. To allow for this the relocation of sports pitches south of the rail line to the Dunbar Healthy Living Centre or adjacent to Dunbar Primary School is likely.

Infrastructure and Resources

- 2.128 At East Linton land is safeguarded for a new rail station and car park expansions and platform improvements at Dunbar Station are supported. Strategic mitigation of development related impacts on the trunk road will be required, including at Old Craighall Junction. There are also concerns about the capacity of Spott Road and Queens Road junction in Dunbar. The provision of additional pedestrian and cycle access between the northern and southern parts of the town separated by the rail line will be required: the re-opening of an existing underpass will be required to the west of the town in association with development at Hallhill North; a new foot and cycle path shall be provided through the Spott Road employment site in association with development at Newtonlees. Additional education capacity will be required. The implications of the allocated sites on this area could be accommodated by Scottish Water, which has initiated a growth project, but enhancements will be required to strategic waste water assets to bring forward any additional development in the area. Any ground conditions constraints will need to be addressed and mitigation provided.

Strategic Landscape Mitigation

- 2.129 In terms of the setting and separate identities of settlements, some physical and visual separation between Dunbar / Belhaven and West Barns must be retained. This is particularly important in respect of the remaining open land between Beveridge Row, Dunbar / Belhaven and West Barns. Similarly, East Linton developed in a low topographical feature / river valley and recent housing allocations there have sought to contain the settlement within this landscape feature. As such, Countryside Around Town designations are made in these locations.
- 2.130 Strategic Green Network opportunities will be delivered, including within Countryside Around Town Designations, to ensure Dunbar / Belhaven and West Barns retain their special character and identities and to enable the landscape setting of East Linton to be conserved. This will also provide active travel opportunities to provide links to other places. Opportunities for recreation and habitat creation and connection will be delivered as part of the multifunctional Green Network.

Natural and Cultural Heritage

- 2.131 The sites of the Battles of Dunbar 1 and 2 are designated, as identified by the National Inventory.

Dunbar Cluster: Main Development Proposals

Housing Proposal: Hallhill South West, Dunbar

2.132 Land at Hallhill South West, Dunbar was allocated by the previous local plan for a housing development incorporating approximately 500 homes, infrastructure and associated works. It shall be developed at an appropriate density to make good use of this accessible land, consistent with Policy DP3. The Council has approved planning permissions for a large proportion of the allocated land, including detailed proposals and development is under construction. The Council continues to support the principles of development as set out in the approved masterplan for the Hallhill South West site.

PROP DR1: Hallhill South West, Dunbar

Land at Hallhill South West, Dunbar is allocated for a housing development incorporating circa 500 homes, infrastructure and associated works. Planning permission has been approved for this development, which is under construction. The Council has approved an associated masterplan, to which any associated detailed development proposal for the allocated land must conform.

Housing Proposals: Hallhill North, Dunbar

2.133 Land at Hallhill North is allocated for circa 250 homes as an extension to the existing allocated site at Hallhill South West. It shall be developed at an appropriate density to make good use of this accessible land, consistent with Policy DP3. Its adjacency to the north of the Hallhill South West site makes it a logical extension and continuation of that development area. Vehicular access to the Hallhill North site must only be taken from the distributor road through the Hallhill South West site. Pedestrian and cycle routes must also be provided to connect the site to other parts of the wider Hallhill development area, and to parts of the town to the north of the rail line, including re-opening of an underpass to the west of the town towards which contributions from the developer of this site will be required. A Flood Risk Assessment will be necessary.

PROP DR2: Hallhill North, Dunbar

Land at Hallhill North is allocated for a housing development incorporating circa 250 homes, the expansion of Dunbar Primary School campus as well as other community uses, infrastructure and associated works. A comprehensive masterplan for this site that conforms to the relevant Development Brief will be required. Any development here is subject to the mitigation of any development related impacts, including on a proportionate basis for any cumulative impacts with other proposals including on the transport network and on education and community facilities as appropriate.

2.134 Land adjacent to the Hallhill North housing site is safeguarded for an expansion of the Hallhill Healthy Living Centre in line with PROP CF1. This is to make provision for an additional sports pitch for community use to compensate for additional education use of the Healthy Living Centre's facilities. Should any culverted watercourses be found on the site, there should be no development on top of them. Advice should be sought from SEPA in respect of any planning applications.

PROP DR3: Hallhill Healthy Living Centre Expansion Land

Land to the south of the current Hallhill Healthy Living Centre is safeguarded for the provision of an additional community sports pitch, the use of which shall also provide for delivery of physical education in the education curriculum. Policy SECF1 applies.

Housing Proposal: Brodie Road, Dunbar

2.135 Land at Brodie Road is allocated for circa 50 homes. The site is located between Brodie Road and the A1 and would be a logical addition to the existing allocated housing site at to the north and west at Hallhill. Vehicular access should be taken from Brodie Road and pedestrian and active travel links with the surrounding area should be made. Any requirement for noise mitigation to address noise from the A1 must be investigated. A Flood Risk Assessment is required.

PROP DR4: Brodie Road, Dunbar

Land at Brodie is allocated for a residential development of circa 50 homes. A comprehensive masterplan for the entire allocated site that conforms to the relevant Development Brief will be required. Any development here is subject to the mitigation of any development related impacts, including on a proportionate basis for any cumulative impacts with other proposals including on the transport network and on education and community facilities as appropriate.

Housing Proposal: Land at Newtonlees, Dunbar

2.136 Land at Newtonlees North is allocated for circa 250 homes and its southern part would also be suitable for some employment or community use. Vehicular access is possible off A1087. Mitigation of development related impacts, including on the local road network, particularly on the Spott Road and Queens Road junction, will be required. Provision must be made by any proposal for the delivery of a footpath across the adjacent employment land at Spott Road via the underpass of the East Coast Main Rail line. A Flood Risk Assessment is required. Structural landscape planting and open space provision is required to integrate this site with the surroundings and provide a setting for the settlement and minimise the visual impact of development.

PROP DR5: Land at Newtonlees, Dunbar

Land at Newtonlees is allocated for a residential development of circa 250 homes and its southern part would also be suitable for some employment or community use. Any development proposals for the site must include a comprehensive masterplan for the entire allocated site that integrates development with the surroundings. Any development here is subject to the mitigation of any development related impacts, including on a proportionate basis for any cumulative impacts with other proposals including on the transport network and on education and community facilities as appropriate.

Housing Proposal: Beveridge Row Belhaven, Dunbar

- 2.137 Planning permission has been approved on appeal for a residential development of circa 90 homes on land at Beveridge Row Belhaven, Dunbar. This allocation reflects that appeal decision. A substantial liner parkland must be provided at the western boundary of the site to ensure a separation is retained between Belhaven and West Barns; this area shall be included within a Countryside Around Town designation. Access should be taken from the A1087 Edinburgh Road, but suitable pedestrian routes to the schools and the town beyond must be provided. A Flood Risk Assessment will be necessary.

PROP DR6: Beveridge Row Belhaven, Dunbar

Land at Beveridge Row is allocated for a residential development of circa 90 homes. Any new development proposals for the site must include a comprehensive masterplan for the entire allocated site that integrates development with the surroundings. Any development here is subject to the mitigation of any development related impacts, including on a proportionate basis for any cumulative impacts with other proposals including on the transport network and on education and community facilities as appropriate.

Employment Proposal: Spott Road, Dunbar

- 2.138 Land at Spott Road between Spott Road and the East Coast Main Line is allocated for employment uses. It extends from the older employment area immediately to its north. Part of the site was previously granted planning permission for a solar array which has since lapsed. The site is a strategic employment site as identified in the SDP. This land excludes the area used as a motorists service centre and including the supermarket and garden centre which is designated as a local centre. A Flood Risk Assessment is required. Appropriate landscape treatment will be required to the boundaries of the site to ensure the site fits into the wider landscape setting of the town.

PROP DR7: Land at Spott Road, Dunbar

Approximately 21 ha of land at Spott Road Dunbar is allocated for employment uses. Access will be from the existing access spur from Spott Road adjacent to the supermarket and garden centre. A comprehensive masterplan for the entire allocated site that conforms to the relevant Development Brief will be required. Any development here is subject to the mitigation of any development related impacts, including on a proportionate basis for any cumulative impacts with other proposals including on the transport network as appropriate. Policy EMP1 applies.

Housing Proposal: Pencraig Hill, East Linton

- 2.139 Land at Pencraig Hill, East Linton, is allocated for circa 100 homes. The previous local plan allocated approximately 4 ha of land to the east of this site for housing and as part of that proposal safeguarded land for the delivery of a new rail station at East Linton. The Council has approved planning permissions, including detailed proposals, for the housing component of that scheme and it is complete. A Flood Risk Assessment will be necessary. Structural landscape planting and open space provision is required to integrate the Pencraig Hill site with the surroundings and to provide and conserve a setting for the settlement.

PROP DR8: Pencraig Hill, East Linton

Land at Pencraig Hill, East Linton is allocated for a residential development of circa 100 homes. Any development proposals for the site must include a comprehensive masterplan for the entire allocated site that integrates development with the surroundings. Any development here is subject to the mitigation of any development related impacts, including on a proportionate basis for any cumulative impacts with other proposals including on the transport network and on education and community facilities as appropriate.

Note: Land capable of accommodating a new railway station, car park and access is safeguarded adjacent to the East Coast Main Line at East Linton in accordance with Proposal T12: Railway Station Safeguarding at East Linton of this Plan. Development that would prevent the use of this land for a station will not be permitted.

Employment Proposal: Auction Mart, Haddington Road, East Linton

- 2.140 Approximately 1 ha of land at the Old Auction Mart, Haddington Road, East Linton is allocated for employment and community uses. The site contains the former animal auction mart, a category B listed building and the last of its kind in Scotland which should be restored and re-used as part of the development of the site. Policy EMP1 will apply.

PROP DR9: Land at East Linton Auction Mart

Approximately 1 ha of land at Haddington Road East Linton is allocated for employment and community uses. The category B listed old auction mart building must be restored and views of it from Haddington Road must be retained. Any new development proposals for the site must include a comprehensive masterplan for the entire allocated site that integrates development with the surroundings. Any development here is subject to the mitigation of any development related impacts, including on a proportionate basis for any cumulative impacts with other proposals including on the transport network as appropriate. Policy EMP1 applies.

Housing Proposal: Innerwick East, Innerwick

- 2.141 Land at Innerwick East is allocated for circa 18 homes. The allocation of land for approximately 18 houses immediately north of Kirk Brae, Innerwick. Access can be achieved from C125 with existing 30mph extended southwards. The site has good accessibility to the primary school. A suitable design to integrate this site as part of the settlement and local area would be required as would a masterplan.

PROP DR10: Innerwick East, Innerwick

Land at Innerwick East is allocated for a residential development of circa 18 homes. A comprehensive masterplan for the entire allocated site that conforms to the relevant Development Brief will be required. Any development here is subject to the mitigation of any development related impacts, including on a proportionate basis for any cumulative impacts with other proposals including on the transport network as appropriate.

Housing Proposal: St John's Street, Spott

- 2.142 Land at St John's Street, Spott is allocated for circa 6 houses. Access should be achieved via St John's Street. A suitable masterplan design to integrate this site as part of the settlement and local area will be required.

PROP DR11: St John's Street, Spott

Land at St John's Street, Spott is allocated for a residential development of circa 6 homes. Any new development proposals for the site must include a comprehensive masterplan for the entire allocated site that integrates development with the surroundings. Any development here is subject to the mitigation of any development related impacts, including on a proportionate basis for any cumulative impacts with other proposals including on the transport network as appropriate.

Housing Proposal: Land at Newtonlees Farm, Dunbar

- 2.143 Land at Newtonlees Farm, Dunbar is allocated for residential development incorporating circa 115 homes and cemetery, with associated access, infrastructure, landscape and open space.

PROP DR12: Land at Newtonlees Farm, Dunbar

Land at Newtonlees Farm, Dunbar is allocated for residential development incorporating circa 115 homes and cemetery, with associated access, infrastructure, landscape and open space.

Other Employment or Housing Sites in the Dunbar Area

- 2.144 There are a number of other employment or housing sites in the Dunbar area that although are important are nonetheless of a scale that does not justify a specific proposal as part of the main spatial strategy. Some of these development sites were allocated by previous local plans or form part of the established housing or economic land supply because they are windfall proposals that have planning permission. Some of these sites are also under construction but not yet complete. The Council continues to support the development of these sites in accordance with Policy HOU1 and EMP1.
- 2.145 As such, Table EMP1: Employment Proposals by Cluster Area (page no. 61 – 62) and Table HOU1: Housing Proposals by Cluster (page no. 65 – 66) set out the full range of sites the development of which is supported for economic or residential development respectively in each cluster. These sites are also illustrated on the relevant inset map of the Proposals Map where relevant. Since they were previously allocated, these sites may be affected by legislative and regulatory changes, as well as identified changes to the physical environment including updated flood risk mapping. Up-to-date information, including flood risk assessment where necessary, will require to be submitted to ensure compliance with current legislation and the policy provisions of the plan. Sites that are included within these tables may also be subject to Development Briefs and this is indicated in the relevant table, together with the Local Development Plan policies that apply to the site where relevant. Table DR1 below summarises this information for this cluster.

Table DR1: Dunbar Cluster Established Housing & Employment Sites Summary

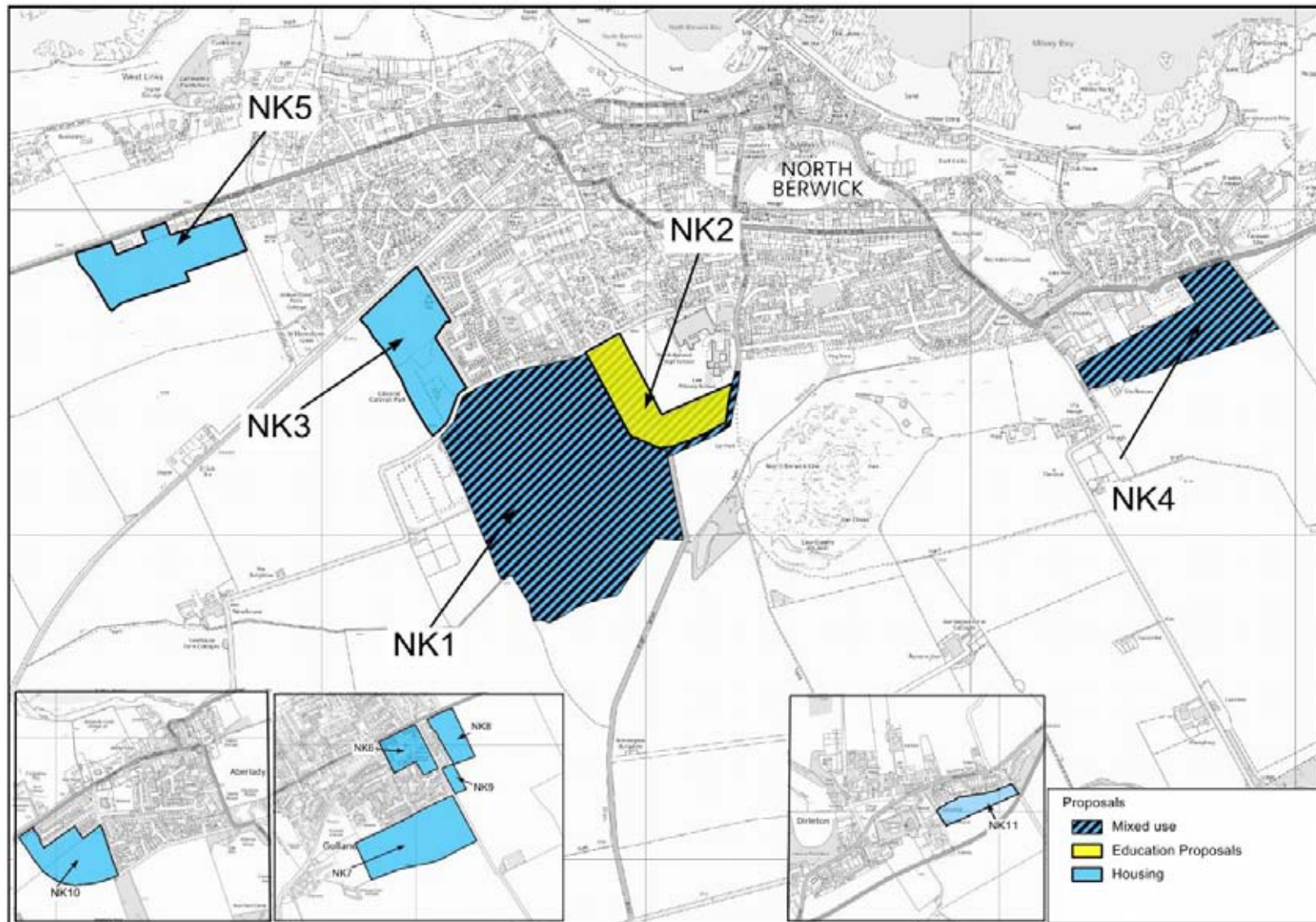
| Site Name | Use | Capacity | Policy / Planning Permission |
|-------------------|---------|----------|------------------------------|
| Abbeylands | Housing | 16 Units | HOU1 |
| Abbeylands Garage | Housing | 8 Units | HOU1 |
| Bayswell Road | Housing | 18 Units | HOU1 |

| | | | |
|--------------------------------------|------------|----------|-------------------------------------|
| Coastguard Site | Housing | 8 Units | HOU1 |
| Assembly Rooms | Housing | 8 Units | HOU1 |
| Station Road Field | Housing | 17 Units | HOU1 |
| Belhaven Hospital Road Field | Housing | 40 Units | HOU1 |
| Former Gasworks | Housing | 3 Units | HOU1 |
| Belhaven Road | Housing | 29 Units | HOU1 |
| Tynninghame Links | Housing | 7 Units | Planning permission 11/00732/P |
| Little Spott | Housing | 10 Units | Planning permission 06/00656/FUL |
| Pleasance Farm | Housing | 19 Units | Planning permission 06/00839/FUL |
| Dairy Cottage Thurston | Housing | 11 Units | Planning permission 06/01151/FUL |
| Spott Road | Employment | 8.0 Ha | EMP1 |
| Dunbar Road Industrial Estate | Employment | 1.1 Ha | EMP1 |
| Beltonford, West Barns | Employment | 1.7 Ha | EMP1 |
| Industrial Estate East Linton | Employment | 0.6 Ha | EMP1 |

Development Briefs

2.146 The Council has adopted as supplementary planning guidance development briefs for allocated sites that set out design principles to inform development proposals. Where there is a need for a site to conform to the relevant development brief this is indicated in the respective proposal.

Spatial Strategy for the North Berwick Cluster



Introduction

- 2.147 North Berwick is the largest settlement in the cluster and it benefits from a rail station. Other than the very small settlement of Drem, which also has a rail station, North Berwick, Gullane, Aberlady, Dirleton and the other settlements in the cluster are not within the Strategic Development Area.

Growing Our Communities

- 2.148 North Berwick Town Centre will continue to be the focus for active land uses in the cluster, such as retail, commercial and business uses: the local centre at Gullane will be an important location for such uses but will be subservient to the town centre. The reuse of urban brownfield land or existing buildings will be prioritised, yet there are few such opportunities, particularly in the centres. The other smaller settlements benefit from mixed use areas or local shops that will be protected. While recognising the town centre first principle, the spatial strategy carries forward existing allocations and the established housing land supply and seeks to deliver additional sites for employment and housing as well as any necessary additional supporting infrastructure capacity. A new local centre will be introduced at Mains Farm.
- 2.149 At North Berwick, the mixed use site at Mains Farm will be the focus for strategic scale development in the town, including the introduction of a new local centre. Land to the east of this site is safeguarded for an expansion of North Berwick High School. A housing site at Ferrygate Farm is allocated and a mixed use employment and housing site is allocated at Tantallon Road. At Gullane, the former Fire Service College site is a brownfield housing site. Land at Saltcoats Field is allocated for housing, and Gullane Primary School campus and the adjoining public open space could be expanded in to the western part of this site. On the eastern edge of Gullane, two sites are allocated for housing at Fentoun Gait South and East. At Aberlady, a housing allocation to the west will provide a road through the site to the A198 to allow traffic from housing areas to route away from Aberlady Primary School. A small site for housing is allocated at Castlemains Place, Dirleton, to the south of which land will remain free of built development to safeguard the setting of and views to and from Dirleton Castle.
- 2.150 Drem is within the SDA and benefits from a railway station on the East Coast Main Line, but this is served only by local train services. It also has very limited public transport accessibility by other modes, and very limited facilities. The local road network at Drem is inadequate for significant growth.

Infrastructure and Resources

- 2.151 In North Berwick foul drainage capacity is a significant issue beyond existing commitments in the drainage catchment area, which includes Dirleton. There is a considerable funding requirement and lead-in timescale to secure the delivery of a solution that would allow further significant development in this area. Additional education capacity will also be required. In North Berwick, Haddington Road has been realigned in association with the Mains Farm development and to provide additional capacity at Law Primary School to accommodate committed development, and the land required for this is safeguarded for these purposes. Land is also safeguarded for an expansion of North Berwick High School.
- 2.152 North Berwick experiences significant visitor numbers, particularly during summer months and traffic and parking management measures are being considered. However, the most significant issue is the impact that additional development in the area would have on the local road network. A number of these roads also provide access to and through coastal and inland settlements. The impact of through traffic is a related concern. Strategic mitigation of development related impacts on the road network will be required, including at Old Craighall Junction. Any ground conditions constraints will need to be addressed and mitigation provided.

Strategic Landscape Mitigation

- 2.153 Separation between North Berwick Law and the southern urban edge of the town will be retained. This is to reflect the recreational value of the Law, that it is a landmark, that parts of it are a Scheduled Monument and a Site of Special Scientific Interest and to complement the large area of parkland to be provided to the south of the nearby Mains Farm site. This, in combination with the network of core paths and rights of way, is an opportunity to promote an extended area with long term recreational value. The eastern approach to North Berwick includes coastal and countryside views, including of the Law that are part of the landscape setting of the town. The coastal villages of Aberlady, Dirleton and Gullane also have their own unique character and sensitive landscape settings. As such, Countryside Around Town designations have been made in these locations.
- 2.154 Strategic Green Network opportunities will be delivered, including within the Countryside Around Town Designations, to ensure the character and setting of these areas is retained. This will also provide active travel opportunities to link these settlements to other places, including Drem Station. Opportunities for recreation and habitat creation and connection will be delivered as part of the multifunctional Green Network.

North Berwick Cluster: Main Development Proposals

Mixed Use Proposal: Mains Farm, North Berwick

- 2.155 Land at Mains Farm, North Berwick was allocated by the previous local plan for a mixed use development including circa 420 homes, a local centre, community facilities, employment uses, infrastructure and associated works. The site shall be developed at an appropriate density to make good use of this accessible land, consistent with Policy DP3. A key requirement of this proposal is the realignment of Haddington Road to allow for the expansion of the Law Primary School campus, and land is safeguarded for these purposes. To the east of the Mains Farm site land is safeguarded for an expansion of North Berwick High School, part of which will be required to deliver sites allocated by previous plans.
- 2.156 The Council has approved planning permissions and a masterplan for the land at Mains Farm as well as detailed proposals for part of the site, which are now under construction. In line with PROP HSC2 there may be an opportunity for new GP health care services to be provided either in the local centre or in areas identified by the masterplan for employment uses. To the south of the Mains Farm site the masterplan provides land for employment as well as a large park that this Plan designates as open space. The Council continues to support the development principles of the approved masterplan for the Mains Farm site.

PROP NK1: Mains Farm, North Berwick

Land at Mains Farm, North Berwick is allocated for a mixed use development including circa 420 homes, a local centre, circa 1 ha of land for employment uses, community uses, infrastructure and associated works, including the realignment of Haddington Road. Planning permission has been approved for this development, which is under construction. The Council has approved an associated masterplan, to which any associated detailed proposal for the site must conform.

- 2.157 North Berwick High School and Law Primary School will become landlocked once the Mains Farm site and Haddington Road realignment are complete. North Berwick High School may experience more future demand for pupil places beyond that needed to accommodate known housing commitments, and further expansion land may be required. Land to the west of North Berwick High School is safeguarded for a potential further future expansion of the school and its campus. Land to the south of Law Primary School is safeguarded for a realignment of Haddington Road and for the expansion of the Law Primary School campus.

PROP NK2: North Berwick High School and Law Primary School Expansion Land

Land to the west of the current North Berwick High School campus is safeguarded for potential further future expansion of North Berwick High School. Land to the south of Law Primary School is

safeguarded for expansion of Law Primary School, and for the realignment of Haddington Road. Policy SECF1 applies. Development that would undermine the Haddington Road realignment will not be supported.

Housing Proposal: Gilsland, North Berwick

- 2.158 Land at Gilsland, North Berwick was allocated by the previous local plan for a residential development including circa 120 homes, infrastructure and associated works. The Council has approved planning permissions and a masterplan for the land at Gilsland as well as detailed proposals for parts of the site, which are now under construction and are nearing completion. The Council continues to support the principle of development as set out in the approved masterplan for the Gilsland site.

PROP NK3: Gilsland, North Berwick

Land at Gilsland, North Berwick is allocated for residential development including circa 120 homes, community uses, infrastructure and associated works. Planning permission has been approved for this development, which is under construction. The Council has approved a masterplan for the site, to which any associated detailed development proposal for the allocated land must conform.

Mixed Use Proposal: Tantallon Road, North Berwick

- 2.159 Land at Tantallon Road on the eastern edge of North Berwick is allocated for a mixed use housing and economic development, incorporating circa 125 homes and employment and commercial land. The housing development should be used to enable the servicing of the employment and commercial land. The site is adjacent to an existing employment area and the disposition of land uses within the site must allow for an extension of the operational employment land. The means of site access for the employment and commercial land must be resolved. Landscape and visual impact and impacts on the setting of the settlement and on North Berwick Law are also key considerations.

PROP NK4: Land at Tantallon Road, North Berwick

Land at Tantallon Road, North Berwick is allocated for a mixed use development incorporating circa 125 homes, approximately 1 ha of land for employment and commercial uses, infrastructure and associated works. Any new development proposals for the site must include a comprehensive masterplan for the entire allocated site that integrates development with the surroundings. Any development here is subject to the mitigation of any development related impacts, including on a proportionate basis for any cumulative impacts with other proposals including on the transport network and on education and community facilities as appropriate.

Housing Proposal: Ferrygate Farm, North Berwick

- 2.160 Planning permission has been approved on appeal for a residential development of 140 homes on land at Ferrygate farm, North Berwick. The outcome of another planning appeal proposing a residential development of 140 dwellings on the site in a different form of development than the allowed appeal is also awaited. Access can be taken from the A198. Suitable active travel routes to school and rail station will be required.

PROP NK5: Land at Ferrygate Farm, North Berwick

Land at Ferrygate Farm, North Berwick is allocated for a residential development including circa 140 homes, infrastructure and associated works. Any new development proposals for the site must include a comprehensive masterplan for the entire allocated site that integrates development with the surroundings. Any development here is subject to the mitigation of any development related impacts, including on a proportionate basis for any cumulative impacts with other proposals including on the transport network and on education and community facilities as appropriate.

Housing Proposal: Former Fire Training School, Gullane

- 2.161 Operations have now ceased at the former Fire Service Training School in Gullane and it is brownfield land. The site is allocated for circa 100 homes, and is additionally suitable for some employment and tourism uses which may form part of a mixed use, housing-led proposal. Muirfield Lodge, formally the Marine Hotel, is located within the site and dates from the early 20th century. It is important to the character of the local area and is of architectural and historic merit, and may accommodate some mixed use development. Proposals for the redevelopment of this site must seek to retain and reuse this attractive building, which may be appropriate for some commercial, tourism or employment use as well as residential. A Flood Risk Assessment is required. A masterplan for the entire site will be required to accompany any planning application for the allocated land.

PROP NK6: Former Fire Training School, Gullane

The closure of the Gullane Fire Training School presents a brownfield redevelopment opportunity for circa 100 homes and is additionally suitable for some commercial, employment or tourism uses. A vehicular route between the C111 and Muirfield Drive must be provided through the site. Any new development proposals for the site must include a comprehensive masterplan for the entire allocated site that integrates development with the surroundings. Any development here is subject to the mitigation of any development related impacts, including on a proportionate basis for any cumulative impacts with other proposals including on the transport network and on education and community facilities as appropriate.

Housing Proposal: Saltcoats, Gullane

- 2.162 Land at Saltcoats Gullane is allocated for circa 130 homes. This site allows for a southern expansion of the settlement, and for provision of expanded education and open space facilities. Development to the south of the existing housing areas here would mirror the settlement pattern to the north of High Street. Land to the west of this allocation will provide for open space including seven-a-side sports pitch in accordance with Proposal CF1 and could provide for expansion of the primary school. Access to the housing site may be taken from the existing unclassified road to the east, and pedestrian links provided from the site's northern boundary to the existing urban area, including to the open space and primary school. Proposals must be accompanied by a masterplan and project specific information to inform the Habitats Regulation Appraisal and if necessary Appropriate Assessment. The competent authority will need to be satisfied that there are no adverse effects on the integrity of the Firth of Forth SPA, either alone or in combination with other plans or projects including sites NK8 and NK9. Appropriate structural landscape planting and open space provision would be required to integrate this site with the surroundings and to provide a setting for the settlement, particularly at the western, southern and eastern boundaries.

PROP NK7: Saltcoats, Gullane

Land at Saltcoats, Gullane is allocated for a residential development of circa 130 homes and the expansion of the primary school campus and provision of other community uses, infrastructure and associated works as required. A comprehensive masterplan for the entire allocated site that conforms to the relevant Development Brief will be required. A Habitats Regulation Appraisal and if necessary Appropriate Assessment of the proposal will also be necessary, in accordance with Policy NH1 of this Plan. This shall include the in combination effects of other proposals including but not necessarily limited to sites NK8 and NK9. Any development here is subject to the mitigation of any development related impacts, including on a proportionate basis for any cumulative impacts with other proposals including on the transport network and on education and community facilities as appropriate.

Housing Proposal: Fenton Gait East, Gullane

- 2.163 Land at Fentoun Gait East, Gullane is allocated for housing development of circa 50 homes. The land is important to the setting of Gullane, and is located to the south of Greywalls Garden and Designed Landscape and a number of Category A listed buildings. Open views southwards from these gardens and buildings over the site and across it to the Garleton and Lammermuir hills were intentionally framed to form their principal vistas. However, a limited scale of housing development would be possible without adversely affecting these views. This would only be the case if new development were to read as a continuation of the existing housing to the west at Fenton Gait, and if it were to align with the existing

settlement edge to the north of the A198 at Duncur Road. An appropriately designed access to the site must also be provided. Proposals must be accompanied by a masterplan and project specific information to inform the Habitats Regulation Appraisal and if necessary Appropriate Assessment. The competent authority will need to be satisfied that there are no adverse effects on the integrity of the Firth of Forth SPA, either alone or in combination with other plans or projects including sites NK7 and NK9. Structural landscape planting will be required to help integrate development with the surroundings, as will a substantial linear parkland to the east of the site.

PROP NK8: Fenton Gait East, Gullane

Land at Fenton Gait East, Gullane is allocated for a residential development of circa 50 homes. A comprehensive masterplan for the entire allocated site that conforms to the relevant Development Brief will be required. A Habitats Regulation Appraisal and if necessary Appropriate Assessment of the proposal will also be necessary, in accordance with Policy NH1 of this Plan. This shall include the in combination effects of other proposals including but not necessarily limited to sites NK7 and NK9. Any development here is subject to the mitigation of any development related impacts, including on a proportionate basis for any cumulative impacts with other proposals including on the transport network and on education and community facilities as appropriate.

Housing Proposal: Fenton Gait South, Gullane

2.164 Land at Fentoun Gait South to the east of Gullane is allocated for a residential development of circa 15 homes. This site would be a continuation of the existing development, set back from the Greywalls key view corridor (see preamble to PROP NK8). Access issues would need to be resolved. Proposals must be accompanied by a masterplan and project specific information to inform the Habitats Regulation Appraisal and if necessary Appropriate Assessment. The competent authority will need to be satisfied that there are no adverse effects on the integrity of the Firth of Forth SPA, either alone or in combination with other plans or projects including sites NK7 and NK8. Structural landscape planting would be required to help integrate development with the surroundings.

PROP NK9: Fenton Gait South, Gullane

Land at Fenton Gait East, Gullane is allocated for a residential development of circa 15 homes. A comprehensive masterplan for the entire allocated site that conforms to the relevant Development Brief will be required. A Habitats Regulation Appraisal and if necessary Appropriate Assessment of the proposal will also be necessary, in accordance with Policy NH1 of this Plan. This shall include the in combination effects of other proposals including but not necessarily limited to sites NK7 and NK8. Any development here is subject to the mitigation of any development related impacts, including on a proportionate basis for any cumulative impacts with other proposals including on the transport network and on education and community facilities as appropriate.

Housing Proposal: Aberlady West, Aberlady

2.165 Aberlady West is allocated for circa 100 homes. A prerequisite of this proposal is to provide a new link road through the site to connect Kirk Road with the A198, utilising the exiting priority junction at The Pleasance to avoid traffic passing the primary school from the new housing area. This will minimise the disruption to protected trees along the roadside boundary, which are an important part of the character of the coastal route and the approach to the settlement. Structural landscape planting is required to help integrate development with the surroundings.

PROP NK10: Aberlady West, Aberlady

Land at Aberlady West, Gullane is allocated for a residential development of circa 100 homes. A comprehensive masterplan for the entire allocated site that conforms to the relevant Development Brief will be required. Any development here is subject to the mitigation of any development related impacts, including on a proportionate basis for any cumulative impacts with other proposals including on the transport network and on education and community facilities as appropriate.

Housing Proposal: Castlemains, Dirleton

2.166 Land at Castemains Place Dirleton is allocated for a residential development of circa 30 homes. Vehicular access can be provided from Castlemains Place or from Station Road. While this area is open, is part of the setting of the settlement and provides for open views to Dirleton castle on approach to the settlement, the allocated site can be developed without harming these characteristics. However, appropriate design and landscape planting and open space provision will be required to integrate development on this site with the surroundings and to provide a setting for the settlement, including the retention of views to and from Dirleton Castle.

PROP NK11: Castlemains, Dirleton

Land at Castlemains, Dirleton is allocated for a residential development of circa 30 homes. A comprehensive masterplan for the entire allocated site that conforms to the relevant Development Brief will be required. Any development here is subject to the mitigation of any development related impacts, including on a proportionate basis for any cumulative impacts with other proposals including on the transport network and on education and community facilities as appropriate.

Other Employment or Housing Sites in the North Berwick Area

- 2.167 There are other employment or housing sites in the North Berwick area that although are important are nonetheless of a scale that does not justify a specific proposal as part of the main spatial strategy. Some of these development sites were allocated by previous local plans or form part of the established housing or economic land supply because they are windfall proposals that have planning permission. Some of these sites are also under construction but not yet complete. The Council continues to support the development of these sites in accordance with Policy HOU1 and EMP1.
- 2.168 As such, Table EMP1: Employment Proposals by Cluster Area (page no. 61 – 62) and Table HOU1: Housing Proposals by Cluster (page no. 65 – 66) set out the full range of sites the development of which is supported for economic or residential development respectively in each cluster. These sites are also illustrated on the relevant inset map of the Proposals Map where relevant. Since they were previously allocated, these sites may be affected by legislative and regulatory changes, as well as identified changes to the physical environment including updated flood risk mapping. Up to date information, including flood risk assessment where necessary, will require to be submitted to ensure compliance with current legislation and the policy provisions of the plan. Sites that are included within these tables may also be subject to Development Briefs and this is indicated in the relevant table, together with the Local Development Plan policies that apply to the site where relevant. Table NK1 below summarises this information for this cluster.

there is a need for a site to conform to the relevant development brief this is indicated in the respective proposal.

| Table NK1: North Berwick Established Housing & Employment Sites Summary | | | |
|--|------------|-----------------|-------------------------------------|
| Site Name | Use | Capacity | Policy / Planning Permission |
| Athelstaneford | Housing | 19 Units | HOU1 |
| Dirleton Court | Housing | 7 Units | HOU1 |
| New Mains | Housing | 6 Units | Planning permission 10/00527/P |
| Camptoun Steading | Housing | 14 Units | Planning permission 04/01059/FUL |
| Kingston Farm | Housing | 20 Units | Planning permission 09/00494/FUL |
| Tantallon Road/Mill Walk | Employment | 2.0 Ha | EMP1 |

Development Briefs

- 2.169 The Council has adopted as supplementary planning guidance development briefs for allocated sites that set out design principles to inform development proposals. Where

growing our economy & communities



3

GROWING OUR ECONOMY & COMMUNITIES

General Urban Development Policies

Background

3.1 One of the ways this plan seeks to grow East Lothian's economy is by encouraging employment generating development in town centres and on existing and proposed employment and business sites. Delivery of such development is key to securing economic growth and job creation. The plan takes a practical and flexible approach to support a wide range of appropriate economic development uses in suitable locations whilst safeguarding existing business uses.

Town and Village Centres, Other Retail or Mixed Use Areas

3.2 East Lothian's town centres are a key element of the area's economic and social fabric, acting as service hubs for the areas around them and contributing to local identity. The Council supports the 'town centre first' principle, which promotes an approach to decision-making that considers the health and vibrancy of town centres. A key aim for the planning system is to ensure that new development (including changes of use) contributes to providing a range of uses within town centres that supports their vibrancy, vitality, and viability.

3.3 Six town centres are identified by the Plan on the Proposals Map: Musselburgh, Prestonpans, Tranent, Haddington, Dunbar, and North Berwick. A number of smaller local centres are also identified by the Plan on the Proposals Map; these perform a more localised and subsidiary role serving smaller catchments in villages or in more peripheral locations within settlements: Pinkie, Delta Drive, Olivebank and Stoneybank/Eskview Terraces at Musselburgh; Salter's Road, Wallyford; Hawthorn Road and the eastern end of High Street, Prestonpans; Cockenzie and Port Seton; Longniddry; Haddington Road, Tranent; Ormiston; Gifford; East Linton; Spott Rd at Dunbar; and Gullane. New local centres are promoted by the Plan at Craighall, Musselburgh, Wallyford, Whitecraig, Letham Mains at Haddington, and at Dunbar Road, Tantallon Road and Mains Farm at North Berwick which are included in large scale committed developments. Blindwells will also have a local centre within the allocation for 1,600 homes.

3.4 A sequential 'town centre first' approach will be applied where appropriate to development proposals that would attract significant footfall. Such uses could include retail, commercial leisure uses, offices (class 2), community and cultural facilities, and, where appropriate, other public buildings such as libraries, education and healthcare facilities. In the context of the sequential approach, 'town centres' also includes local centres, however all proposals will be considered in the context of the scale of the settlement where it is proposed and the role and

function of the centre. Large-scale developments are unlikely to be appropriate in smaller local centres and should be directed to town centres. Where relevant, the scope for disaggregating specific parts of a retail or leisure development onto separate, sequentially preferable, sites should be addressed by applicants.

- 3.5 Where a sequentially preferable site is suggested to be unviable (either for the application proposal in its entirety or for a disaggregated element of it), the applicant will be expected to provide evidence of this. For example, such submissions could follow a standardised viability appraisal format in line with the Royal Institute of Chartered Surveyors 'Red Book'.
- 3.6 A flexible and realistic approach will be taken to the application of this policy. Regard will be given to the scale of a proposed development and its intended catchment area when determining whether it is appropriate to apply the sequential approach, as well as to other planning objectives. The town centre first principle will not be used to resist new shops or appropriate facilities proposed within other areas such as suburban areas or smaller villages if they would be of an appropriate scale to provide for local needs.
- 3.7 The sequential approach will not normally be applied to proposals for Class 5, and 6 employment uses as these uses are not usually visited by members of the public and hence do not attract significant footfall. Class 4 office proposals will normally be expected to locate in town centres, where appropriate in scale and character, however some Class 4 proposals may be located on land specifically allocated by the plan for such use. Proposals for Class 4, 5, and 6 uses within town, village and local centres will be assessed on their merits and will be supported where their impacts will be acceptable, taking account of other relevant Plan policies.
- 3.8 The impact of development proposals on the vibrancy, viability and vitality of town centres will be taken into account. Retail and commercial leisure developments over 1000m² gross floorspace outwith town/local centres will require a retail impact assessment to be carried out. New public buildings or offices with over 2500m² gross floorspace outwith town/local centres and on land not allocated for this purpose will require an analysis of their impact on relevant centres. Smaller proposals may also require impact assessment where the Council considers there may be a threat to existing centres. A more flexible approach will be applied to community, education and healthcare facilities, for example to ensure they are appropriately located for and easily accessible to the communities that they will serve.
- 3.9 The Council has concluded a retail capacity study for East Lothian. It identifies the primary catchment areas of the six town centres, provides evidence of quantitative and qualitative shortfalls in retail provision in different parts of East Lothian and on the potential for claw-back of expenditure currently 'leaking' to locations outwith East Lothian. This evidence will be used by the Council where relevant in the assessment of retail proposals.

Policy TC1: 'Town Centre First' Principle

A sequential 'town centre first' approach will be applied where appropriate to retail, commercial leisure, office and other development proposals that would attract significant footfall. Applicants should provide evidence that locations have been considered in the following order of preference:

1. Town centre or local centre as shown on the Proposals Map;
2. Edge of town centre or local centre
3. Other commercial centre;
4. Out-of-centre locations that are, or can be made, easily accessible by a choice of transport modes.

Out-of-centre locations will only be considered where an applicant can demonstrate that:

- all town or local centre, edge of centre and other commercial centre options have been assessed and discounted as unsuitable or unavailable;
- the scale of development proposed is appropriate, it cannot reasonably be altered or reduced in scale to allow it to be accommodated at a sequentially preferable location;
- the proposal will help to meet qualitative or quantitative deficiencies; and
- there will be no significant adverse effect on the vitality and viability of existing centres.

In all cases the scale of development proposed should be appropriate to the scale of settlement and the role and function of the centre where it is proposed. Large scale developments will not normally be appropriate in local centres.

In determining whether it is appropriate to apply the sequential approach to a particular proposal, the Council will have regard to the scale of development and its intended catchment area as well as to other planning objectives.

Some Class 4, 5 and 6 proposals may be better located on land allocated by the Plan for such use. Any proposals for such uses will be assessed on their merits and will be supported in town centres where their impacts will be acceptable, taking account of other relevant Plan policies.

A more flexible approach will be applied to community, education and healthcare facilities.

Changes of use in town and local centres

- 3.10 The Council seeks to ensure that expansions or changes of use within town centres and local centres will not compromise the centre's vibrancy, vitality and viability. In principle, changes of use from one town centre use to another will normally be acceptable. Changes of use from a ground floor town centre use to residential use will be permitted only where there is

evidence that the premises is no longer viable as a town centre use. In practice this will mean an applicant providing evidence of a formal marketing campaign for town centre uses at a reasonable price for a minimum of six months, including details of methods of marketing, relevant dates, copies of particulars, and details of all interest and offers received. 'Town centre uses' in the context of this policy will include uses within classes 1, 2, 3, 10, and 11, and any other uses with similar characteristics that generates significant footfall.

- 3.11 New buildings within town or local centres will be expected to reflect the prevailing vertical mix of land uses by providing town centre uses on the ground floor and residential or other town centre use above where this would be appropriate in their context.

Policy TC2: Town and Local Centres

Within a town or local centre, uses that will be acceptable in principle include retailing, business and office use, restaurants, leisure and entertainment, and the principle of a change of use from one of these uses to another will be supported.

Residential use may also be acceptable, particularly in a backland or above ground floor location. However, changes of use from a ground floor town or local centre use to residential use will only be permitted where there is evidence that the premises is no longer viable as a town or local centre use.

New buildings within a town or local centre will be expected to reflect the prevailing vertical mix of land uses in the area by providing town or local centre uses at the ground floor where appropriate in their context.

Proposals that would have a significant environmental impact, particularly on housing, will not be permitted.

Protection of Local Facilities

- 3.12 To maintain resilient and vibrant communities the Council will seek to protect shops and public houses in smaller villages. These perform an important role within communities and contribute significantly to their ongoing sustainability.

- 3.13 Changes of use of such facilities will only be permitted where there is evidence that the premises are no longer viable. In practice this will mean an applicant providing evidence of a formal marketing campaign at a reasonable price for a minimum of a year, including details of methods of marketing, relevant dates, copies of particulars, and details of all interest and offers received.

3.14 For the purposes of this policy, ‘smaller villages’ means settlements defined as such in this Plan that do not have a defined town or local centre, i.e. Garvald, Humbie, East Saltoun, Aberlady, Dirleton, Whitekirk, Elphinstone, Gladsmuir, Macmerry, West Barns, and Pencaitland.

Policy TC3: Protection of Local Facilities

Within smaller villages changes of use of the last shop or public house will only be permitted where there is evidence that the premises is no longer viable.

Town centre strategies and Health Checks

3.15 A town centre strategy has been already prepared for Musselburgh covering the period to 2019. The Council will prepare individual town centre strategies for Tranent, Prestonpans, Haddington, Dunbar, and North Berwick town centres. These will be progressed once the Plan is operative and will be taken forward as statutory supplementary guidance. Strategies will be reviewed and updated as appropriate based on regular health checks. The town centre strategies will provide a vision for each town centre to help address local environmental issues as well as their vibrancy, vitality, and viability. They will also be informed by the findings of a retail capacity study for East Lothian.

Hot food outlets

3.16 Hot food take-aways have the potential to raise particular issues for local residential amenity due to noise and smell, and road safety resulting from parking impacts. Cumulative impacts are an important consideration, particularly in town centres that already have a number of hot food take take-aways.

3.17 Hours of operation will normally be limited to times between 7.30am and midnight; in some circumstances more restrictive times will be appropriate

Policy TC4: Hot Food Outlets

Proposals for hot food take-aways will be supported in the locations identified below provided they will not result in significant impacts on local amenity, including cumulatively with other existing or consented take-aways in the area, and are consistent with other relevant Plan policies, including in relation to parking and road safety:

- Town or local centres; or
- Designated employment areas where the development is intended to meet demand from employees of business within the site and not to attract customers from outwith the site.

Siting of mobile snack bars may also be permitted on suitable car park or lay-by sites adjacent to main transport routes, subject to other Plan policies including consideration of visual and landscape impact.

Residential Character & Amenity

3.18 The LDP seeks to grow East Lothian’s economy and communities but also protect and, where possible, enhance their residential character and amenity. Uses such as shops, offices and certain businesses uses can be suitable in residential areas where the predominantly residential use and character and amenity of the area is maintained. However, development that could cause unacceptable levels of noise, smells, traffic movement or other adverse environmental impacts will not be permitted. For the avoidance of doubt, the inclusion of a site or building within an RCA1 policy area does not imply that a proposed new residential development will be acceptable. While the principle of residential use is likely to be compatible with the terms of this policy, any such proposals must first be assessed against other policies.

Policy RCA1: Residential Character and Amenity

The predominantly residential character and amenity of existing or proposed housing areas will be safeguarded from the adverse impacts of uses other than housing. Development incompatible with the residential character and amenity of an area will not be permitted. Proposals for new development will be assessed against appropriate local plan policies. In the case of infill, backland and garden ground development, this will include assessment against Policy DP7.

Planning for Employment

Background

- 3.19 A significant challenge for the Council is to increase job density in East Lothian and to ensure that opportunities for job creation and economic growth are generated alongside an increase in population and the delivery of new homes. The LDP has a key role in this. Scottish Planning Policy notes that LDPs should promote a range and choice of sites to meet the needs of different business sectors.
- 3.20 The approved Strategic Development Plan requires the LDP to retain at least 76 hectares of allocated employment land. It identifies four strategic employment locations in East Lothian which the LDP is to retain. These are the allocated sites at Craighall, Musselburgh and at Blindwells, Macmerry and at Spott Road Dunbar. The LDP is to justify any mixed use proposals for the development of these important strategic sites. The Council also supports the principle of home-working, live-work units, micro-businesses and community business hubs.

Employment Locations

- 3.21 The Council supports proposals for employment generating economic development on all operational and allocated business and employment sites. However, much existing allocated employment land in East Lothian is in the control of parties seeking to develop the land for alternative uses. In addition, the scale of demand and potential users associated with traditional Class 4, 5 and 6 uses may not be sufficient to deliver the investment needed to achieve the servicing and delivery of many employment sites.
- 3.22 In recognition of these issues, and following a review of the existing employment land supply in East Lothian, the Plan proposes a flexible policy approach whereby other employment generating uses could play an enabling role on employment sites to ensure that serviced employment land is released for employment growth and job creation. The plan therefore allocates land for Class 4, 5 and 6 uses, but other employment generating uses may also be supported on these sites. This would be subject to the town centre first principle and provided the proposal would generate no amenity conflicts and could co-exist satisfactorily with existing or proposed uses on the site and in the surrounding area.
- 3.23 The Council also recognises that within existing business and industrial locations there will be a periodic need for redevelopment of premises to help regenerate and improve these employment areas. In considering proposals for such development it is important to ensure not only that new employment opportunities arise but that the uses proposed do not prejudice or inhibit the activities of a nearby employment use.

Policy EMP1: Business and Employment Locations

Within areas allocated for business and employment, uses within Use Classes 4, 5 and 6 of the Town and Country Planning (Use Classes) (Scotland) Order 1997 are supported.

Other employment generating uses may also be supported in these locations subject to the town centre first principle (policy TC1) and provided there would be no amenity conflicts or other unacceptable impacts. Proposals to redevelop employment sites or premises for other employment generating uses will only be supported where the uses proposed do not prejudice or inhibit the activities of a nearby employment use.

Waste management facilities will also be supported provided they are compatible with employment use (See Policy W2).

Proposals must not adversely affect amenity and must be able to co-exist satisfactorily with existing or proposed uses on the site and in the surrounding area.

This policy applies to the employment element of all sites in the plan which are allocated for employment use, including mixed use sites that include employment use.

Operational Harbours

- 3.24 East Lothian has a number of operational harbours, which are mixed use areas. They make a positive contribution to the character of towns in which they are located and have a mix of commercial and leisure uses. These are often serviced by other buildings and facilities which require a harbour location. Commercial fishing remains a significant feature of the harbours at Cockenzie / Port Seton and Dunbar. The diversification of East Lothian harbours could be supported by the Forth Fisheries Local Action Group (FLAG). The harbours are within the Area of Co-ordinated Actions (PROP EGT3) and may have potential to service offshore windfarms.

Policy EMP2: Operational Harbours

Within harbours areas the Council will give preference to uses that relate to fishing or other industry connected with the harbour. The Council will consider other uses provided they do not prejudice these uses.

Local Development Employment Land Proposals

- 3.25 Table EMP1: Employment Proposals by Cluster Area lists the sites within East Lothian that are allocated for Class 4, 5 and 6 employment uses or for a mix of employment generating uses in accordance with Policy EMP1 above. Most new land for employment purposes is allocated in the west of East Lothian in line with the spatial strategy but sites in the eastern area are also allocated to allow for employment growth throughout East Lothian.

Table EMP1: Employment Sites and Proposals by Cluster Area

| MUSSELBURGH | PROPOSAL REF | SITE NAME | OPERATIONAL LAND (HA) | UNDEVELOPED SITES (HA) | NEW ALLOCATIONS (HA) | DEVELOPMENT BRIEF | COMMENTS | POLICY / PROPOSAL APPLYING TO SITE |
|--------------|--------------|--|-----------------------|------------------------|----------------------|-------------------|---|------------------------------------|
| | | Newhailes Industrial Estate | 6.3 | | | | Existing employment location; part of established employment land supply | EMP1 |
| | | Fisherrow Industrial Estate | 1.7 | | | | Existing employment location; part of established employment land supply | EMP1 |
| | | Inveresk Industrial Estate/Eskmills Park | 9.0 | | | | Existing employment location; part of established employment land supply | EMP1 |
| | | Wallyford Industrial Estate | 3.3 | | | | Existing employment location; part of established employment land supply | EMP1 |
| | | Olivebank | 4.4 | | | | Existing employment/retail location; part of established employment land supply | EMP1 |
| | | Kirk Park, Inveresk | | 4.0 | | | Care village previously approved, subject to legal agreement | EMP1 |
| | MH1 | Craighall , North West of QMU | | 21.5 | | | Strategic employment site | MH1 |
| | MH1 | Craighall, South west of QMU | | | 20.0 | | Strategic employment site; new employment allocation | EMP1 |
| | MH3 | Old Craighall Junction South West | | | 5.0 | | New employment allocation | EMP1 |
| | MH4 | Old Craighall Junction North | | 5.0 | | | Permission previously granted for office and hotel development | EMP1 |
| TOTAL | | | 24.7 | 30.5 | 25.0 | | | 80.2 ha |

| PRESTONPANS | PROPOSAL REF | SITE NAME | OPERATIONAL LAND (HA) | UNDEVELOPED SITES (HA) | NEW ALLOCATIONS (HA) | DEVELOPMENT BRIEF | COMMENTS | POLICY / PROPOSAL APPLYING TO SITE |
|--------------|--------------|--------------------------------------|-----------------------|------------------------|----------------------|-------------------|--|------------------------------------|
| | | Mid Road Industrial Estate | 4.1 | | | | Existing employment location; part of established employment land supply | EMP1 |
| | | Whin Park/ Cockenzie Business Centre | 1.4 | | | | Existing employment location; part of established employment land supply | EMP1 |
| | | Mid Road Industrial Estate West | | 1.0 | | Yes | Permission granted for 6 business units on part of site | EMP1 |
| TOTAL | | | 5.5 | 1.0 | | | | 6.5 ha |

| BLINDWELLS | PROPOSAL REF | SITE NAME | OPERATIONAL LAND (HA) | UNDEVELOPED SITES (HA) | NEW ALLOCATIONS (HA) | DEVELOPMENT BRIEF | COMMENTS | POLICY / PROPOSAL APPLYING TO SITE |
|--------------|--------------|----------------------------------|-----------------------|------------------------|----------------------|-------------------|---|------------------------------------|
| | BW1 | Blindwells employment allocation | | 10.0 | | Yes | Strategic employment site; new employment allocation. Part of the new settlement. | EMP1 |
| TOTAL | | | | 10.0 | | | | 10.0 ha |

| TRANENT | PROPOSAL REF | SITE NAME | OPERATIONAL LAND (HA) | UNDEVELOPED SITES (HA) | NEW ALLOCATIONS (HA) | DEVELOPMENT BRIEF | COMMENTS | POLICY / PROPOSAL APPLYING TO SITE |
|--------------|--------------|------------------------------------|-----------------------|------------------------|----------------------|-------------------|--|------------------------------------|
| | TT3 | Windygoul South West | | | 8.6 | | New employment allocation | EMP1 |
| | TT6 | Kingslaw | | 4.4 | | | Existing allocation undeveloped; new roundabout provides vehicular access to site; part of established land supply | EMP1 |
| | TT8 | Macmerry Business Park East | | | 15.0 | | Strategic employment site; new employment allocation | EMP1 |
| | | Macmerry Business Park, Greendykes | | 5.8 | | | Existing allocation undeveloped; site adjacent to databank facility; part of established land supply | EMP1 |
| | | Elphinstone Road | 2.2 | | | | Existing employment location; part of established employment land supply | EMP1 |
| | | Macmerry Industrial Estate | 20.3 | | | | Strategic employment site; part of established land supply | EMP1 |
| | | Fleets+Charles Rivers | 15.8 | | | | Existing employment location; part of established employment land supply | EMP1 |
| TOTAL | | | 38.3 | 10.2 | 23.6 | | | 72.1 ha |

| HADDINGTON | PROPOSAL REF | SITE NAME | OPERATIONAL LAND (HA) | UNDEVELOPED SITES (HA) | NEW ALLOCATIONS (HA) | DEVELOPMENT BRIEF | COMMENTS | POLICY / PROPOSAL APPLYING TO SITE |
|--------------|--------------|--------------------------------|-----------------------|------------------------|----------------------|-------------------|--|------------------------------------|
| | HN4 | Gateside East | | 1.0 | | | Planning permission granted subject to legal agreement | EMP1 |
| | HN5 | Gateside West | | | 5.3 | | Permission granted for mixed uses including housing, Class 4 uses and pub/restaurant development | EMP1 |
| | HN8 | Peppercraig East | | | 7.0 | | Allocated for mixed use development including, business, tourism, hotel and leisure uses. | EMP1 |
| | | Hospital Road | 2.7 | 1.5 | | | Existing employment location; part of established employment land supply | EMP1 |
| | | Pure Malt, Whittingehame Drive | 1.9 | | | | Existing employment location; part of established employment land supply | EMP1 |
| | | Peppercraig Quarry | 0.6 | | | | Existing employment location; part of established employment land supply | EMP1 |
| | | Alderston | 1.8 | 1.5 | | | Existing employment location; part of established employment land supply | EMP1 |
| | | Tyne Close | 0.2 | | | | Existing employment location; part of established employment land supply | EMP1 |
| | | Station Yard | 0.7 | | | | Existing employment location; part of established employment land supply | EMP1 |
| TOTAL | | | 7.9 | 4.0 | 12.3 | | | 24.2 ha |

| DUNBAR | PROPOSAL REF | SITE NAME | OPERATIONAL LAND (HA) | UNDEVELOPED SITES (HA) | NEW ALLOCATIONS (HA) | DEVELOPMENT BRIEF | COMMENTS | POLICY / PROPOSAL APPLYING TO SITE |
|--------------|--------------|--------------------------------|-----------------------|------------------------|----------------------|-------------------|---|------------------------------------|
| | DR7 | Spott Road, Dunbar | 8.0 | | | | Existing employment location; part of established employment land supply | EMP1 |
| | | Spott Road, Dunbar | | 21.6 | | | Strategic employment site | EMP1 |
| | | Beltonford, West Barns | 1.7 | | | | Existing employment location; part of established employment land supply | EMP1 |
| | | Dunbar Road, East Linton | 1.1 | | | | Existing employment location; part of established employment land supply. | EMP1 |
| | DR9 | Industrial Estate, East Linton | 0.6 | | | | Existing employment location; part of established employment land supply | EMP1 |
| | | Auction Mart, East Linton | | | 1.0 | | New employment and community use allocation | EMP1 / DR9 |
| TOTAL | | | 11.4 | 21.6 | 1.0 | | | 34.0 ha |

| NORTH BERWICK | PROPOSAL REF | SITE NAME | OPERATIONAL LAND (HA) | UNDEVELOPED SITES (HA) | NEW ALLOCATIONS (HA) | DEVELOPMENT BRIEF | COMMENTS | POLICY / PROPOSAL APPLYING TO SITE |
|---------------|--------------|--------------------------|-----------------------|------------------------|----------------------|-------------------|--|------------------------------------|
| | NK4 | Tantallon Road/Mill Walk | 2.0 | | | | Existing employment location; part of established employment land supply | EMP1 |
| | | Tantallon Road South | | | 1.0 | | Employment as part of mixed use development, including housing | EMP1 |
| | NK1 | Mains Farm South | | | 1.0 | | Employment as part of mixed use development, including housing | NK1 |
| TOTAL | | | 2.0 | | 2.0 | | | 4.0 ha |

| GRAND TOTAL | | | 89.8 | 77.3 | 63.9 | | | 231 |
|-------------|---|--|------|------|------|--|--|-----|
| | <p><i>Note: There are areas within the countryside where employment uses operate or where planning permission has been approved for employment uses on the basis that such development is acceptable in the context of policies that manage development within the countryside. These areas include Fenton Barns, Halflandbarns, Gilmerton and others. These areas will continue to be subject to Development in the Countryside policies to ensure that the nature and scale of employment use that can take place would be appropriate.</i></p> | | | | | | | |

Tourism

Background

3.26 The East Lothian Economic Development Strategy 2012-22 identifies tourism as one of the strengths of the East Lothian economy and a source of employment opportunities in the future. The local development plan's policies and proposals seek to ensure that a balance is found between encouragement of tourism, including activity based tourism (e.g. walking and cycling) and the economic benefits that it provides and the protection of for example, important landscape and nature conservation interests. All leisure and tourism related development proposals, including visitor attractions, hotels and holiday accommodation, will be assessed against all relevant Local Development Plan policies.

Tourism Policies

3.27 At Dirleton the Archerfield estate has been developed for golf based leisure and tourism development with housing justified as enabling development. Any new development proposed in the estate must be either golf based hotel, leisure and recreation development or a form of development consistent with the policies for the control of development in the countryside or on the coast. At Archerfield the extensive area of sand dunes in the north west section of the estate is designated as part of the Firth of Forth SSSI and it is important that the natural and cultural heritage of the area is protected. Proposals that affect a designated area of natural heritage will be assessed against natural heritage policies of the plan. Housing development at Archerfield was provided to enable the other tourism related developments as an exception to the normal presumption against housing development in the countryside. It follows therefore that additional housing development within these new housing areas should not be permitted to avoid intensifying the effect of development in the rural area.

Policy TOUR1: Archerfield Estate, Dirleton

The Council continues to support the principle of high quality golf based hotel, leisure and recreation development at Archerfield Estate, near Dirleton, provided these will not have an adverse effect upon the integrity of the Firth of Forth SPA either alone or in combination with other projects and plans. There will be no infill housing development in Archerfield Estate either as new build or the conversion of existing buildings.

3.28 At Belhaven, the continued use of the chalets as holiday accommodation is supported but they are not considered suitable for permanent residential accommodation; any proposals for permanent residential accommodation will not therefore be permitted.

Policy TOUR2: Belhaven Chalets

The Council supports the continued use of the Belhaven chalets as holiday accommodation. Planning permission will not be granted for alterations or other development that would permit the chalets to be converted to permanent residential occupation.

3.29 At Dunbar the former Dunbar Castle Vaults, located underground to the south of Victoria Harbour quayside, is considered as a potential tourist attraction as part of a commercial or tourism related facility, for example, a restaurant, hostel or gallery.

Policy TOUR3: Dunbar Castle Vaults

The Council will support the principle of proposals for a commercial or tourist related development on the south side of Victoria Quay if it enables the underground vaults to be opened up to public view and provided these will not have an adverse effect upon the integrity of the Firth of Forth SPA either alone or in combination with other projects and plans.

3.30 A range of hotel, guest house and other accommodation attracts visitors and encourages them to stay and benefit the economy of East Lothian. There is a need to encourage high quality hotel accommodation. Proposals that will result in the loss of hotel or guest house will be resisted unless it can be clearly demonstrated that the continued use of the building as a hotel or guest house is not practical. This will mean an applicant providing evidence of a formal marketing campaign at a reasonable price for a minimum of a year, including details of methods of marketing, relevant dates, copies of particulars, and details of all interest and offers received. Policy TOUR 4 will not apply to tourism accommodation that required a change of use of an existing building within three years of the date of its permission. This exemption will not apply to new build tourism accommodation.

Policy TOUR4: Hotels and Guest Houses

Proposals for the change of use of hotels and guest houses will be resisted unless it can be clearly demonstrated that all reasonable efforts have been made to retain the property in use as a hotel or guest house, including evidence that it has been marketed as such and no reasonable offers received.

Planning for Housing

The Housing & Housing Land Requirement

- 3.31 The SDP with its Supplementary Guidance on Housing Land requires the LDP to ensure sufficient housing land is available that can deliver 6,250 homes in the period 2009 to 2019 and a further 3,800 homes in the period 2019 to 2024⁶. In total, sufficient housing land is needed so 10,050 homes can be developed in the period 2009 - 2024. Provision also needs to be made for specialist housing and for other specific housing needs.
- 3.32 The LDP continues to support the development of housing sites in the established housing land supply. This includes allocations committed by previous plans⁷, the development of which will be complemented and not undermined by the new allocations of this LDP. The amount of established housing land that can be developed through time to satisfy the SDPs requirements has been assessed. The resultant housing land shortfall has informed the amount of additional housing land needed and new site allocations made by this LDP, as has the start date and rate of development that can be anticipated for the new housing land allocations proposed by this Plan at the point of adoption.
- 3.33 The overall capacity of all the sites in the Local Development Plan housing land supply is in excess of the 10,050 home Housing Requirement set by the SDP. This takes into account the amount of development that could take place on sites within the plan periods and to provide a generous supply of housing land so the SDPs requirements can be met, in line with Scottish Planning Policy. It also reflects that the allocations selected would allow development to take place in the most appropriate locations, even if their capacity means development could continue into the longer term. As such, some sites may not be fully developed within the plan period and may continue to be developed beyond 2024. However, as economic conditions improve, all sites could be developed faster if market demand, infrastructure, resources and the capacity in the construction sector permit.
- 3.34 The LDP provides a generous supply of housing land that is or can become effective during the plan period. However, achieving the SDPs requirements will be dependent on the rate and volume of housing that can be built on sites within the plan period. The LDP strategy focuses on where and how this can take place, and what actions will be needed by whom to make development happen. Yet the rate of housing delivery that will take place may be dependent on many factors not related to the SDP requirement, or the LDP or its Action Programme. These include the strength of the housing market, the ability to fund infrastructure and the ability and will to make development happen and to construct, complete and sell homes at the rate needed to meet SDP requirements.

⁶ SESplan SDP Policy 5 & SG on Housing Land Table 3.1

Spatial Strategy

- 3.35 The LDP strategy directs the majority of new housing land to the main settlements in the west of East Lothian. This is most likely where there will be greatest demand for housing in the short to medium term and where new homes could be built in the significant volumes expected. However, the LDP also reflects that there is need and demand for new homes further east, and also that mobile demand dissipates as distance from the regional core increases. The SDA is prioritised as the location for new housing, but a range and choice of smaller site allocations are made outwith the SDA in other marketable locations where need could also be met. This range and choice of site types, sizes and locations will also help to ensure that an adequate five-year effective housing land supply can be maintained, consistent with SDP Policy 6. All housing land will contribute to meeting SDP requirements.

Blindwells' Role in Meeting Housing Land Requirements

- 3.36 The vision for Blindwells new settlement is the creation of a large scale mixed community that contributes to Housing Land Requirements up to 2032 and beyond. The SDP requires the LDP to seek a comprehensive solution that may allow Blindwells to expand, which has not been found during the preparation of this LDP. The SDP expects that Blindwells need only contribute housing land to its spatial strategy after 2019. If solutions for delivery of a larger new settlement are found before then the SDP would not prevent more housing being developed there in the short or medium term.

Consideration of Housing Development Beyond 2024

- 3.37 The SESplan HNDA signposts that there may be need and demand for a further 3,820 dwellings in East Lothian for the period 2024 – 2032. The SDP does not require the LDP to allocate housing land for that period, but the LDP does identify and safeguard potential opportunities. These include allocated sites that are not expected to be fully developed by 2024. Blindwells is intended to have such a role, which may be enhanced if a suitable comprehensive solution for development of a larger new settlement is found.

Established Housing Land Supply

- 3.38 The Council continues to support the development of the established housing land supply in East Lothian, including the effective land supply as well as unconstrained and constrained sites, as set out in Housing Land Audit 2015.

Policy HOU1: Established Housing Land

The Council continues to support the principle of appropriate residential development on sites of the established housing land supply as set out in Housing Land Audit 2017.

⁷ SESplan SDP paragraph 108 and 55

Table HOU1: Housing Proposals by Cluster Area

3.39 Table HOU1: Housing Proposals by Cluster Area identifies additional sites over and above the sites in the established housing land supply that this LDP allocates to meet the SDPs Housing Requirements. Table HOU1 also identifies the land the LDP safeguards so the opportunity to consider it for potential future development is not prejudiced.

| CLUSTER | ESTABLISHED SUPPLY | SITE REF | ADDITIONAL LDP ALLOCATIONS | CAPACITY | SITE REF | LDP SAFEGUARDS | CAPACITY | TOTAL SUPPLY | | |
|-------------|--|--------------|---|----------|----------|----------------|----------|--------------|----------|--|
| MUSSELBURGH | Including: MH6: Pinkie Mains, Musselburgh MH9: Land at Wallyford | MH1 | Land at Craighall | 1,500 | | | | 4,981 | | |
| | | MH2 | Land at Old Craighall Village | 100 | | | | | | |
| | | MH5 | Former Edenhall Hospital Site, Musselburgh | 100 | | | | | | |
| | | MH7* | Pinkie Mains (Intensification), Musselburgh | 130 | | | | | | |
| | | MH8** | Levenhall, Musselburgh | 65 | | | | | | |
| | | MH9*** | Wallyford (Intensification) | 400 | | | | | | |
| | | MH10 | Land at Dolphingstone | 600 | | | | | | |
| | | MH12*** | Barbachlaw, Wallyford | 94 | | | | | | |
| | | MH13 | Whitecraig South | 300 | | | | | | |
| | | MH14 | Whitecraig North | 200 | | | | | | |
| | | TOTAL | 1,542 | | | 3,439 | | | 0 | |

2017 HLA shows 32 fewer units at this site than the number allocated to it; **2017 HLA shows 18 fewer units at this site than the number allocated to it; * A total of 494 homes has been deducted from the established supply and added to the capacity of new allocations to reflect the 2017 HLA and to avoid double counting.*

| CLUSTER | ESTABLISHED SUPPLY | SITE REF | ADDITIONAL LDP ALLOCATIONS | CAPACITY | SITE REF | LDP SAFEGUARDS | CAPACITY | TOTAL SUPPLY |
|-------------|--------------------|--------------|--|----------|----------|----------------|----------|--------------|
| PRESTONPANS | | PS1 | Longniddry South | 450 | | | | 679 |
| | | PS2* | Land at Dolphingstone North, Prestonpans | 140 | | | | |
| | | TOTAL | 69 | | | 610 | | |

** 2017 HLA shows 20 more homes (160) at this site than the number allocated to it; Note: A site at West Seaside (9 homes), Prestonpans is shown as constrained in the 2017 HLA so is not counted in this table.*

| CLUSTER | ESTABLISHED SUPPLY* | SITE REF | ADDITIONAL LDP ALLOCATIONS | CAPACITY | SITE REF | LDP SAFEGUARDS | CAPACITY | TOTAL SUPPLY |
|------------|----------------------------|--------------|----------------------------|----------|----------|---------------------------|----------|--------------|
| BLINDWELLS | Including: BW1: Blindwells | N/A | N/A | N/A | BW2 | Blindwells Expansion Area | N/A | 1,600 |
| | | TOTAL | 1,600 | | | 0 | | |

| CLUSTER | ESTABLISHED SUPPLY | SITE REF | ADDITIONAL LDP ALLOCATIONS | CAPACITY | SITE REF | LDP SAFEGUARDS | CAPACITY | TOTAL SUPPLY | | |
|---------|--|--------------|--|----------|----------|----------------|----------|--------------|----------|--|
| TRANENT | Including: Proposal TT14: 30 units at Park View already in Established Supply Committed 73 units at Limeylands Road, Ormiston as part of Proposal TT10 | TT1 | Windygoul South, Tranent | 550 | | | | 1,513 | | |
| | | TT4 | Lammermoor Terrace, Tranent | 120 | | | | | | |
| | | TT5 | Bankpark Grove, Tranent | 80 | | | | | | |
| | | TT7 | Macmerry North, Macmerry | 150 | | | | | | |
| | | TT9 | Gladsmuir East | 20 | | | | | | |
| | | TT10*** | Limeylands Road, Ormiston | 70 | | | | | | |
| | | TT11* | Elphinstone West, Elphinstone | 80 | | | | | | |
| | | TT12 | Woodhall Road, Pencaitland | 16 | | | | | | |
| | | TT13** | Lemmcockwells Road, Pencaitland | 115 | | | | | | |
| | | TT14*** | Park View, Pencaitland (Intensification) | 25 | | | | | | |
| | | TOTAL | 272 | | | 1,241 | | | 0 | |

** 2017 HLA shows 10 more homes (90) at this site than the number allocated to it; **2017 HLA shows 5 more homes (120) at this site than the number allocated to it; ***A total of 40 homes has been deducted from the established supply (15 homes from TT10 and 25 homes from TT14) and added to the capacity of new allocations to reflect the 2017 HLA and to avoid double counting; Note: A site at 54 Bridge Street, Tranent is shown as constrained in the 2017 HLA so the 8 homes there are not counted in this table.*

| HADDINGTON | ESTABLISHED SUPPLY* | SITE REF | ADDITIONAL LDP ALLOCATIONS | CAPACITY | SITE REF | LDP SAFEGUARDS | CAPACITY | TOTAL SUPPLY |
|--------------|-------------------------------|----------|------------------------------------|------------|----------|----------------|----------|--------------|
| | Including: | HN2 | Letham Mains Expansion, Haddington | 275 | | | | |
| | HN1: Letham Mains, Haddington | HN3* | Dovecot, Haddington | 193 | | | | |
| | | HN4* | Gateside East, Haddington | 79 | | | | |
| | | HN5* | Gateside West, Haddington | 112 | | | | |
| | | HN7* | Alderston, Haddington | 89 | | | | |
| TOTAL | 805 | | | 748 | | | 0 | 1,553 |

*A total of 393 homes has been deducted from the established supply and added to the capacity of new allocations to avoid double counting (at Dovecot this includes 113 committed units of 193 unit allocation); Note: Sites at Gifford Garage (10 homes) and Lennoxlove Sawmill (8 homes) are shown as constrained in the 2017 HLA so are not counted in this table.

| DUNBAR | ESTABLISHED SUPPLY* | SITE REF | ADDITIONAL LDP ALLOCATIONS | CAPACITY | SITE REF | LDP SAFEGUARDS | CAPACITY | TOTAL SUPPLY |
|--------------|----------------------------------|----------|---------------------------------|------------|----------|----------------|----------|--------------|
| | Including: | DR2 | Hallhill North, Dunbar | 250 | | | | |
| | DR1: Hallhill South West, Dunbar | DR4 | Brodie Road, Dunbar | 50 | | | | |
| | | DR5* | Newtonlees North, Dunbar | 250 | | | | |
| | | DR6 | Beveridge Row, West Barns | 90 | | | | |
| | | DR8** | Penraig Hill, East Linton | 100 | | | | |
| | | DR10 | Innerwick East, Innerwick | 18 | | | | |
| | | DR11 | St John Street, Spott | 6 | | | | |
| | | DR12 | Land at Newtonlees Farm, Dunbar | 115 | | | | |
| TOTAL | 468 | | | 882 | | | 0 | 1,350 |

*2017 HLA shows 10 less homes (240) at this site than the number allocated to it; **2017 HLA shows 13 more homes (113) at this site than the number allocated to it; Note: Sites at Former Gasworks, Belhaven Road, Dunbar (3 homes); East Beach Amusements, Dunbar (7 homes); 67B High Street Dunbar (5 homes); Abbylands 44 High Street (16 homes) Dunbar; Abbylands (Former Hughes Garage) (8 homes), Dunbar; and Meiklerig Steading (7 homes), Stenton are all shown as constrained in the 2017 HLA so are not counted in this table.

| NORTH BERWICK | ESTABLISHED SUPPLY* | SITE REF | ADDITIONAL LDP ALLOCATIONS | CAPACITY | SITE REF | LDP SAFEGUARDS | CAPACITY | TOTAL SUPPLY |
|---------------|--------------------------------|----------|-------------------------------|------------|----------|----------------|----------|--------------|
| | Including: | NK4 | Tantallon Road, North Berwick | 125 | | | | |
| | NK1: Mains Farm, North Berwick | NK5 | Ferrygate Farm, North Berwick | 140 | | | | |
| | NK3: Gilsland, North Berwick | NK6* | Fire Service College Gullane | 100 | | | | |
| | | NK7** | Saltcoats Field, Gullane | 130 | | | | |
| | | NK8*** | Fentoun Gait East, Gullane | 50 | | | | |
| | | NK9 | Fentoun Gait South, Gullane | 15 | | | | |
| | | NK10**** | Aberlady West, Aberlady | 100 | | | | |
| | | NK11 | Castlemains Dirleton | 30 | | | | |
| TOTAL | 482 | | | 738 | | | 0 | 1,220 |

*2017 HLA shows 25 more homes (125) at this site than the number allocated to it; **2017 HLA shows 20 more homes (150) at this site than the number allocated to it; ***2017 HLA shows 2 less homes (48) at this site than the number allocated to it; ****2017 HLA shows 7 more homes (107) at this site than the number allocated to it; Note: At Ferrygate Farm (NK5) 2 completions occurred but were not recorded during the 2017 audit period; Note: sites at New Mains (6 homes), Dirleton and at Athelstaneford – Mansfield (19 homes) are shown as constrained in the 2017 HLA so are not counted in this table.

| | |
|-----------------------------------|--------|
| LDP SUPPLY | 12,896 |
| Completions Achieved 2009-2017 | 3,064 |
| Windfall Assumption 2017 -2032 | 257 |
| Small Sites Allowance 2017 - 2022 | 176 |
| Demolitions 2009 -2032 | -23 |
| Total Supply 2009 - 2032 | 16,370 |

*Based on 2017 Housing Land Audit

Table HOU2: Housing Land Requirements and Supply

3.40 Based on the rate of development anticipated for all sources of housing land at the point of LDP adoption, Table HOU2: Housing Land Requirements and Supply shows that the timeous development of homes on this land could meet the SDPs requirements, and that some sites may continue to deliver homes into the longer term.

| | 2009/19 | 2019/24 | 2009/24 | 2024/32 | Beyond 2032 | Total |
|--|--------------|--------------|---------------|-------------------------------------|-------------|---------------|
| Housing Requirement and Housing Land Requirement 2009 to 2024 | | | | Housing Need and Demand (vi) | | |
| SESplan Housing Requirement | 6,250 | 3,800 | 10,050 | 3,820 | 0 | 13,870 |
| Housing Land Requirement | 7,350 | 4,469 | 11,819 | n/a | n/a | n/a |
| Housing Supply 2009 to 2024 | | | | | | |
| Housing Completions 2009/17 | 3,064 | 0 | 3,064 | 0 | 0 | 3,064 |
| Contribution from Established Supply(i) | 1,144 | 3,003 | 4,147 | 594 | 0 | 4,741 |
| Contribution from New Allocations(ii) | 470 | 3,711 | 4,181 | 2,225 | 325 | 6,731 |
| Contribution from Blindwells(iii) | 0 | 291 | 291 | 801 | 508 | 1,600 |
| Contribution from Future Windfall sites(iv) | 42 | 105 | 147 | 110 | 0 | 257 |
| Loss of Supply to Dwelling Demolitions(v) | -3 | -8 | -11 | -12 | 0 | -23 |
| Total Housing Land Supply | 4,717 | 7,102 | 11,819 | 3,718 | 833 | 16,370 |
| Generosity | | | 17.6% | | | |

(i) Based on 2017 Housing Land Audit including contribution of 70 dwellings from small sites (less than 5 units) programmed 2017/19 and 106 units 2019/24 as per audit;

(ii) Based on 2017 Housing Land Audit [adjusted for deletion of MH13, TT15 and TT16 and the addition of Land at Newtonlees Farm, Dunbar];

(iii) Based on 2017 Housing Land Audit;

(iv) SESplan's windfall assumption for East Lothian;

(v) Based on demolitions from information from ELC Building Standards;

(vi) Estimate of need and demand for housing from SESplan HNDA (not part of SESplan Housing Requirement).

Maintaining an Adequate Effective Five-Year Housing Land Supply

- 3.41 This Plan makes available a generous supply of housing land that is effective or is able to be made effective during the plan period. A full range and choice of site types and sizes are allocated in a range of marketable locations so homes can be built on appropriate sites at the rate and in the significant volumes expected to meet the SDPs requirements. However, building new homes at the rates and in the volumes expected by the SDP will be extremely challenging, including for housing providers. Even though a generous housing land supply has been made available by the plan at the point of adoption, an inability to build homes on the land supply at the rate expected to meet SDP requirements when the plan is operative could lead to calls to release additional sites for alternative housing proposals on land not identified as suitable in principle for that purpose by the plan, and thus a very serious and unjustified threat to the delivery of the plan's strategy and sites.
- 3.42 The timing and rate of housing building that can occur during the plan period will be dependent on many factors, including demand for housing and the will and ability of landowners and developers to make development happen. It will be influenced by the extent to which necessary actions required to implement the strategy and develop sites have been carried out, including an ability to fund and provide any further infrastructure capacity to enable development. Collaborative working, the prompt submission of sound proposals and masterplans and their efficient handling and determination will be important. However, if unconstrained sites that are effective or capable of being made effective do not start or are developed slower than envisaged than at the point of LDP adoption, it does not follow that the reason for slower rates of delivery is a shortage of developable land. Delays in the submission of proposals or site starts or lower than expected rates of delivery may indicate that in reality fewer homes can be completed during the plan period than the amount needed to match the HNDA estimates of need and demand that were transposed directly into the SDP to set Housing Requirements.
- 3.43 Delivery of the SDPs requirements assumes that annual completion rates of more than double the highest level delivered in East Lothian can be achieved (in some years more than quadruple the annual average since 2001/02), and that such a rate and volume of delivery can be sustained throughout the plan period. This unprecedented rate and volume of housing building is planned for during a period of infrastructure and funding constraint. It is a time when clarity and certainty will be essential so significant decisions can be taken with confidence on how, where and when to direct scarce resources so the wider outcomes of this plan's strategy can be delivered. The same clarity and certainty will be essential if investment decisions that will deliver allocated sites are to be encouraged. Maintaining the focus on delivering the plan's strategy and sites, and ensuring attention and resources are not distracted from them, and that they are not undermined by windfall proposals, will be a very significant issue for those who have a role in delivering the plan.

- 3.44 However, if the supply of effective housing land is not 'enough' for the next five years, Scottish Government planning policy would expect this plan's policies on the supply of housing land to be considered out-of-date, and a presumption in favour of development that contributes to sustainable development to be a significant material consideration. When this plan is operative there may be situations when the Council needs to consider if the principle of housing development on land not identified as suitable in principle for that purpose by the LDP should be supported. The starting point for considering if any such action is justified (based on SPP taken together with PAN 2/2010) will be if there is a shortfall of dwelling completions programmed from the effective housing land supply over the next five years if measured against the Housing Requirement, which should be recalculated annually to take account of dwelling completions achieved. Current Scottish Government planning advice is that a site, or a relevant part of it, can only be considered effective if it is programmed to be built in the next five years. This will be monitored by the Council, based on annual updates of its housing land audit. The calculation the Council will use to assess whether there is a numerical shortfall of effective housing land is set out in Advice Box 1 below, unless and until an alternative approach should be followed consequent on any review of SPP or PAN 2/2010.

Advice Box 1: Calculating the Adequacy of the Five-Year Effective Housing Land Supply

Method to assess the numerical adequacy of the 5-year effective housing land supply:

1. If more than five years of the first plan period remain, a pro-rata figure of the remaining Housing Requirement for that period shall be calculated by subtracting the completions achieved since the base date of the SDP from the Housing Requirement for the first plan period, then dividing the net figure by the number of years remaining in the first plan period, and multiplying the annualised figure by 5; or
2. If less than five years of the first plan period remain, a pro-rata figure of the annualised Housing Requirement for the second plan period shall be added to any shortfall figure from the first (calculated by subtracting completions achieved since the base date of the SDP from the Housing Requirement in the first plan period); or
3. If less than five years of the second plan period remain, a pro-rata figure of the annualised housing need and demand estimate for the signpost period shall be added to any shortfall figure (calculated by subtracting completions achieved since the base date of the SDP from the Housing Requirement for the plan period);
4. The recalculated Housing Requirement figure derived, as appropriate, from step 1), 2) or 3) above shall be compared to the amount of homes programmed to be developed in the next five years, based on the latest housing land audit to assess if there is a surplus or shortfall of homes programmed to be developed in the next five years;
5. To establish how many years of effective housing land supply these programming assumptions would yield, step 4) will be divided by step 1), 2) or 3) as appropriate and multiplied by 5.

- 3.45 The PAN 2/2010 approach to assessing the numerical adequacy of the five-year effective housing land supply monitors the number of homes that are programmed to be built: it does not monitor the amount of land that is effective or that could be made effective and available for the construction of homes if there were a will and ability to build homes on it faster. Assumptions on the programming of completions are a snap shot in time, and are widely recognised as challenging to predict accurately, and can vary considerably from year to year. The start date and rate of development from any site can be influenced by many factors outwith the control of the planning system, including the aspirations of landowners, the demand for housing, the decisions of others on where and when to invest and make development happen, and the availability of mortgages, resources in general and capacity in the construction sector. As such, the extent to which the rate and volume of house completions can be increased during the plan period will likely be related more to these factors than any need to meet the SDPs requirements. Nonetheless, SPP expects enough effective housing land to be available for the next five years at all times.
- 3.46 However, the PAN 2/2010 definition of ‘marketability’ as a constraint to site effectiveness influences how quickly a site, or part of a site, may be programmed to be built in a housing land audit, and thus how many homes from any site may be anticipated to complete and be counted as ‘effective’ during any five year period. Yet such ‘market constraints’ can be affected by low levels of demand or the availability of mortgages, which can result in delayed site starts and reduce the rate and volume of house building that can take place on land that is otherwise effective. When this is applied the land supply overall, it can significantly reduce the number of homes programmed to be built, thus the amount of ‘land’ that can be counted ‘effective’. This can result in a numerical shortfall of effective housing land, but it is not a reliable indicator of the amount of effective land that could be available if there were a will or ability to build homes faster. In such circumstances, there may be little if anything to be gained by automatically accepting that there is a need to support the principle of housing development on land not identified by the Plan as suitable in principle for that purpose.
- 3.47 The LDP aims to secure housing development in the right place, not to allow it at any cost. If a programmed shortfall of house completions from the effective housing land supply arises, the cost of continually following an unplanned approach to delivering housing on land not identified by the plan as suitable in principle for that purpose would be to dilute capacity and resources and to distract them and the focus from delivering the outcomes associated with the LDP strategy and sites. It could generate risk and uncertainty around associated funding and investment decisions, and undermine the ability and will to deliver LDP sites and further delay their development, thus compound the plan’s delivery issues. Such an approach would undermine the consultation undertaken in the preparation of the LDP strategy and sites and plan-led system.

- 3.48 However, there is also a significant need and demand for new homes in the area. If a programmed shortfall of dwelling completions from the effective housing land supply arises, this will be considered by the Council as it decides whether the principle of housing development on land not identified by this plan as suitable in principle for that purpose should be supported. Such a shortfall will be given significant weight by the Council if the amount of such constrained housing land would prevent the SDP requirements being met, since this would suggest a genuine need to increase the supply of unconstrained housing land in the area. The Council will monitor this through the housing land audit and Action Programme.
- 3.49 In line with the Scottish Government’s current national planning policy and advice, if there is not ‘enough’ effective housing land in East Lothian for the next five years, a presumption in favour of development that contributes to sustainable development will be a significant material consideration in the determination of proposals for housing development on land not identified by this Plan as suitable in principle for that purpose. Any such proposals will be assessed against all relevant policies of the development plan, including SDP Policy 7, Policy HOU2 below and any other relevant material considerations.

Policy HOU2: Maintaining an Adequate 5-Year Effective Housing Land Supply

If an adequate five year effective housing land supply is not being maintained in East Lothian, the Council may accept the principle of housing development on land not identified by the LDP as suitable in principle for that purpose. Any such proposals must comply with SDP Policy 7, the criteria below, and all other relevant plan policies, including Policy NH1 and those on design:

1. Effectiveness - it must be proven that the site would be immediately effective and capable of making a meaningful contribution to reducing the identified shortfall;
2. Scale – the scale of the proposal must not predetermine or prejudice the Council’s subsequent flexibility to consider and determine where any housing land allocation should occur through a future review of this plan, and it must also be appropriate to the scale and character of the specific settlement and local area;
3. Timing – evidence will be expected of housebuilder interest in the site to demonstrate that it can reasonably be followed through and early dwelling completions can be anticipated;
4. Development plan strategy – the proposal must not prejudice the delivery of the development plan strategy by using infrastructure capacity needed for existing housing commitments or allocations, or compromise the ability to provide infrastructure capacity for them, and it must not be dependent on the prior provision of infrastructure to be provided by existing allocations where these have not yet started and delivered the necessary infrastructure;
5. Any additional infrastructure capacity required as a result of the development is either committed or will be funded by the developer and can be delivered.

Affordable Housing

- 3.50 Affordable housing is broadly defined as housing of reasonable quality that is affordable to people on modest incomes⁸. The need for affordable housing should be met as close as possible to where it arises. The LDP seeks to address this in its spatial strategy, policies and proposals, taking into account local characteristics and the need for affordable housing⁹. This is done in line with SPP and the findings of the SESplan Housing Need and Demand Assessment (HNDA). The LDP and Local Housing Strategy are also aligned. The LDP sets out the planning policy approach for increasing the supply of affordable housing in the area.
- 3.51 Development Plans are expected to address the need for affordable housing in their policies and proposals, if supported by a Housing Need and Demand Assessment (HNDA). The SESplan HNDA provides the analysis of housing need and demand in East Lothian and it has been signed off by the Scottish Government as robust and credible. It identifies that there is an ongoing need for affordable housing in the area and that this need continues to grow. The SESplan HNDA provides evidence to show that between 2009 and 2032, 33% of the total housing supply should be provided as affordable housing. In the short term up to 2019, the SESplan HNDA demonstrates that the affordable housing need will be more acute with a 41% annual requirement¹⁰. SPP suggests that the level of contribution for affordable housing expected from a market site should generally be no more than 25% of the total number of units. Higher affordable housing requirements may be justified in relation to particular sites, including where land is publically owned.
- 3.52 The affordable housing quota of the previous local plan was 25%, other than at Blindwells (site Ref: BW1) and at Letham Mains, Haddington (site Ref: HN1) where 30% and 17% quotas were set respectively. To allow for the transition between plans, the affordable housing quotas for those sites will remain as set by the previous local plan. Other than these exceptions, the quota for the provision serviced affordable housing land that will be required from any housing proposal submitted under this plan will be 25% of the total number of dwellings. Delivery mechanisms for provision of the affordable housing must be agreed with the Council. The trigger at which the transfer of serviced land for affordable housing provision will be sought shall be proposals consisting of 5 or more dwellings.
- 3.53 Developers will be expected to work in partnership with the Council, and where relevant RSLs, to ensure housing needs are met including in terms of tenure and house type and size. There will be a need to work collaboratively on master planning. The Council will be flexible with developers who wish to build affordable homes themselves to be transferred to the Council if costs and values are acceptable. The affordable housing requirement must be provided in full on-site, unless the Council is satisfied that exceptional circumstances

justify off site provision. Commuted sums will rarely be acceptable, but may be considered if neither on-site or off-site provision is appropriate, such as in farm steading conversions. The value of a commuted sum payment will be the value equivalent to the cost of providing the percentage of serviced land required by the policy. Developers must seek early discussions with the Council on matters related to delivery, including the number, type, tenure, density and design of affordable housing and the delivery method.

- 3.54 The Council has approved supplementary planning guidance to assist with the implementation of this policy and to allow developers and landowners to assess the implications of providing for affordable housing at an early stage. The supplementary planning guidance will commit to a review of the commuted sum value at least every 2 years, although the guidance itself will not be reviewed this frequently.

Policy HOU3: Affordable Housing Quota

Development proposals (including conversions) that in their totality will bring forward five or more dwellings must make provision for affordable housing as part of the proposal. The required proportion of affordable housing to be provided will be 25% of the total number of dwellings proposed for the site.

In all circumstances the approach to delivering affordable housing must be agreed with the Council, including the affordable housing provider where on site provision is required. This will also include the mix of affordable house types, sizes and tenures, and the areas of land or buildings to be used to accommodate the affordable housing. Agreement must be reached between the applicant and the Council that the affordable housing is proposed to be provided in an appropriate layout and form of development which will allow needs to be met. These matters should be agreed during pre-application discussions so they can be included in development appraisals before land is acquired, alongside any need to provide for any other planning obligations.

Planning permission will not be approved unless an agreed mechanism is in place to secure the delivery of affordable housing. Section 75 Legal Agreements will be used including for the transfer or delivery of serviced affordable housing land, or to ensure tenures of affordable housing will be delivered as agreed, or in exceptional circumstances if the Council agrees to the transfer of an agreed commuted sum.

Advice on all cost and valuation matters will be sought from the District Valuer, or if required in another way consistent with paragraph 22 of PAN 2/2010 or any revision.

⁸ Scottish Planning Policy paragraph 126

⁹ SESplan SDP paragraph 117

¹⁰ SES Plan Housing Technical Note November 2011 (Table 4 - Demand for New Houses Net of Turnover, page 9)

<http://www.sesplan.gov.uk/assets/files/docs/proposed-plan/technical/Housing%20Technical%20Note%20Final.pdf>

Affordable Housing Tenure Mix

- 3.55 A wide range of housing tenures can be affordable. These include homes for social and mid-market rent including National Housing Trust and unsubsidised, subsidised shared ownership models and Scottish Government shared equity models, and discounted sale unsubsidised low cost home ownership. There are a variety of delivery mechanisms for such housing provision.
- 3.56 A wide tenure mix and delivery partners can help ensure housing, including affordable housing, is delivered. The LDP's policies and proposals take this and the need for affordable housing into account. The appropriateness of the site, development viability and the strength of the housing market may impact on the delivery of affordable housing on small sites, and off-site provision and commuted sums may be considered in these circumstances. However, because there is support for a wide tenure mix this means a lack of public funding will not normally prevent affordable housing quotas being met.
- 3.57 The Council has approved more detailed supplementary planning guidance that will allow developers and landowners to assess at an early stage the options and implications of providing for the expected affordable housing tenures.

Policy HOU4: Affordable Housing Tenure Mix

A wide range of affordable housing tenure models are supported, including social rent, shared ownership and shared equity models, homes for mid-market and intermediate rent, and subsidised and unsubsidised low cost housing for market sale and self build plots.

The Council will seek to ensure that as part of the provision of affordable housing on any site, that provision is made where appropriate for specialist housing, in line with the Council's Local Housing Strategy and the Supplementary Planning Guidance: Affordable Housing Quota and Tenure Mix.

The Council has specified in supplementary planning guidance the affordable housing tenures that will be supported, including the requirement for social rent as well as targets for the proportional split between other acceptable tenures and how the tenure models should be delivered. The availability of any funds to support delivery will be set out in the Council's Local Housing Strategy and Strategic Housing Investment Plan. The location and size of the site, the form of development to be delivered and the availability of subsidy will help inform the mix of tenures to be provided. The tenure mix and delivery mechanisms must be agreed with the Council before approval of any planning permission.

Advice on all cost and valuation matters will be sought from the District Valuer, or if required in another way consistent with paragraph 22 of PAN 2/2010 or any revision.

Specialist Housing Provision & Other Specific Needs

- 3.58 The LDP supports the principle of specialist housing provision and provision for other specific housing needs. For Local Housing Strategy purposes, the HNDA will be supplemented by further study on the need and demand for specialist housing including accessible and adapted housing, wheelchair housing and supported accommodation, such as sheltered and extra care housing. This is to help inform the needs to be met through the affordable housing policy of this plan as well as other forms of delivery in the area. East Lothian housing providers are also committed to the Scottish Government aims to help older and disable people to live safely, independently and comfortably in their own homes. The Council supports the principle of adaptations to dwellings to facilitate more independent living.

Residential Care & Nursing Homes

- 3.59 There have been a number of closures of nursing and residential homes in East Lothian, resulting in a significant reduction in the number of places available. Several financial and regulatory factors have contributed to closures that have included establishments in Musselburgh, Haddington, Dunbar, Gullane and Aberlady. Property prices in the Edinburgh area has meant that other uses for these buildings can generate higher values. At the same time the number of very elderly people in East Lothian is rising and this is projected to grow over the plan period. The fall in provision of such accommodation coupled with the rise in demand means that unless there is a positive policy context for provision of accommodation for older people, they may have to wait longer for placements.
- 3.60 East Lothian's Health and Social Care Partnership is examining ways in which the supply of care places can be increased. Until new provision is available however, the Council must ensure, as far as it is able, that no more homes close. The Council will take this into account in the interests of the community when it assesses the potential loss of a residential care home. Consideration will be given to the availability of existing and committed residential care home places, the operational viability of the care home and to the proposed alternative use (for example sheltered housing might be acceptable).
- 3.61 Change of use will not be supported unless continued use as a care home is not operationally viable, and it is impossible to make it so either by investment or sale to another operator. However, the Council does not seek to prevent alternative uses where care home use is no longer viable, including where the cost of meeting new registration standards is prohibitive. Any application for change of use of a care home will therefore be required to submit evidence of lack of viability of the current use. In practice this will mean an applicant providing evidence of a formal marketing campaign for the current use at a reasonable price for a minimum of six months, including details of methods of marketing, relevant dates, copies of particulars, and details of all interest and offers received.

Policy HOU5: Residential Care & Nursing Homes – Change of Use

Proposals for the change of use of a residential care or nursing home will only be permitted where, on the advice of the Director of East Lothian’s Health and Social Care Partnership:

1. the loss of places will not harm the residential care interests of the people of East Lothian; or
2. the Council is satisfied that for operational reasons there is no prospect of the care or nursing home continuing as a viable concern. Clear evidence to this effect must accompany any application for a change of use, including full details of its marketing as a care or nursing home and all offers received.

3.62 Ensuring the suitable location of residential care and nursing homes is also a specific land use planning issue. The Council is responsible for the registration and inspection of residential care homes for the elderly, and NHS Lothian is similarly responsible for nursing homes. Both organisations use similar criteria in respect of location, recognising the importance that the home is located within the community that it serves, that it should not be isolated, and that it be served by public transport. In the context of any assessment by the Council of need and demand, planning applications for such uses will be assessed against the following policy.

Policy HOU6: Residential Care and Nursing Homes – Location

Developers of residential care and nursing homes are encouraged to use sites within settlements. Proposals must have reasonable access to the normal range of community services and be acceptable in terms of impact on amenity and the environment. The Director of East Lothian’s Health and Social Care Partnership will be consulted on proposals for residential care homes and NHS Lothian for nursing homes.

Housing in Multiple Occupation

3.63 The Housing (Scotland) Act 2000 requires that housing in multiple occupation (HMO) must be licensed for such use. An HMO is defined as the only or principal residence of three or more qualifying persons from three or more families, and occupied by them as their only main residence (or in some other manner specified by Scottish Ministers by order) and is either a house, premises or a group of houses owned by the same person with shared basic amenities (or some other type of accommodation specified by Scottish Ministers by order). The matter of whether planning permission would be required depends on the existing use of the property, the number of occupants and if they are a family or not.

3.64 Under planning use classes regulations, a house can include up to 5 unrelated people living together. Consequently, the use of a house as one licensed as an HMO with up to five occupants does not require planning permission. Only where the HMO involves more than 5 occupants who are not a family will planning permission be required for a change of use. Proposals for flats to be used for multiple occupation (for which there is no prescribed threshold) must be assessed on an individual basis. However, in practice the Council will treat these in the same way it does houses. The principal planning concern in terms of proposals for HMO is the need to protect residential amenity.

Policy HOU7: Housing in Multiple Occupation

Where planning permission for a change of use to a House in Multiple Occupation is required, this will be supported provided that:

1. nearby dwellings experience no significant loss of amenity, and
2. there is no harm to wider residential amenity as a result of increased pressure for the provision of services, including car parking or refuse areas.

Gypsy/Travellers’ sites

3.65 The LDP and LHS are to address any need for sites for Gypsy/Travellers and Travelling Showpeople. In comparison to the wider housing needs of the settled community, the scale of the accommodation required by the Gypsy/Traveller community may be small, but it cannot be overlooked.

3.66 There are three types of Gypsy/Traveller site: permanent sites, transit sites, and stopping places. Permanent sites provide residents with permanent accommodation and can be run by local authorities or registered social landlords, or privately owned by their residents. Gypsy/Travellers typically stay on-site for the majority of the year, only travelling for a few weeks. Transit sites are permanent developments that are only used temporarily by their residents, usually when they are travelling between more long-term locations. They provide more basic amenities than permanent sites. Stopping places are pieces of land where Gypsy/Travellers have traditionally stayed for short periods of time.

3.67 In terms of permanent sites, there is currently one local authority-run site jointly managed by East Lothian and Midlothian Councils, located on the boundary between the two local authorities near Whitecraig, and a small number of small, privately-owned sites. The need for any additional local authority provision for permanent Gypsy/traveller sites, transit sites and stopping places will be considered by the LHS review process. An assessment of the current level of site and pitch provision will be made and will address issues such as

the long term viability of the existing permanent site. In addition, an assessment will be made of whether sites and pitches currently provided are of the right type.

- 3.68 The Council is supportive of the principle of further small, privately-owned Gypsy/Traveller sites. Such sites tend to have 1-5 pitches and can accommodate one or two families, though can be larger. Applications for such sites will be assessed against the criteria in the policy below. There is no requirement to establish a need when considering such proposals. Each pitch can have one principal caravan with potential for siting up to two further caravans for additional accommodation and visitor accommodation if necessary. Pitches can be served by a utility unit with kitchen facilities and separate shower facilities. Limited ancillary class 4 (business) and class 6 (storage and distribution) use will also be acceptable in principle.
- 3.69 This policy applies equally within areas designated as countryside, Countryside Around Towns, or Green Belt. Temporary permissions should not normally be necessary, however occupancy restrictions may be appropriate. For the avoidance of doubt, permanent dwellinghouses will not be permitted within Gypsy/Traveller sites.
- 3.70 The need for any additional local authority provision for permanent Gypsy/Traveller sites, transit sites and stopping places will be considered through the LHS review processes. Any such proposals would also be assessed against the criteria in the policy as relevant. The policy will also apply in the case of proposals for permanent sites for Travelling Showpeople, and account will be taken of the need for storage and maintenance of equipment.

Policy HOU8: Gypsy / Travellers' Sites

The Council will assess applications for small, privately-owned Gypsy/Travellers' sites on their merits and will support the development of such sites where all of the following criteria can be met:

1. the site is in a location readily accessible to the main strategic road network;
2. the site is within reasonable proximity of community facilities and schools;
3. the site will not adversely affect or impact on any areas of recognised nature conservation, landscape, or built heritage interest, or any existing surrounding uses;
4. the site can be safely and acceptably accessed and serviced;
5. the site will be adequately landscaped to the satisfaction of the Council;
6. the site benefits from adequate levels of amenity; and
7. the development will not result in any loss of amenity to neighbouring uses including nearby residential properties.

Proposals which do not meet all these criteria will not be supported by the Council. Proposals on land specifically allocated for another purpose will not be permitted.

Education, Community & Health and Social Care Facilities

Background

- 3.71 The Council must ensure provision is and can be made for the education of children in its area and must consult on certain changes in such arrangements before it can commit to delivering them, including if required to make sites effective. The Local Government (Scotland) Act 1994 requires the Council to provide adequate community services. NHS Lothian provides primary, community-based and hospital services for the area. East Lothian Council and NHS Lothian have also formed an Integration Joint Board to co-ordinate services delivered by GPs, hospitals, health workers, social care staff and others.
- 3.72 Anticipated demographic changes and new housing development in the area will generate demand for education, community and health and social care services and for provision of more capacity. In order to accommodate these demands the expansion of facilities and the provision of new ones will be required so service delivery can be maintained. The spatial strategy distributes development to locations where such capacity exists or can be provided. As part of the strategy, consideration has been given to where best use can be made of existing facilities and where and how new facilities can be provided to support a sustainable pattern of development and local service provision in the area.
- 3.73 The following section identifies where education, community and health and social care facilities exist and will be provided to support the LDP strategy and sites. The LDP policies safeguard existing facilities where relevant and its proposals identify where new facilities will be located or increases in capacity will be provided. The availability or ability to provide further capacity for windfall proposals over and above LDP sites will be assessed on a cumulative case by case basis as appropriate. Developer contributions will be sought in all relevant circumstances and commitment to fund and deliver solutions to increase capacity where necessary will be essential prior to approval of any planning permission.

Safeguarding Existing Education and Community Facilities

Policy SECF1: Safeguarded Education and Community Facilities

The continued use of land currently occupied by education and community facilities is supported. This policy will also apply where planning permission has been approved for the expansion of existing or provision of new education facilities. Shared use of these facilities by relevant service providers will be encouraged where appropriate. Proposals for the alternative use of such sites will not be supported unless the Council is satisfied that they are surplus to requirements.

New Education Provision

Musselburgh Cluster

- 3.74 This cluster currently comprises Musselburgh Grammar School and seven associated primary schools. The primary schools in Musselburgh are Stoneyhill Primary School, Campie Primary School, Musselburgh Burgh Primary School, Pinkie St Peter's Primary School and Loretto R.C. Primary School. The settlements of Wallyford and Whitecraig are served by their own primary schools and pupils from Old Craighall Village attend Campie Primary School. Musselburgh Grammar is located at the centre of Musselburgh.
- 3.75 Whilst the cluster is highly accessible, some settlements around Musselburgh are separated from the town as well as each other by busy roads and rail lines. Consequently, the Council provides school transport for primary and secondary pupils from Wallyford, Whitecraig and Old Craighall. Some settlements in the cluster have regeneration potential and education facilities could play a significant role in helping to realise opportunities and deliver on related outcomes. The scale and location of the proposed development sites in this cluster will help support provision of new education facilities with viable pupil rolls in appropriate locations and allow for the formation of logical new school catchment areas.
- 3.76 Significant additional education capacity at primary and secondary level is needed to support the new housing development proposed in the cluster. A replacement primary school is committed at Wallyford but it has not yet been delivered and it will require to be extended to support any further housing in its catchment area. A new primary school will also be required in association with the site at Craighall (Proposal MH1). To allow this new primary school to be developed and thus to enable the delivery of mixed use development on the wider Craighall site, subject to agreement with the Council, pre-school and primary school pupils from the Craighall site could be hosted at Stoneyhill Primary School on a temporary basis until the new Craighall Primary School is complete: it is envisaged that this period shall be no longer than 24 months and will be subject to an acceptable start date and programming for development at the Craighall site and an acceptable comprehensive solution for the Craighall site as a whole. The expansion of existing primary schools will also be required. In future there will be eight primary schools in the cluster, one of which will be a denominational primary school. Together they will support the transformational solution needed to provide additional secondary education capacity for the cluster area.
- 3.77 To provide the additional secondary school capacity that will be necessary in the area, a second secondary school will be delivered at expanded Wallyford. This new school could be expanded over time as appropriate to accommodate an increasing pupil roll; provision of the new facility will also release capacity at Musselburgh Grammar School so it can

accommodate pupils from housing development elsewhere in the Musselburgh area. Until the new secondary school facility is complete, pupils who will attend it shall be hosted on a temporary basis within the Musselburgh Grammar School building. Once development of the new secondary school begins it shall be completed within 24 months to ensure the Musselburgh Grammar School building can provide sufficient accommodation for all pupils during that period. This strategy will ensure the timescale for the provision of additional secondary education capacity in the Musselburgh area does not constrain the delivery of housing land in the area; however, the implementation of this strategy will be predicated on the requirement that developer contributions must be provided from all proposals of five or more homes within the Proposed Musselburgh Secondary Education Contribution Zone, as specified in the Supplementary Guidance: Developer Contributions Framework.

PROP ED1: Musselburgh Cluster Education Proposals

Part A

The Council will provide new secondary school establishment on land at expanded Wallyford to meet the need arising from proposed new housing development in the cluster. Developer contributions will be sought from the developers of housing land to fund the costs of this permanent provision, including for the provision of the campus land, which will be the subject of legal agreements with relevant landowners.

Part B

The Council will provide new permanent pre-school and primary school facilities and campus land at:

- i. Craighall; and
- ii. Wallyford;

Developer contributions will be sought from the developers of relevant sites to fund the costs of this permanent provision, including for the provision of campus land, which will be the subject of legal agreement with relevant landowners.

Part C

The Council will provide additional pre-school and primary school campus land at Whitecraig Primary School as part of the allocation to the west of the existing campus. Developer contributions will be sought from the developers of relevant sites to fund the costs of providing this campus land, which will also be the subject of legal agreement with the relevant landowners.

Part D

The Council will provide additional phased permanent extension to secondary, primary and pre-school facilities as required to meet the need arising as a direct result of new housing development. Developer contributions will be sought from the developers of housing land to fund the costs of this permanent provision, which will be the subject of legal agreements.

- 3.78 The LDP has established development related impacts on education capacity based on a cumulative assessment of impact and the need for mitigation. The costs for interventions needed to deliver the LDP strategy and sites are identified and apportioned in line with Circular 3/2012. These are set out in the Supplementary Guidance: Developer Contributions Framework for specified scales of residential development within the contribution zones that are identified at Appendix 1 of this Plan.
- 3.79 The Council has and will carry out schools consultation to confirm how the new pre-school, primary and secondary education capacity and facilities and the necessary modifications to catchment areas as described above will be delivered in this cluster. Appropriate school catchment areas will be formed.

Prestonpans Cluster

- 3.80 This cluster comprises Preston Lodge High School and five associated primary schools. The primary schools are Prestonpans Infant School and Prestonpans Primary School, Cockenzie Primary School, Longniddry Primary School and St Gabriel's R.C. Primary School. Preston Lodge High School is located in the centre of Prestonpans.
- 3.81 An extension to Preston Lodge High School will help enable the development of the current allocation for Blindwells new settlement (Proposal BW1), which is a priority of SDP1. It will also enable the development of Longniddry South (PROP PS1). This arrangement may be used to provide capacity until an on-site permanent secondary education facility at Blindwells is delivered in association with any further expansion of the new settlement; however, Preston Lodge High School may provide the permanent secondary education solution for the new settlement if Blindwells cannot grow any larger than the current allocation. Depending on the outcome of feasibility work to test the potential for an expansion of Blindwells, into the medium or longer term a new secondary school facility may be provided in any expansion area. Provision of a secondary facility at Blindwells may then allow Preston Lodge High School to provide capacity in future for further growth in its catchment beyond the housing land allocation this plan makes in its catchment area.

- 3.82 Prestonpans Infant and Primary schools have reached the limit of capacity that can be provided within their current organisational and delivery structures. To allow the new primary school at Blindwells (Proposal BW1) to be developed and thus to enable the delivery of mixed use development at the site, subject to agreement with the Council, pre-school and primary school pupils from that site could be hosted at Cockenzie Primary School on a temporary basis until the new primary school on the site completes: it is envisaged that this period shall be no longer than 24 months and will be subject to an acceptable start date and programming for development at the Blindwells site as well as an acceptable comprehensive solution for Proposal BW1 as a whole. This also means that no further capacity will be available at Cockenzie Primary School during this period.
- 3.83 Longniddry Primary School has limited available capacity and this listed building has scope for some expansion on its current site which could be made sufficient to accommodate the proposed allocation of housing land south of the East Coast Main Line at Longniddry. However, it is likely that further significant growth at Longniddry beyond the housing land allocated by this plan would require a new primary school facility to be provided as part of any development, either as a new primary school or as a lower or upper school to the existing facility. This would require schools consultation and would also require sufficient secondary school capacity to become available at Preston Lodge High School.

PROP ED2: Prestonpans Cluster Education Proposals

Part A

The Council will provide additional phased permanent extension to Preston Lodge High School to meet the need arising from proposed new housing development in the cluster including the current Blindwells allocation (Proposal BW1). Developer contributions will be sought from the developers of housing land to fund the costs of this permanent provision, which will be the subject of legal agreements.

Part B

The Council will provide additional phased permanent extension to pre-school and primary schools as required to meet the need arising as a direct result of new housing development. Developer contributions will be sought from the developers of housing land to fund the costs of this permanent provision, which will be the subject of legal agreements.

- 3.84 The LDP has established development related impacts on education capacity based on a cumulative assessment of impact and the need for mitigation. The costs for interventions needed to deliver the LDP strategy and sites are identified and apportioned in line with Circular 3/2012. These are set out in the Supplementary Guidance: Developer Contributions Framework for specified scales of residential development within the contribution zones that are identified at Appendix 1 of this Plan.

- 3.85 The Council has and will carry out schools consultation to confirm how the new pre-school, primary and secondary education capacity and facilities and the necessary modifications to catchment areas as described above will be delivered for Blindwells, if necessary on a phased basis. Appropriate catchment areas will be formed. If further new education facilities were to be provided in this cluster, additional schools consultation would be required and the outcome of any such consultation cannot be predetermined.

Blindwells Cluster

- 3.86 The pre-school, primary school and secondary school catchment boundaries for this cluster are currently defined by the site boundaries of the current Blindwells allocation (Proposal BW1), but the site currently contains no education facilities. The approach for the provision of education capacity for the current allocation is described at paragraph 3.81 and 3.82 above. This approach will allow viable pupil rolls to develop at pre-school, primary and secondary school level in association with housing development at the new settlement.
- 3.87 If the potential for a significant expansion of Blindwells new settlement as set out in Proposal BW2 is confirmed, into the medium or longer term a new secondary school facility and further new pre-school and primary school facilities will be required for the Blindwells Development Area. The location, phasing and timing for the provision of these facilities and the formation of catchment areas for them needs to be confirmed by the Council and will reflect the Council's intentions for the phasing of development across the Blindwells Development Area and the nature of the comprehensive solutions for the development of the Blindwells Development Area.

PROP ED3: Blindwells Cluster Education Proposals

Part A

To accommodate the pupil product from the current Blindwells allocation (Proposal BW1), the Council will provide education capacity as follows:

- i. Secondary school capacity at Preston Lodge High School; and
- ii. Temporary pre-school and primary school capacity at Cockenzie Primary School; until
- iii. Permanent pre-school and primary school capacity at Blindwells is delivered.

Developer contributions will be sought from the developers of the allocated site, including for the provision of campus land, to deliver this provision which will be the subject of legal agreement.

Part B

If Blindwells is able to expand beyond the current allocation (Proposal BW1) to provide circa 6,000+ homes in accordance with Proposal BW2, to meet the need arising from the development the Council would require the provision of the following on an appropriate phased basis:

- i. a new secondary school;
- ii. at least three new primary schools and pre-school facilities;

Developer contributions will be sought from the developers of housing land to fund the costs of this permanent provision, including for campus land, which will be the subject of legal agreements including with the landowners of the relevant campus land.

- 3.88 The LDP has established development related impacts on education capacity from Proposal BW1, based on a cumulative assessment of impact and the need for mitigation. The costs for interventions needed to deliver the LDP strategy and sites are identified and apportioned in line with Circular 3/2012. These are set out in the Supplementary Guidance: Developer Contributions Framework for specified scales of residential development within the contribution zones that are identified at Appendix 1 of this Plan.
- 3.89 The Council has and will carry out schools consultation to confirm how the phased provision of new pre-school, primary and secondary school education capacity and facilities as well as the necessary modifications to catchment areas as described above can be delivered for Proposal BW1 and potentially also for Proposal BW2. Appropriate pre-school and primary school catchment areas, and potentially new secondary school catchment areas, will be formed by the Council on an appropriate phased basis.

Tranent Cluster

- 3.90 This cluster comprises Ross High School and nine associated primary schools. The primary schools in Tranent are Windygoul Primary School, Sanderson's Wynd Primary School and St Martin's R.C. Primary School. The settlements of Macmerry, Ormiston, Pencaitland, Elphinstone, Humbie and East Saltoun are served by their own primary schools. Ross High School is located in the centre of Tranent.
- 3.91 There is a need for significant additional education capacity at primary and secondary level to support the housing development proposed in the Tranent cluster. The cumulative impact of the proposed sites is anticipated to utilise the full expansion potential of Ross High School, and will require the relocation of its existing car parking facilities.
- 3.92 Windygoul Primary School south of Tranent requires more campus capacity to

accommodate the current anticipated pupil roll. The proposed housing site Windygoul South at Tranent (PROP TT1) will provide additional campus land for this facility so it can expand to meet these demands and to enable the provision of capacity to accommodate other proposed sites in the schools' catchment area. Similar considerations may exist in relation to Elphinstone primary school, where expansion land may be required to the south of the existing campuses of that facility too.

- 3.93 Elsewhere the proposed sites are likely to utilise the vast majority of any available pre-school and primary school capacity or additional pre-school and primary school capacity that could be provided, and this is particularly true at Ormiston Primary School which is a listed building.

PROP ED4: Tranent Cluster Education Proposals

Part A

The Council will provide additional phased permanent extension to Ross High School to meet the need arising from proposed new housing development in the Tranent cluster. Developer contributions will be sought from the developers of housing land to fund the costs of this permanent provision, which will be the subject of legal agreements.

Part B

The Council will provide additional pre-school and primary school campus land at:

- i. Windygoul Primary School, Tranent;
- ii. Potentially Elphinstone and Macmerry primary schools;

Developer contributions will be sought from the developers of relevant sites to fund the costs of providing this campus land, which will also be the subject of legal agreements including with the landowners of the relevant campus land.

Part C

The Council will provide additional phased permanent extension to pre-schools and primary schools as required to meet the need arising as a direct result of new housing development. Developer contributions will be sought from the developers of housing land to fund the costs of this permanent provision, which will be the subject of legal agreements.

- 3.94 The LDP has established development related impacts on education capacity based on a

cumulative assessment of impact and the need for mitigation. The costs for interventions needed to deliver the LDP strategy and sites are identified and apportioned in line with Circular 3/2012. These are set out in the Supplementary Guidance: Developer Contributions Framework for specified scales of residential development within the contribution zones that are identified at Appendix 1 of this Plan.

- 3.95 The Council has and will carry out schools consultation to confirm how new secondary and primary school catchment areas will be formed in the Tranent cluster. Such changes are required to respond to the phased amendment of primary and secondary school catchment boundaries required in association with development in other clusters. If new education facilities were to be provided in the Tranent cluster, schools consultation would be required and the outcome of any such consultation cannot be predetermined.

Haddington Cluster

- 3.96 This cluster currently comprises Knox Academy and five associated primary schools. The primary schools are Haddington Infant School and Kings Meadow Primary School, Yester Primary School and St Mary's R.C. Primary School. A fifth associated primary school is proposed in association with the strategic housing site (Proposal HN1) at Letham Mains, Haddington. The provision of additional capacity at Knox Academy to support the proposed sites will be required, including the reprovision of school sports pitch capacity.
- 3.97 At Haddington the significant constraint is primary education capacity. Haddington Infant School and Kings Meadow Primary School have significant capacity constraints beyond that needed to accommodate the proposed sites. At Gifford, Yester Primary School has capacity to accommodate the housing site allocated by the previous local plan in its catchment area. The school has potential for further expansion beyond its current capacity but the school roll makes good use of this capacity and is stable.
- 3.98 Whilst a new primary school is planned at Letham Mains (Proposal HN1), it has not yet been delivered and it is required to enable that development. To allow the new primary school at Letham Mains to be developed and thus to enable the delivery of mixed use development on the wider site, subject to agreement with the Council, pre-school and primary school pupils from the Letham Mains site could be hosted at another Haddington school on a temporary basis until the new Letham Mains Primary School is complete: it is envisaged that this period shall be no longer than 24 months and will be subject to an acceptable start date and programming for housing development at the Letham Mains site as well as an acceptable comprehensive solution for the Letham Mains site as a whole. The Letham Mains Primary School will need to be further extended to accommodate (Proposal HN2) and additional campus may also be required than currently anticipated to accommodate the proposed expansion of the Letham Mains allocation (Proposal HN2).

School catchment reviews will also be needed. Schools consultation has and will be carried out to establish how new pre-school and primary school education facilities and capacity and amended school catchment boundaries will be delivered by the Council.

PROP ED5: Haddington Cluster Education Proposals

Part A

The Council will provide additional phased permanent extension to Knox Academy to meet the need arising from proposed new housing development in the Haddington cluster. Developer contributions will be sought from the developers of housing land to fund the costs of this permanent provision, which will be the subject of legal agreements.

Part B

The Council will provide new permanent pre-school and primary school facilities on land at Letham Mains. Developer contributions will be sought from the developers of the relevant sites to fund the costs of this permanent provision, including for campus land, which will also be the subject of legal agreement with the relevant landowners of the campus land.

Part C

The Council will provide additional phased permanent extension to pre-school and primary schools as required to meet the need arising as a direct result of new housing development in their catchment areas. Developer contributions will be sought from the developers of housing land to fund the costs of this permanent provision, which will be the subject of legal agreements.

- 3.99 The LDP has established development related impacts on education capacity based on a cumulative assessment of impact and the need for mitigation. The costs for interventions needed to deliver the LDP strategy and sites are identified and apportioned in line with Circular 3/2012. These are set out in the Supplementary Guidance: Developer Contributions Framework for specified scales of residential development within the contribution zones that are identified at Appendix 1 of this Plan.
- 3.100 If further new education facilities were to be provided in this cluster, schools consultation would be required and the outcome of any such consultation cannot be predetermined. However, at this stage it is not clear how further new primary school catchment areas could be formed in Haddington while making efficient use of existing facilities. Similar considerations may apply in respect of provision of any additional secondary school facilities in the cluster.

Dunbar Cluster

- 3.101 This cluster currently comprises Dunbar Grammar and five associated primary schools. The primary schools are Dunbar Primary School (P1-P3) / Dunbar Primary School (P4-P7), West Barns Primary School, East Linton Primary School, Innerwick Primary School and Stenton Primary School. The provision of additional capacity at Dunbar Grammar will be required to accommodate proposed sites, including school sports pitch capacity. An extension to East Linton Primary School will also be required.
- 3.102 Dunbar Primary School can be expanded to accommodate proposed sites. However, whilst this school may be able to expand further it is very large and will have an even larger pupil roll once proposed sites are developed. Such a further expansion of the school would require more campus land and potentially different school management and delivery structures. In view of the significant housing expansions that have been completed and are proposed at Dunbar, the further expansion of Dunbar Primary School beyond that needed to accommodate proposed sites is not supported by the Education Authority.
- 3.103 Elsewhere proposed sites are likely to utilise the vast majority of available capacity or additional capacity that could be provided at existing primary schools in the cluster.

PROP ED6: Dunbar Cluster Education Proposals

Part A

The Council will provide additional phased permanent extension to Dunbar Grammar to meet the need arising from proposed new housing development in the Dunbar cluster. Developer contributions will be sought from the developers of housing land to fund the costs of this permanent provision, which will be the subject of legal agreements.

Part B

The Council will provide additional phased permanent extension to pre-school and primary schools as required to meet the need arising as a direct result of new housing development in their catchment areas. Developer contributions will be sought from the developers of housing land to fund the costs of this permanent provision, which will be the subject of legal agreements.

- 3.104 The LDP has established development related impacts on education capacity based on a cumulative assessment of impact and the need for mitigation. The costs for interventions needed to deliver the LDP strategy and sites are identified and apportioned in line with Circular 3/2012. These are set out in the Supplementary Guidance: Developer

Contributions Framework for specified scales of residential development within the contribution zones that are identified at Appendix 1 of this Plan.

- 3.105 If new education facilities were to be provided in this cluster, schools consultation would be required. The outcome of any such consultation cannot be predetermined. New education facilities would be required and appropriate catchment areas would also need to be formed.

North Berwick Cluster

- 3.106 This cluster currently comprises North Berwick High School and five associated primary schools. Law Primary School is in North Berwick and the settlements of Aberlady, Athelstaneford, Dirleton and Gullane all have their own primary schools. North Berwick High School is in North Berwick.
- 3.107 An expansion of North Berwick High School is committed to accommodate sites allocated by the previous local plan. The LDP continues to safeguard land adjacent to the Mains Farm site to the west of the high school campus for the further expansion of the high school facility. Expansion of Law Primary School is also committed to accommodate sites allocated by the previous local plan, but the school is highly unlikely to be able to provide any more capacity on its expanded campus beyond that needed to accommodate proposed sites. The expansion of Law Primary School is contained by a realignment of the Haddington Road and this has been delivered on land in the Council's control.
- 3.108 Elsewhere the proposed sites are likely to utilise the vast majority of any available primary school capacity or additional primary school capacity that could be provided.

PROP ED7: North Berwick Cluster Education Proposals

Part A

The Council will provide additional phased permanent extension to North Berwick High School to meet the need arising from proposed new housing development in the North Berwick cluster. Developer contributions will be sought from the developers of housing land to fund the costs of this permanent provision, which will be the subject of legal agreements.

Part B

The Council will provide additional campus land at:

- i. North Berwick High School;
- ii. Law Primary School;
- iii. Potentially Gullane Primary School;

Developer contributions will be sought from the developers of relevant sites to fund the costs of providing this campus land, which will also be the subject of legal agreement including with the landowners of the relevant campus land.

Part C

The Council will provide phased permanent extension to pre-school and primary schools as required to meet the need arising as a direct result of new housing development in their catchment areas. Developer contributions will be sought from the developers of housing land to fund the costs of this permanent provision, which will be the subject of legal agreements.

- 3.109 The LDP has established development related impacts on education capacity based on a cumulative assessment of impact and the need for mitigation. The costs for interventions needed to deliver the LDP strategy and sites are identified and apportioned in line with Circular 3/2012. These are set out in the Supplementary Guidance: Developer Contributions Framework for specified scales of residential development within the contribution zones that are identified at Appendix 1 of this Plan.
- 3.110 If new education facilities were to be provided in this cluster, schools consultation would be required and the outcome of any such consultation cannot be predetermined. However, it is not clear how new primary school catchment areas could be formed in North Berwick while making efficient use of existing facilities. Similar considerations may apply in respect of provision of any additional secondary school facilities in the cluster.

Community Facilities

- 3.111 The Council operates a range of community facilities from which a range of services are delivered. The Council recognises the importance of conducting an active and healthy lifestyle and has a number of leisure facilities the majority of which are run by enjoyleisure, a charitable trust. The Mercat Gait Centre in Prestonpans is managed by a third party on behalf of the Council. The Council also provides sports pitches and changing accommodation within its communities. The Council has assessed the impact of new development proposed by the LDP on the need for additional capacity to be provided at its community facilities and indoor and outdoor sport and recreation facilities.
- 3.112 To meet the demand generated by the new development proposed by this Plan, best use will be made of existing assets, including shared use of facilities wherever possible and appropriate. This will help deliver and maximise the affordability, efficiencies and benefits of the strategy. In this context, there will be a key role for education facilities in future. Out of school hours they will provide a focus for wider community use. Sports halls and sports pitches, changing facilities and general purpose rooms in some school campuses will be available for community use in addition to facilities in existing sports centres or community facilities. Other than where there is to be an expansion of an existing school, or provision of a new school, no additional accommodation will be required to meet the anticipated demand for indoor sports or community use.
- 3.113 Notwithstanding this shared use of facilities, there will be a need to provide additional sports pitches and changing accommodation capacity to meet the additional demand that will be generated by the new development proposed by this Plan. To deliver this, existing assets will be improved or modified as appropriate, including the provision of synthetic playing surfaces or improved drainage to increase the playing capacity of pitches. In some circumstances new facilities will be required to meet additional demands, in particular to compensate for the shared use of pitches for education as well as community use. New facilities will be delivered on the major development sites identified in Proposal CF1 and located adjacent to existing or new education or community facilities to provide a focus for such uses. This will also help ensure opportunities for shared use and efficiencies in future.
- 3.114 The land for new sports pitches and changing accommodation will be provided as part of the open space requirements of the identified sites, and developer contributions towards the capital costs of these facilities will be sought on a cumulative pro-rata basis from all relevant sites in the relevant contribution zone. These zones reflect the distance that users of the facilities would normally be expected to travel to access them, and is the basis for the relevant Council accessibility standard to such facilities. The contribution zones for sports pitches and changing accommodation are identified at Appendix 1 of this Plan and in the Supplementary Guidance: Developer Contributions Framework.

PROP CF1: Provision of New Sports Pitches and Changing Accommodation

Development proposals for 5 or more homes must make provision for the delivery of new sports pitches and changing accommodation in the relevant contribution zone as set out at Appendix 1 of this Plan and in the Supplementary Guidance: Developer Contributions Framework.

Part A

Developer contributions towards the capital costs of the new facilities listed below will be sought on a pro-rata basis from all relevant sites in the relevant contribution zone.

The land for new sports pitches and changing accommodation will be provided as part of the open space area required by Policy OS3: Minimum Open Space Standards for New General needs Housing.

The new facilities to be provided, and the sites within which they will be delivered, are identified below:

- **Proposal MH1:** Land at Craighall – three full size grass sports pitches and a six team changing facility;
- **Proposal MH6:** Pinkie Mains Musselburgh – one seven-a-side grass playing pitch;
- **Proposal MH9:** Land at Wallyford – one full size 3G sports pitch and one full size grass pitch and four team changing facility;
- **Proposal MH10:** Land at Dolphingstone - one full size grass pitch (as close as possible to pitches in MH9) and two team changing (extension of changing facility in MH9);
- **Proposal MH14:** Land at Whitecraig South – one full size grass pitch and two team changing facility;
- **Proposal PS1:** Longniddry South – one full size grass pitch and to utilise changing accommodation at Recreation Park a safe crossing of the A198 must be provided;
- **Proposal BW1:** Blindwells New Settlement – three full size grass pitches and six team changing facility, four tennis courts and a cricket wicket;
- **Proposal BW2:** Blindwells Safeguarded Expansion Area - one full size 3G sports pitch and seven full size grass pitches and eighteen team changing facility (community would have access to 2G pitch at secondary facility too);
- **Proposal TT1:** Housing at Windygoul South – one full size grass pitch with changing facilities to be provided as part of the expansion of Windygoul Primary School;

- **Proposal TT11:** Provision for turning and parking areas for the existing playing field and contribution towards refurbishment of existing changing pavilion (see Part B below);
- **Proposal HN1:** Letham Mains, Haddington – one full size grass pitch and two team changing facility;
- **Proposal HN2:** Letham Mains Expansion, Haddington – one seven-a-side grass playing pitch;
- **Proposal DR2:** Hallhill North, Dunbar – one full size grass pitch and two team changing room extension to Hallhill Healthy Living Centre;
- **Proposal NK7:** Saltcoats, Gullane – one seven-a-side grass playing pitch.

New sports pitches and changing accommodation shall be located adjacent to existing or new education or community facilities wherever possible and appropriate.

Part B

Development proposals for 5 or more homes in the relevant contribution zone must make provision for the capital cost of improving the existing sports pitches or changing facilities below:

- **Tranent, Polson Park:** improvement of existing grass pitch and utilise existing changing facility;
- **Elphinstone Playing Field:** utilise existing grass pitch and contribute towards refurbishment of existing changing facility;
- **Gullane, Recreation Park:** improve existing grass pitch at Recreation Park and utilise existing changing facility;
- **Aberlady, School Road Park:** Improve existing sports pitch utilise existing changing facility.

Developer contributions towards the improvement of these facilities will be sought on a pro-rata basis from all relevant sites in the relevant contribution zone as set out at Appendix 1 of this Plan and in the Supplementary Guidance: Developer Contributions Framework.

Health and Social Care Facilities

Primary Health Care

- 3.115 The primary care services provided by NHS Lothian have a major role in meeting the health care needs of an increased population. The NHS board has a duty to ensure all residents can register with a General Practice, through which they will access Primary Care Services. Health Improvement in its wider sense is being addressed through the Community Planning Partnership and the Integration Joint Board. The LDP identifies and safeguards the land for the continued operation of existing or provision of new facilities as appropriate and necessary. Where facilities are demonstrated as being surplus to requirements, provision is made for alternative uses to come forward at those sites as appropriate.
- 3.116 East Lothian Council supports the wider provision of locally accessible health care facilities through the retention of adequate land for health care use. Where land was last used for public health care, alternative uses will not be considered unless the Council is satisfied the land is no longer needed. The following policy applies to sites occupied by medical facilities such as hospitals and health centres.

Policy HSC1: Health Care Sites

The continued use of land currently occupied by public health care facilities is supported. This policy will also apply where planning permission has been approved for the expansion of existing or provision of new health care facilities. A change of use will only be permitted if the Council, in consultation with NHS Lothian and the East Lothian Health and Social Care Partnership, is satisfied that the existing use is no longer required and its loss will not prejudice the availability of land for health care in East Lothian.

Provision of New Health Care Facilities

- 3.117 In addition to safeguarding existing health care facilities where required, the NHS Lothian Strategic Plan 2014 – 2024 sets out how NHS Lothian intends to address the health needs of the growing and aging population while improving quality of care, the health of the population and securing better value and financial sustainability. The strategic plan is also supported by a number of other strategies and documents¹¹. The Integration Joint Board Strategic Plan for Health and Social Care 2016 – 2019 includes access to primary care as one of its priorities for the Health and Social Care Partnership. Together these documents identify that anticipated demographic changes and population growth in the area will require the provision of new facilities as well as the reprovision and repatriation of health care services across a modernised NHS Lothian estate. NHS Lothian and the East Lothian Health and Social Care Partnership have identified proposals to help address demand for

services and additional projects may also be identified in future. Nearly all GP practices in the county are run by GPs as independent contractors and developer contributions for expansion of existing premises will not be sought. However, NHS Lothian will require new premises for GP services at Blindwells, and developer contributions will be required.

PROP HSC2: Health Care Facilities Proposals

NHS Lothian has identified the following proposals within East Lothian as part of its modernisation agenda and the delivery of these is supported by East Lothian Council:

- A new East Lothian Community Hospital and Campus at the site of Roodlands Hospital in Haddington. It is scheduled to open in 2020 and will provide an Integrated Care Facility which will re-provide and repatriate health care services, including from Herdmanflat Hospital in Haddington, and provision could also be made for additional GP services capacity;
- The Health and Social Care Partnership is considering the remodelling of care services for the frail and elderly at Belhaven Hospital, Dunbar and at Edington Hospital, North Berwick. It is also considering the remodelling of the social care services in Belhaven Hospital, Dunbar, the Abbey Care Home in North Berwick and the Eskgreen Care Home in Musselburgh;
- To service current demand for access to primary care, provision of additional GP capacity is already planned at Prestonpans and Cockenzie/Port Seton. Recent increases in capacity have been delivered in Ormiston, Tranent and Musselburgh;
- In addition, the expansion or reprovision of the existing GP premises at Tranent (adjacent to existing facility), Haddington (potentially at Roodlands Hospital), North Berwick (potentially within the Mains Farm site, Edington hospital or elsewhere) will be provided and no developer contributions will be required;
- At Blindwells a further new GP practice and a new facility will be required to serve the current allocation and developer contributions (land and capital) for this will be required from that development: if Blindwells expands, additional developer contributions will be required (capital and land) to further increase capacity to serve any expansion area;
- Significant increases in care home capacity are unlikely to be required in the future as the Partnership increases capacity to care for people at home. However, significant increases in housing with care capacity to meet higher level needs will be required;
- The Partnership will support provision of facilities such as 'community hubs' or multi-use areas where such activities can take place for all age groups and client groups.

- 3.118 A significant amount of work is being undertaken to identify the optimal form of housing provision for all ages of people with health and social care needs. This may have a significant impact on the supply and form of accommodation needed to accommodate around 500 people.

¹¹ NHS Lothian: Our Health, Our Care, Our Future - Primary Care Premises: Strategic Overview; Primary Care Strategy: Demand Capacity and Access; Property and Asset management Investment Programme 2014 – 19.

Open Space and Play Provision

- 3.119 The best open spaces are parts of wider networks and are designed to complement surrounding places, buildings and land uses. High quality open spaces are multifunctional and contribute to an area's sense of place and identity. Multifunctional open spaces can help to create better places, for example by including provision for a range of formal and informal leisure activities, by integrating with active travel networks, by including provision for biodiversity as well as forestry and woodland planting. Where appropriate open space may contribute towards flood management. Future management and maintenance arrangements for all types of open space are essential and arrangements for this must also be agreed as part of any planning permission.
- 3.120 Open space and play facilities are essential to the attractiveness of East Lothian's towns and villages. Opportunities to take part in organised sport and informal recreation are essential to the quality of life enjoyed in the area. It is the Council's objective to ensure recreational facilities and open spaces form part of the green network, are well designed, easily accessible and meet the needs of all in the community. This is essential to healthy lifestyles, community integration, physical and mental well being, and for general amenity, and can contribute towards objectives for biodiversity and resilience to climate change.
- 3.121 The LDP seeks to protect, enhance and promote the provision of new open space and play provision. The approach is informed by the Council's open space audit and strategy, which includes an assessment of playing field provision. The need for additional open space and playing fields in association with LDP strategy and sites has been based on this work. These documents assess how well the needs of East Lothian's communities are being met against the Council's standards and help to identify the new provision needed to meet increased demands while maintaining associated quantitative, qualitative and accessibility standards.

Protection of Open Space

- 3.122 The loss of areas of open space that have significant amenity or recreational value will be resisted by the Council, unless their function is not harmed or appropriate alternative provision can be made locally. The enhancement of existing open spaces is supported where this would address need in an area or lead to them becoming more multifunctional. The Proposals Map identifies larger areas of value as open space subject to Policy OS1.
- 3.123 However, it has not been possible to identify all areas that have very local value either as areas for informal recreation or play, or as a setting for built development. Where an area with recreational, amenity or landscape open space potential not designated as such by Policy OS1 is proposed as a development site, the Council will consider its value as open

space based on the open space audit and strategy and its contribution to the amenity of the area against Policy OS1.

Policy OS1: Protection of Open Space

Recreational, leisure and amenity open space and facilities, including outdoor sports facilities, will be safeguarded to meet the recreational needs of the community or protect the amenity or landscape setting of an area. Alternative uses will only be considered where there is no significant loss of amenity or impact on the landscape setting and:

- i. the loss of a part of the land would not affect its recreational, amenity or landscape function, or
- ii. alternative provision of equal community benefit and accessibility would be made available, or
- iii. provision is clearly in excess of existing and predicted requirements.

Change of use to Garden Ground

- 3.124 The Council receives a number of applications for the change of use of land to garden ground. In the countryside, this can have visual and landscape effects in domesticating the appearance of the countryside. Within settlements, housing estates are often laid out with the landscaping as an integral part of the design, to bring visual amenity to the scheme. These schemes can suffer from the incremental loss of this landscaping. While an individual piece of land can seem small and unimportant, the cumulative effect of several such permissions could make a considerable impact on the amenity of the area. Once one planning permission is granted, it is difficult to resist further applications, which could lead to a gradual erosion of the visual or recreational amenity of housing areas. If permission is granted, the land for which a change of use is approved may be subject to a legal agreement to prevent the development of a new dwelling on the land.

Policy OS2: Change of Use to Garden Ground

Provided other policies of the plan are met, change of use of public open space to garden ground will be supported if it would not result in unacceptable loss of visual or recreational amenity or harm the integrity of a landscaping scheme, or set a precedent that if followed would do so. In the case of a change of use of an area of countryside to garden ground any well-defined settlement boundary or landscaped edge must not be prejudiced. In all cases the area of the change of use must be small in scale and must not harm the character or appearance of the surrounding area.

Provision of New Open Space and Play Facilities

Minimum Open Space Standards for General Needs Housing Development

- 3.125 The provision and distribution of new open space must be design-led and considered early in the design process. A network and hierarchy of open space should be provided to create a structured and understandable framework for development. In line with Policies DP1, DP2 and DP4 proposed open space networks for development sites must respond to the context and qualities of the site, using key natural and physical features, such as views, watercourses and woodland, as the basis for the position and/or alignment of new open space as well as the hierarchy and type(s) proposed. New open spaces should complement, extend and connect existing open spaces wherever possible, and links to the countryside and between habitats should be created so they also form part of the wider multifunctional Green Network. Local and town parks and civic spaces will be focal points for public access and they should be most easily accessible from higher density development.
- 3.126 The Council's open space quantity standard is 60m² per dwelling. Provision of formal and informal open space is expected. Open spaces should be multifunctional and can include district, town and local parks, sports pitches, civic space and community growing space. Civic spaces will have quality hard and soft landscaping of clear amenity value, providing public space to complement adjoining land uses and movement through them. Informal amenity open space should be part of parks and also include active travel routes, green corridors linking open spaces, woodlands and meadowlands, and areas with biodiversity value and areas for seating and rest. When assessed against Green Space Scotland's Quality Criteria the Council expects district, town and local parks to achieve a minimum score of 70% and amenity green space to achieve a minimum score of 60%. The Council has set maximum catchments for facilities, including 2km for district parks, 1.2km for sports pitches and town parks, 400m for local parks and 800m for NEAPs, 400m for LEAPs and 240m for LAPs. New development will normally be expected to meet these standards. Each home should also normally be within 300m of the Green Network.
- 3.127 Where required by the Council, provision of open space for equipped play areas and allotments will be included within the overall open space requirement. SUDs areas may form part of informal open spaces subject to their design and provided they contribute to and do not harm the amenity value of the wider open space. Hard and soft landscaped areas must be provided. Incidental landscaped areas or areas of planting, footways, roads, private gardens, and allotments, will not contribute to open space requirements. Housing developments will normally be expected to provide open space on-site simultaneously with homes. The Council has set out its minimum open space requirement in Policy OS3 to

be met through the provision of multifunctional open space networks. New settlements and significant urban extensions may be expected to provide civic space to complement any mixed use areas. In deciding what type of open space is to be provided, guidance must be taken from the Guidance for Open Space and Play Provision in Advice Box 2 below.

Advice Box 2: Guidance for Open Space and Play Provision

| Number of Dwellings | Open Space and Equipped Play Area Requirement | Indicative Types of Open Space Provision |
|---------------------|--|---|
| 10 – 49 | 60m ² per dwelling | Formal / Informal |
| 50-159 | 60m ² per dwelling Play area(s) (20 - 30m buffer) Possibly Allotments | Formal / Informal LAP(s) (100m ²) possibly LEAP (400m ²) Local Park (approx. 0.2 - 0.5 hectares) |
| 160 – 499 | 60m ² per dwelling Play areas (20 - 30m buffer) Possibly Allotments Possibly Sports Facilities Community Event Space Car Parking | Formal / Informal LAP(s), LEAP(s) possibly NEAP(s) (1000m ²) Local Parks (approx. 0.2 – 0.5 hectares) Town Park (approx. 0.5 – 1.0 hectares) Possibly Civic Space |
| 500 upwards | 60m ² per dwelling: Play area (20 - 30m buffer) Possibly Allotments Formal Sports Facilities Community Event Space Car Parking | Formal / Informal LAP(s), LEAP(s) NEAP(s) Local Parks (approx. 0.2 – 0.5 hectares) Town Park(s) (approx. 0.5 – 1.0 hectare) Possibly District Park Possibly Civic Space |

- 3.128 The Council's Open Space and Sports Pitch Strategy 2012 assesses the supply of recreational facilities and open space against existing and anticipated demand. This has informed the Council's site-specific development requirements for such facilities (e.g. sports pitches and changing facilities). The land take for such requirements will contribute towards the overall open space requirement of Policy OS3. The site specific requirements are detailed in the site briefs adopted as Supplementary Planning Guidance to the LDP.

3.129 The Council's Open Space and Sports Pitch Strategy 2012 also identifies areas of deficiency in standards of open space provision, in terms of type, quantity and quality. The Council uses this strategy to guide its Environmental Improvements Programme to ensure it can maintain its standards. It will also use this as a basis against which to negotiate appropriate developer contributions toward the maintenance of existing areas of open space where necessary. In exceptional circumstances it may be desirable to develop housing with reduced on-site open space provision. Such cases might include:

- brownfield sites where development costs are exceptional and there is a public interest in the development of the site;
- conversions of existing buildings where there is insufficient land available;
- infill/backland developments where there will be particular townscape advantages to be gained from reducing the requirement;
- developments catering for special needs groups, such as the elderly;
- housing in areas where provision in terms of quality, quantity, type and location will clearly be sufficient for new residents; and
- where there is sufficient open space in terms of quantity and accessibility, although, development may generate requirements for contributions to improve quality elsewhere.

Policy OS3: Minimum Open Space Standard for New General Needs Housing Development

Developments of 20 and more dwellings must provide open space in line with Section 1. On-site provision of open space is encouraged for developments of less than 20 dwellings but is not required. The Council will require developer contributions in lieu of on-site provision of open space in line with Section 2. Developers must make provision for the future management and maintenance of open space to the satisfaction of the Council.

Section 1: On-site provision

For developments of 20 and more dwellings the minimum requirement for on-site provision of open space is 60m² per dwelling. This will consist of provision of formal and informal open space as well as space for equipped play areas in accordance with Policy OS4. Proposal shall also make provision for natural green space, which will provide suitable recreational opportunities close to home, and where possible will link these areas to wider networks including core paths and recreational routes. Arrangements must be in place for management and maintenance of all types of open space to the satisfaction of the Council.

Where a development forms part of an area for which there is a masterplan approved by the Council, open space must be provided in accordance with the approved masterplan; this may require greater provision than that described above.

Where developers justify an exceptional circumstance that is acceptable to the Council it may reduce the minimum standard.

Section 2: Off-site enhancement

The Council will require developer contributions toward off-site enhancement of existing open space in circumstances where:

- i. The open space to be enhanced is easily accessible from the development and is of a size that can accommodate increased use generated by the development; and
- ii. The fabric of the open space requires enhancement as a direct consequence of the development.

Arrangements must be in place for management and maintenance to the satisfaction of the Council.

Play Space in General Needs Housing Development

3.130 In providing for play, the needs of children of all ages and abilities should be taken into account. Opportunities for play should be provided as an integral part of the layout and design of development. This should include both equipped and informal provision. For larger housing developments, there should also be areas particularly laid out to encourage children's play close to where they live. Ensuring that the location of these areas takes into account the ability to safely access them from the housing areas they are intended to serve will also be important.

3.131 To ensure that play needs are met, the developer should agree with the Council's Healthy Living Manager the location, amount and type of equipment, benches, surfacing, layout and boundary treatment of play areas forming part of the network of open spaces to be provided. Equipment will not always be required and in consultation with the Council it may be agreed that an area should be laid out for informal recreation. In exceptional circumstances it may be desirable to develop housing without on-site equipped play space. Such cases may include those detailed for open space provision at paragraph 3.117 above.

Policy OS4: Play Space Provision in new General Needs Housing Development

Developments of 50 and more dwellings must provide play space in line with Section 1. The Council will require developer contributions in lieu of on-site play space provision in line with Section 2. In all cases Section 3 must be satisfied.

Section 1: On-site play space provision

For developments of 50 - 159 dwellings a play area suitable for children aged 0 – 8 will be required. For developments of 160 dwellings and more a play area, or areas, suitable for children aged 0 – 15 will be required.

Where a development forms part of an area for which there is a masterplan approved by the Council, play space must be provided in accordance with the masterplan; this may require greater provision than that described above.

Where developers justify an exceptional circumstance that is acceptable to the Council it may reduce the play space requirement.

Section 2: Off-site play space enhancement

The Council will require developer contributions toward off-site enhancement of existing play space in circumstances where:

- i. The play space to be enhanced is easily accessible from the development and is of a size that can accommodate increased use generated by the development; and
- ii. The play space requires enhancement as a direct consequence of the development.

Section 3: General requirements

Play areas must:

- i. Be of at least the sizes with a suitable buffer set out in Advice Box 2;
- ii. Be easy and safe to reach on foot;
- iii. Be well overlooked by surrounding dwellings;
- iv. Be equipped and laid out to a design as agreed with the Council;
- v. Be provided by the developer; and
- vi. Have arrangements in place for maintenance to the satisfaction of the Council.

Cemeteries

- 3.132 The Council has a statutory duty to provide burial grounds under the provisions of the Burial Grounds (Scotland) Act 1855, the Church of Scotland (Properties & Endowment) Act 1925, and the Local Government (Scotland) Act 1973 and the Local Government (Scotland) Act 1994. As provision of burial space is a statutory duty, the Council must plan for future provision.
- 3.133 The Council adopted its Burial Ground Strategy in March 2015 and this prioritises the provision of burial space within each individual town and large village. In the event such local provision is not possible the Council will provide burial space at cluster level.
- 3.134 Proposals for new cemeteries or cemetery extensions will be assessed on their merits and in particular with regard to the impact of such use on the Water Environment, in accordance with SEPA Guidance on Assessing the Impacts of Cemeteries on Groundwater - Land Use Planning System: Guidance Note 32.

Allotments

- 3.135 The enactment of the Community Empowerment Bill means that the Council will have a statutory duty to provide allotment ground according to demand. It will be obliged to create, maintain, report on and address the needs of waiting lists and will be required to ensure that no individual will sit on a waiting list for more than 5 years without offer of a fit for purpose plot. As provision of allotment space is a statutory duty, the Council must plan for future provision.
- 3.136 The National Society of Allotment and Leisure Gardeners suggest a national standard of 20 allotments per 1,000 households. Overall demand in East Lothian is currently lower than this and is highest in the main towns. The area currently has 152 allotment plots with a further 36 planned (188). There are around 300 people on the waiting list. This means that for every one hundred households there is currently demand for around one allotment plot in East Lothian. Allotment sites should have a minimum of twenty plots for efficient management and maintenance. As such, applicants or developers for larger housing sites should, in consultation with the Council's Healthy Living Manager, consider providing land for allotment plots as part of the mix of open space to be provided on their sites consistent with Policy OS3 and Advice Box 2.

Policy OS5: Allotment Provision

New housing proposals of 500 or more dwellings should, if agreed with the Council's Healthy Living Manager, make provision for land within their masterplans for the delivery of allotments as part of the mix of open space types to be provided on such sites in line with Advice Box 2 and Policy OS3. The Council may seek land to meet backlog demand or ensure sufficient scale of allotment provision for appropriate site management and maintenance reasons. Provision of such land would be part of the open space requirement to be provided in accordance with Policy OS3.

- 3.137 The Council's allotment strategy will seek to prioritise provision of allotment space for each cluster area within each cluster area as deemed necessary. In the event cluster provision is not possible the Council will provide allotment space at local authority level. In line with Policy OS5, applicants or developers should give particular consideration to the provision of allotments as part of the mix of open space types to be provided on their sites in the locations indicated in Proposal OS6 below.

PROP OS6: Allotment Sites

Applicants or developers should give particular consideration to the provision of allotments as part of the mix of open space types to be provided on their sites in the following locations:

- Musselburgh Cluster: PROP MH1 - Land at Craighall, PROP MH9 - Land at Wallyford and PROP MH10 – Land at Dolphingstone;
- Blindwells Cluster: PROP BW1 – Blindwells New Settlement, and potentially PROP BW2: Blindwells Expansion Area;
- Tranent Cluster: PROPTT1 – Windygoul South

infrastructure & resources



4

OUR INFRASTRUCTURE & RESOURCES

Connections: Transportation, Digital & Other Networks

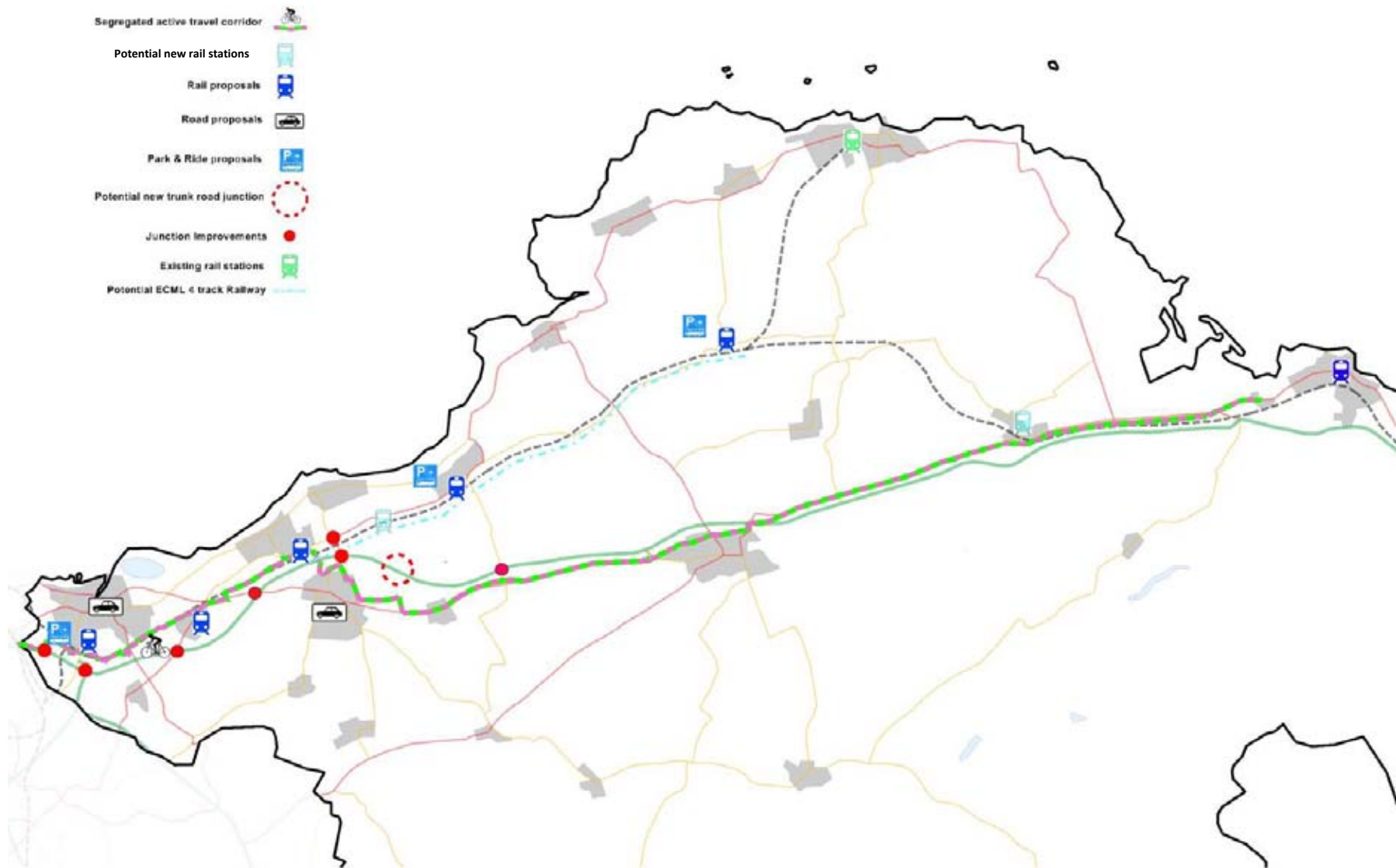
Background

- 4.1 Effective and efficient transport and digital communications networks are fundamental to today's lifestyle and to supporting sustainable economic growth. The transport network is needed to attract economic development and encourage job creation, to conveniently access work, education, services, leisure and recreation opportunities, and to allow for the delivery of goods and services. Digital communications can help reduce the need to travel and provide new ways to work, learn and to access information, goods and services. Investment in these networks, including with new development, will be required to maintain and enhance their performance and the area's competitiveness. This will help to ensure the need to travel is minimised, encourage the use of sustainable transport modes, and contribute towards the transition to a low carbon economy.
- 4.2 The LDP takes the Council's Local Transport Strategy 2015 – 2025 into account. The LDP seeks to integrate new development with East Lothian's existing transport networks and services and the LTS's vision for how these will change and be improved in future. The LTS promotes an enhanced active travel network that is integrated as part of East Lothian's Green Network and public transport options: this could provide a realistic alternative to the private car for some journeys, including longer ones, and may in time form part of the national walking and cycling network. The LTS vision includes improvements to the road and rail networks, including the enlargement of station car parks and platforms (for larger trains), the potential provision of new rail stations, and improvements to the trunk and local road network, including to junctions and interchanges. Real time travel information systems and integrated timetabling and ticketing are also promoted. The LTS will discuss where in the area there may be opportunities to support additional freight or passenger transport, including the potential for a new port related to energy development.
- 4.3 East Lothian is a relatively well connected place, but its transport and digital networks could be improved to reflect that it is a part of Edinburgh's housing and labour market areas. The majority of new development is planned in parts of East Lothian that are, or will become, connected via high speed digital networks or that are, or can become, accessible, including by public transport. Nodes where interchange between different modes of travel can occur are to be enhanced and provide a focus for new development. Promoting local services and new development alongside sustainable transport options will help maximise accessibility and social inclusion. In areas of significant change, or in the design of sites, the Council will ensure that digital networks can be provided and that the order of travel priority can be walking, cycling, public transport then private cars where possible.

Transportation

Location of New Development

- 4.4 The location of new development has a major impact on transport systems and how people travel. New development should be located so as to allow choice of means of travel and to encourage the use of sustainable transport modes. The Council's policies seek to integrate land use and transport to encourage a reduction in traffic growth, minimise the length of journeys people are obliged to make and promote sustainable alternatives to the private car – public transport, cycling and walking. This is to be achieved by seeking to:
- support the town centre first principle by maintaining town and local centre facilities that are well served by public transport and accessible on foot or by cycle;
 - direct major travel generating uses to locations that reduce the need to travel and that are or can be made highly accessible by public transport, pedestrians and cyclists;
 - resist proposals for out-of-centre developments where their siting would encourage longer journeys, especially by private car;
 - increase public transport options and their frequency at transport interchanges, and make these nodes more accessible via an enhanced active travel network;
 - encourage a more mixed pattern of higher density development in highly accessible locations where appropriate, consistent with design, amenity and environmental standards, where this could help reduce the need to travel and support viable public transport services;
 - introduce or contribute to traffic management and restraint measures which favour public transport, walking and cycling where appropriate;
 - maximise the use of information technology and introduce real time travel information systems as well as integrated timetabling and ticketing.
- 4.5 If a significant travel generating development would be reliant on private car use it should not be supported unless there is a way to provide sustainable transport options, including active travel. Travel Plans encourage better practice and set targets for use of sustainable transport modes and measures to discourage private car use. Information technology can be used to encourage use of public transport and in some cases it may be appropriate to limit car parking for a development. Yet there may be situations when some types of development in less accessible locations is acceptable, such as in the countryside in line with LDP policy or where the nature of a proposal requires a specific location, including forestry or mineral operations. Notwithstanding this, improvements to the transport network to make locations more accessible particularly by public transport and active travel modes could help reduce reliance on the car, including the introduction of small park and ride sites on rural bus routes and development of the strategic path network.



4.6 For development proposals that are expected to generate a significant number of trips a Transportation Assessment will be required. Where new development creates travel demands, the Council will seek provision of, or a contribution towards, necessary improvements to the transport network required as a direct result of it, including provision for public transport and the enhancement of active travel networks consistent with promoting an appropriate order of travel priority. Where specific improvements to the transport network are necessary, developers will provide these improvements, including contributions pro rata towards strategic mitigation in line with Policy T32. The Council will secure this mitigation by planning condition and / or legal agreement, as appropriate.

Policy T1: Development Location and Accessibility

New developments shall be located on sites that are capable of being conveniently and safely accessed on foot and by cycle, by public transport as well as by private vehicle, including adequate car parking provision in accordance with the Council's standards. The submission of Travel Plans may also be required in support of certain proposals.

Policy T2 : General Transport Impact

New development must have no significant adverse impact on:

- Road safety;
- The convenience, safety and attractiveness of walking and cycling in the surrounding area;
- Public transport operations in the surrounding area, both existing and planned, including convenience of access to these and their travel times;
- The capacity of the surrounding road network to deal with traffic unrelated to the proposed development; and
- Residential amenity as a consequence of an increase in motorised traffic.

Where the impact of development on the transport network requires mitigation this will be provided by the developer and secured by the Council by planning condition and / or legal agreement where appropriate.

Active Travel Networks

4.7 The LTS promotes an enhanced active travel network that is integrated as part of the Green Network and with public transport options. The Council seeks to encourage walking and cycling as modes of transport to promote sustainable travel, improve health and well being, and to maximise accessibility and social inclusion, particularly for those who do not own a car. Some parts of East Lothian are relatively well connected via roads and foot and cycle paths, including via repurposed railway routes and paths along river banks. Many of

these routes are included in the Council's Core Paths Plan and its Green Network Strategy. These provide active travel options which should be enhanced in association with new development in the area to provide extensions of and connections to the active travel network. The Council will ensure that new development does not obstruct or damage existing foot or cycle paths, or other routes for public access, and that new development mitigates its impact and does not prejudice the future implementation of enhancements to the network within East Lothian. Wherever appropriate, extensions to the network of active travel routes shall be provided or contributed to as part of new developments, particularly routes set out in the Core Path Plan as part of the Green Network Strategy.

4.8 As part of this approach the Council proposes a Segregated Active Travel Corridor for East Lothian which aims to promote a priority route for pedestrians and cyclists. This is so active travel can provide a realistic alternative to the private car, including for longer journeys. In time this may form part of the national walking and cycling network. The route will generally follow the A199 corridor (former A1) and link the western boundary of East Lothian with Edinburgh through to Dunbar. The section of the route from Wallyford to Edinburgh will deviate from the road and continue westwards to the East Lothian Council boundary by closely following the main East Coast rail line route. This route will provide a safe, better connected active travel route and facilities through East Lothian, and will link to other active travel corridors that lead to key destinations, including town centres, transport interchanges and routes.

4.9 Provision for the creation of the active travel network Segregated Active Travel Corridor must be made by developments that generate a need for them as set out in the Developer Contributions Framework Supplementary Guidance in accordance with Policy T32 and Policy DEL1.

PROP T3: Segregated Active Travel Corridor

The Council will develop a new segregated active travel corridor within East Lothian and will work in partnership with local communities, public, developers and the private sector to secure funding mechanisms. Relevant development proposals will be required to provide or contribute to the provision of the Segregated Active Travel Corridor for East Lothian as set out in the Developer Contributions Framework Supplementary Guidance in accordance with Policy T32. An indicative route is illustrated on the Proposals Map. A finalised route will be confirmed subject to HRA.

Policy T4: Active Travel Routes and Core Paths as part of the Green Network Strategy

The Council will protect its existing core path and active travel networks and ensure that new development does not undermine them, including the convenience, safety and enjoyment of their use.

4.10 The Scottish Government published in 2010 its Cycle Action Plan for Scotland (CAPS). It has a vision that by 2020 10% of everyday journeys taken in Scotland will be by bicycle. This involves working in partnership with local communities, public and private sectors to achieve this vision. The main objectives are to:

- Place a greater emphasis on cycle education for young people and adults;
- Create a strong emphasis on the need for local cycling strategies and plans;
- Extend and improve cycling infrastructure together with more 20mph areas;
- Promote policy documents such as Cycling by Design and Designing Streets;
- Develop a “Respect” campaign aimed at all road users;
- Increase funding from across a range of sources;
- Rigorously monitor cycle modal share.

4.11 SEStran’s Strategic Cross Boundary Cycle Development document was approved by the SEStran board in 2015. The Council recognises that provision for walking and cycling to rail stations, including cycle parking at stations, town centres and employment areas could be improved. Proposal T9 safeguards land for station car park expansions to increase their capacity for cars and to increase the provision for cyclists, including cycle racks and stores.

PROP T5: Cycle Route Network

The Council will continue to develop and enhance the cycle route network within a Cycling Strategy for East Lothian which is linked to regional and national strategies. This shall complement wider work to deliver and support the development of East Lothian’s Green Network.

4.12 A further specific priority for the Council is to ensure that people have access to safe walking routes within urban areas, including to transport interchanges. The Council will continue to implement a range of measures to deliver these routes by applying the principles of the Scottish Government’s “Designing Streets” to new developments and when retrofitting existing areas.

Policy T6: Reallocation of Road Space and Pedestrian Crossing Points

The Council shall explore opportunities to reallocate road space to pedestrians and cyclists where this can be achieved without significant adverse impacts on the efficiency of the road network. The Council shall also review existing pedestrian crossings points to ensure that desire lines are being catered for and new crossing locations shall be introduced as necessary. New development proposals will be expected to adhere to these principles in their design and layout, and developers will be expected delivery of such measures as part of their development design.

Public Transport

4.13 The affordability of public transport has a particular impact on the 23.5% (2011 Census) of East Lothian households that do not have access to a private car. Additionally, not all members of a household may have access to a car and there can be issues in areas of high car ownership or where public transport services tend to be less frequent.

4.14 Information technology and social media have increased the distribution and consumption of real-time public transport and travel information. The majority of transport operators now keep people informed about their journeys in this way. Further opportunities to develop these technologies are promoted to encourage greater use of sustainable transport options.

Policy T7: Information Technology

The Council will explore further opportunities to use Information Technology to improve and encourage use of sustainable travel options and supports the principle of related infrastructure provision, including as part of new development on a case by case basis.

Bus Services

4.15 Bus services are provided on a commercial basis by bus operators, with some services subsidised by the Council for social inclusion and accessibility reasons. The Council is committed to maintaining bus services throughout the county. Where new development is located within a less accessible location, or where a development would support provision of a new service that is not currently viable, the developer may be required to make a financial contribution towards an agreed level of service for a period of time.

4.16 New developments should be conveniently accessible to bus services. The roads authority standard states that, ideally, no house or workplace should be more than 400 metres from the nearest bus stop. In areas of significant change, or in the development of a new settlement, there may be opportunities to make bus network enhancements, including the provision of new routes and stops or places for layover or waiting. These should be located where this would be of benefit to the development and wider area and to allow for integration with exiting or proposed provision of other transport modes where possible.

Policy T8: Bus Network Improvements

The Council will continue to liaise closely with bus operators to ensure the bus network has adequate coverage and is fit for purpose, including where new development is proposed. Where

the need arises as a direct consequence of development, developers will be required to make provision for infrastructure associated with bus network improvements and / or to make contributions towards an agreed level of service on a case by case basis to ensure that their development benefits from sustainable transport options. This will include and may not be limited to the following bus infrastructure within or in proximity to their sites:

- Bus Stop & Shelters;
- Waiting facilities;
- Real Time Information at certain locations;
- Bus Lay over facilities (if appropriate);
- 'Kassel' kerbing;
- Electric charging points (If appropriate).

Existing Rail Stations

- 4.17 The Council recognises the importance of rail travel, particularly for accessing the centre of Edinburgh. There are currently two rail services to and from Edinburgh that stop at stations in East Lothian: a local service to North Berwick, and Dunbar is served by the operator of the East Coast franchise. Cross Country Trains and Scotrail now stop some trains at Dunbar, providing a two-hour frequency to Edinburgh and also offering services to a range of destinations in England.
- 4.18 Rail studies commissioned in 2004 and 2012 by East Lothian and Scottish Borders Councils concluded that a local service to Dunbar is feasible, which could make stops at other stations in the area. Both Councils are currently discussing with stakeholders how to progress matters. The Council will continue to seek capacity improvements on the east coast rail line for new stations, including at East Linton (which is subject to a STAG2 Appraisal), and for service improvements, particularly to Dunbar and North Berwick.
- 4.19 The East Lothian Transport Appraisal and model identifies that the additional trips to and from new development in the area will increase demand for capacity on the rail network. This could be met by longer trains being brought into use. Platform lengthening at North Berwick station is already complete and a new platform is committed at Dunbar station. Other relevant station platforms will also require to be extended. The appraisal identifies the proportional impacts of development in specific zones that will generate a need for interventions assessed as necessary to provide the required capacity increases. The cumulative impacts of development mainly converge in the west of East Lothian, particularly in the short term. Provision for the interventions set out below must be made by developments that generate a need for them as set out in the Developer Contributions Framework Supplementary Guidance in accord with Policy T32 and Policy DEL1.

- 4.20 Land is safeguard adjacent to existing stations at Musselburgh, Prestonpans, Longniddry and Drem (as shown on the Proposals Map) to construct additional car and cycle parking spaces or platform extensions for longer trains or platform improvements as appropriate.

PROP T9: Larger Station Car Parks

Land is safeguarded adjacent to Musselburgh (see also Proposal T11), Longniddry (circa 80 spaces) and Drem (circa 12 spaces) stations to allow additional car and cycle parking spaces / storage facilities to be provided, as shown on the Proposals Map. Other than for Proposal T11, relevant proposals will be required to contribute to these interventions as set out in the Developer Contributions Framework Supplementary Guidance in accord with Policy T32 and Policy DEL1. The location of all proposals will be subject to HRA.

PROP T10: Platform Lengthening

Land is safeguarded adjacent to the existing stations at Musselburgh, Wallyford, Prestonpans, Longniddry, Drem and Dunbar to allow additional platform capacity to be provided for longer eight car trains as a minimum, as shown on the Proposals Map. Other than for platform capacity at Dunbar, relevant proposals will be required to contribute to these interventions as set out in the Developer Contributions Framework Supplementary Guidance in accord with Policy T32 and Policy DEL1. All proposals will be subject to HRA to ensure that effects on the qualifying interests of the Firth of Forth SPA are avoided during construction.

Land Safeguard for Improvements to Musselburgh Station

- 4.21 The Council supports the principle of improvements to Musselburgh station. This would be a rail-related public transport and active travel hub with park & ride and terminal-style facilities with good access by bus and also to the strategic road and active travel network. Such a facility there would improve the accessibility of the Craighall mixed use expansion area including Queen Margaret University as well as the west sector of East Lothian, north-east Midlothian and east Edinburgh to main line rail services. The proposed site is adjacent to the existing Musselburgh rail station and is well related to road and public transport links. It could be accessed from the A1 using a modified junction to be provided at Queen Margaret Drive and would benefit from provision of bus routes to be provided as part of developments at Craighall and sites in adjacent local authority areas. The delivery of such a proposal will be dependent upon external funding and support. An appropriate area of land is safeguarded for the car park and buildings, south of the rail line and west of Queen Margaret University, as shown on the Proposals Map.

PROP T11: Safeguard Land for Improvements to Musselburgh Station

Approximately 1.5 hectares of land is safeguarded adjacent to Musselburgh station to reflect the Council's aspiration that a rail related transport hub with car parking, bus and active travel access be delivered to the south-west of the Mucklets Road, as shown on the Proposals Map. A HRA will be required of possible locations.

New Rail Station at East Linton

- 4.22 The rail study commissioned by the Council in 2004 identified a potential site for a new rail station at East Linton on land accessed from Andrew Meikle Grove. The Council supports the introduction of a new railway station at East Linton which would promote further sustainable transport options from eastern East Lothian to Edinburgh. The Council is committed to seeking funding for the construction of the station and will continue to seek that the train operator provides a service. The delivery of such a proposal would be dependent upon external funding and support. Land and access for a station at East Linton is safeguarded for a new rail halt as shown on the Proposals Map.

PROP T12: Railway Station Safeguarding at East Linton

Land capable of accommodating a new railway station, car park and access is safeguarded adjacent to the East Coast Main Line at East Linton as shown on the Proposals Map. Development of the new station is subject to further assessment, including HRA. Provision for road access to this potential station site has been made through the adjoining housing area. Development that would prevent the use of this land for a station will not be permitted. The Council will maintain its efforts to source appropriate funding and the provision of a service.

Longer Term East Coast Main Line Improvements: Four Track, New Rail Station and Overbridge

- 4.23 The East Coast Main Line as it passes through East Lothian currently only has a single track for north and south bound trains. This limits the capacity of the main line to accommodate train pathways for local train services as well as higher speed intercity train services. To provide additional capacity on the main rail line, in the longer term a four track section could be provided in East Lothian to allow local services to wait off the main line so high speed trains can pass; associated improvements to the Portobello Junction may also be required. If these interventions or similar were delivered, a new station could be introduced within East Lothian in association with the new four track section.
- 4.24 Network Rail has been investigating where a four track section could best be provided in East Lothian. The section of the East Coast Main Line between Prestonpans and Drem Stations has been identified as the most desirable section of the line for this. This would include works to Prestonpans, Longniddry and Drem stations. Land adjacent to Blindwells new settlement could provide a location for a new station. This may avoid replacement of existing structures and minimise engineering operations as well as improve safety and make use of available land and existing assets. To the south of this section of the existing rail line former mineral sidings exist within the land allocation for Blindwells new settlement (PROP BW1); to the north the local road network includes a length of dual carriageway that is not needed to accommodate anticipated vehicle flows.

- 4.25 Importantly, a four track section of the main line and a new station with vehicular and pedestrian overbridge if provided adjacent to Blindwells could serve the new settlement and the wider area. The overbridge would provide a connection between the A198, Blindwells and the new station, as well as another route to the A1 and Tranent from the A198 through Blindwells and the opportunity to extend bus services. These connections could help overcome community severance issues caused by the existing road and rail lines and allow for the improvement of bus access in the area, connect communities and amenities as well as link public transport services and hubs. It would also allow the exiting level crossing at St Germain's to be removed to improve safety on the East Coast Main Line.
- 4.26 The delivery of such a project would be dependent upon external funding and support as well as further assessment and appraisal. The section of the East Coast Main Line where a four track section as well as any new station and overbridge may be provided is shown indicatively on the Proposals Map.

PROP T13: East Coast Main Line: Four Track Section, New Rail Station and Vehicular Overbridge

Subject to further assessment and appraisal, land to the north and south of the East Coast Main Line that could be capable of accommodating the potential alignment of a new four track section of track and a potential location for a new railway station, car park, access and overbridge of the rail line is shown indicatively on the Proposals Map. A proposed route will be identified if and when required and which will be subject to further assessment, including HRA.

Safeguard of Former Longniddry-Haddington Branch Rail Line

- 4.27 The Council recognises the potential of the former Longniddry-Haddington branch rail line to be re-used as a public transport link between Haddington, western East Lothian and Edinburgh in the longer term. The track bed is in Council ownership and will be protected from development and retained in use as a route for walking, cycling and horse riding.

Policy T14: Longniddry- Haddington Route Safeguard

The route of the former Longniddry-Haddington railway line is safeguarded for future public transport use and shall be retained in use as a cycle-walkway route during the plan period. This route now forms part of the core path network. Should this route be used for public transport in future then suitable alternative provision must be made for the core path. If the required studies confirm that provision of a public transport service is both technically feasible, including any effect upon the integrity of the Firth of Forth SPA either alone or in combination with other projects and plans, and economically viable the Council, in consultation with stakeholders, will identify and safeguard land for any necessary supporting infrastructure, including a station or halt facility appropriate to the chosen scheme. Stakeholders would include Network Rail, the train operator, Transport Scotland, the Local Access Forum and SEStran.

Trunk and Local Road Network

- 4.28 East Lothian has two main route choices when travelling to and from Edinburgh by road, namely the A1(T) and the A199 corridors. The A198 corridor accommodates the majority of traffic from coastal settlements before it joins the A1(T) via Meadowmill Roundabout and Bankton Interchange or A199 at Musselburgh. The cumulative impact of development will mainly converge on these corridors and become most acute at key nodes in the west of East Lothian, including at Tranent, Musselburgh and at the Old Craighall A1(T) / A720 Junction. Whilst some cumulative impacts are anticipated on other road corridors these can largely be accommodated within the capacity of the existing road network.

Trunk Road Network

- 4.29 The East Lothian Transport Appraisal and model identifies that the additional trips to and from new development in the area will increase demand for capacity on the trunk road network. It identifies the proportional impacts of development in specific zones that will generate a need for interventions assessed as necessary to provide the required capacity increases. Provision for the interventions set out below must be made by developments that generate a need for them as set out in the Developer Contributions Framework Supplementary Guidance in accord with Policy T32 and Policy DEL1.
- 4.30 Interventions will be required at the Old Craighall Junction and at the Salter's Road and Bankton Interchanges, and should Blindwells expand potentially also at Gladsmuir Interchange (see PROP T17). Although not part of the trunk road network, the Queen Margaret Drive A1 Junction will require improvement to enable development at Craighall (PROPMH1). Accordingly, land is safeguarded for the delivery of these interventions.

PROP T15: Old Craighall A1(T) Junction Improvements

Relevant proposals will contribute to improvements at the A1(T) / A720 Old Craighall Junction, including signalisation and improvement of the roundabout and slip roads, to provide additional network capacity to meet the demands that will be generated by new development in the area, as set out in the Developer Contributions Framework Supplementary Guidance in accord with Policy T32 and Policy DEL1. The feasibility of delivering this intervention will continue to be investigated, including HRA, and land is safeguarded for it as shown on the Proposals Map.

PROP T16: A1 Junction Improvements at Queen Margaret Drive Interchange

The developer of the land at Craighall (PROP MH1) must provide to an adoptable standard junction improvements to the A1 Interchange at Queen Margaret Drive. This will include provision of a new underpass of the A1 for all modes of travel and north bound on and off slip roads to the A1. This will provide a site access for land at Craighall to the south of the A1 and, in combination with PROP T22 and the road network in the wider Craighall site, shall connect the land at Craighall to Musselburgh, allow bus services to be extended through the site and link public transport options. Land is safeguarded for the delivery of this intervention, as shown on the Proposals Map.

PROP T17: A1(T) Interchange Improvements

Relevant proposals will be required to provide, or contribute towards, improvements at the following A1(T) interchanges:

- Salter's Road Interchange, including as a minimum provision of capacity improvements and full signalisation and potentially lane widening and / or potential full signalisation of the Dolphingstone Interchange;
- Bankton Interchange, as a minimum signalisation and lane reconfiguration (see also paragraph 2.65); and
- Gladsmuir, if required in association with any expansion of Blindwells;

to provide additional network capacity to meet the demands that will be generated by new development in the area, as set out in the Developer Contributions Framework Supplementary Guidance in accord with Policy T32 and Policy DEL1. The feasibility of delivering these interventions will continue to be investigated, including HRA. Land is safeguarded for the delivery of these interventions, as shown on the Proposals Map.

Potential New Trunk Road Interchange at Adniston and Eastern Tranent By-pass

- 4.31 There may be potential for a new trunk road interchange to be provided at Adniston which could allow an eastern by-pass of Tranent to be provided. When the A1(T) was constructed the site at Blindwells was operating as an open cast mine: an underpass at Adniston was provided to allow heavy vehicle movement between the mine and A199. The underpass is not currently linked to the road network, but it may accommodate two way movement of high vehicles. It may be possible in future to use the underpass to create a new trunk road interchange with the A1(T). The main structure exists, and only roundabouts and slip roads would be required. When considered in association with Proposal T13 and the road network within the Blindwells new settlement such an interchange could help overcome community severance issues caused by road and rail lines in the area and allow for improved bus access to connect communities and public transport options.
- 4.32 However, an underpass at Adniston connecting a new settlement at Blindwells to the A199 for use by all types of vehicle without a new interchange providing direct access to the A1(T) is not supported. This would increase vehicle flows at Tranent High Street, where there are capacity issues and potential air quality concerns. Consideration may be given to the use of the underpass to provide a bus only link between the A199 and Blindwells.
- 4.33 The Council will continue to investigate the feasibility of a new trunk road interchange at Adniston and an eastern Tranent by-pass, including further assessment and modelling work. So the long term ability to consider the potential delivery of this is not prejudiced, land is safeguarded for a new trunk road interchange at Adniston (including land in the Blindwells allocated site and the safeguarded Blindwells Expansion Area) and for a potential road alignment from it to the A199, B6371 and B6414. As part of Proposal T18

the council will explore the economic and regeneration case for a new junction, how this would need to be designed and its resultant impacts on safety and operational performance of the A1(T).

PROP T18: Land Safeguard for Trunk Road Interchange at Adniston and Eastern Tranent By-pass

Land for a potential new trunk road interchange at Adniston and potential eastern Tranent by-pass is safeguarded and the feasibility of delivering these interventions will continue to be investigated, including HRA. Land is safeguarded for the delivery of this intervention, as shown on the Proposals Map. Any development that would undermine the Council's ability to consider a future eastern Tranent by-pass with new A1(T) interchange at Adniston will not be supported.

Local Road Network

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

Mitigation of Cumulative Impacts in Musselburgh

4.35 The A199 passes through Musselburgh and over the river Esk. There are three road bridges over the river: the A199 "Rennie Bridge" and the A6095 "Olivebank Road Bridge" are open permanently; the New Street / James Street "Electricity Bridge" can be opened for events. The access routes to the A199 "Rennie Bridge" and the A6095 "Olivebank Road Bridge" merge at the High Street / Bridge Street / Mall Avenue signalised junction. During peak times the convergence of traffic at this location can cause congestion in the town centre.

4.36 Musselburgh High Street has been a designated Air Quality Management Area since 2013 due to the high levels of Nitrogen Dioxide recorded, mainly from road traffic and queuing vehicles. The current issues can be addressed by improvements to the bus fleet and by relocating bus stops so the impact of queuing vehicles on air quality can be reduced. However, additional development related traffic from new development sites will exacerbate these issues unless further mitigation is provided.

4.37 Further traffic management measures will be required to manage cumulative impact on the local road network as well as air quality concerns because of the additional trips that will be generated by new development in the area. The Council has assessed mitigation measures necessary to address the associated impacts of new development. To manage

traffic flow and air quality issues, and to minimise congestion at the High Street / Bridge Street / Mall Avenue junction, the junctions of the A199 and New Street, A199 Linkfield Road and Millhill and Inveresk Road and Newbigging will be signalised as part of an Urban Traffic Control system.

4.38 Provision must be made for these interventions by developments that generate a need for them as set out in the Developer Contributions Framework Supplementary Guidance in accord with Policy T32 and Policy DEL1.

Policy T19: Transport Improvements at Musselburgh Town Centre

The Council will support and encourage a programme of transport improvements at Musselburgh town centre to improve traffic flow and air quality, including the management of vehicles, parking provision, public transport improvements and enhanced pedestrian and cycle routes and will promote Traffic Regulation Orders where necessary.

PROP T20: Transport Related Air Quality Measures: Relocation of Bus Stops

The Council will investigate the relocation of bus stops within the Musselburgh Air Quality Management Area to mitigate existing air quality issues and will monitor and manage the situation as required to ensure air quality is maintained to an acceptable standard in association with new development.

PROP T21: Musselburgh Urban Traffic Control System

Relevant proposals will be required to contribute to the provision of an Urban Traffic Control system and the signalisation of the junctions at the A199 and New Street, the A199 Linkfield Road and Millhill, and Inveresk Road and Newbigging junctions to an adoptable standard to manage the vehicle flows through Musselburgh town centre to acceptable levels, as set out in the Developer Contributions Framework Supplementary Guidance in accord with Policy T32 and Policy DEL1.

4.39 To ensure that access to and from the existing urban area for the Craighall development area will be maximised, the developer working with the Council shall investigate the reopening of the existing link road between Queen Margaret Drive and Whitehill Farm Road (over the East Coast Rail Line) for two way movement of vehicles. If the Council requires this intervention to be provided it shall be delivered only once the Queen Margaret Drive A1 interchange is complete (PROP T16). This link will be modified to provide a signal controlled contra-flow over the railway bridge.

PROP T22: Reopen link to Vehicle Access at Queen Margaret Drive / Whitehill Farm Road

The developer of the land at Craighall (PROP MH1) shall investigate, and if necessary provide, a modification to the current bus only link at Queen Margaret Drive / Whitehill Farm Road to an

adoptable standard to provide additional network capacity and route choice for development related trip demands. In combination with PROPT16 and the road network within the wider Craighall site, this will connect the Craighall site to Musselburgh, allow bus services to be extended through the site and link public transport options. Land is safeguarded for the delivery of this intervention, as shown on the Proposals Map.

Land Safeguards: Improvement of the A198 and Meadowmill Roundabout

- 4.40 The A198 corridor accommodates the majority of traffic from the coastal settlements before it joins the A1(T) via Meadowmill Roundabout and Bankton Interchange or A199 at Musselburgh. Improvements to Bankton Interchange (see Proposal T17 and para 2.6) can accommodate the anticipated increase in vehicle flows from LDP sites, including Blindwells (Proposals BW1).
- 4.41 However, should Blindwells be capable of expansion (see Proposal BW2) further additional road network capacity will be required. Land is safeguarded adjacent to Meadowmill Roundabout and the A198 link road and to the Bankton A1(T) Interchange. This land is safeguarded to allow for a potential resizing of the Meadowmill Roundabout, dualling of the A198 link road and reconfiguring of the Bankton Interchange. These interventions may be promoted in association with others and will be the subject of further assessment.

Policy T23: Transport Improvements at A198, Meadowmill Roundabout & Bankton Interchange

The Council will support and encourage a programme of transport improvements at the A198 and Meadowmill Roundabout if required to improve traffic flow, public transport provision and enhanced pedestrian and cycle routes, and will promote Traffic Regulation Orders where necessary.

PROP T24: Land Safeguard for A198 / B1361 Meadowmill Roundabout Improvements

Land is safeguarded to provide for junction improvements at the A198 / B1361 Meadowmill Roundabout to provide additional network capacity for any future housing and employment demands should additional network capacity be required to accommodate any further expansion of Blindwells in accordance with Proposal BW2.

PROP T25: Land Safeguard for Dualling of A198 and Reconfiguration of Bankton Interchange

Land is safeguarded to provide for:

- the dualling of the A198 between the Bankton North and Meadowmill Roundabouts; and
- the reconfiguration of the Bankton A1(T) Interchange;

to provide additional network capacity for any future housing and employment demands should additional network capacity be required to accommodate any further expansion of Blindwells in accordance with Proposal BW2.

Mitigation of Cumulative Impacts at Tranent High Street

- 4.42 Tranent High Street currently experiences high levels of through traffic and has associated air quality issues, although no Air Quality Management Area is designated. Tranent High Street is a route to the Bankton Interchange and the Dolphinstone Interchange with the A1(T) for drivers who want to access the trunk road.
- 4.43 Many of the vehicle trips that generate issues at Tranent High Street (A199) originate from development along the B6414 (e.g. Elphinstone), the B6371 (e.g. Ormiston) and the B6355 (e.g. Pencaitland) road corridors. Trips also originate from further east along the A199 (e.g. Macmerry) although the Gladsmuir A1(T) Interchange provides an alternative route to access the trunk road for trips that originate further east. The cumulative impact of new development in these areas will introduce a significant amount of additional vehicle trips to Tranent High Street and to the Bankton and Dolphinstone A1(T) Interchanges.
- 4.44 Mitigating this increase in vehicle flows will require improvements at Tranent High Street, including the introduction of a one-way system using Loch Road, High Street and Bridge Street by linking Loch Road to High Street. Additionally, the introduction of a left hand turn filter at the junction of Elphinstone Road and Edinburgh Road will also be required as well as improvements to the Bankton A1(T) Interchange (see also Proposal T17).
- 4.45 Provision must be made for these interventions by developments that generate a need for them as set out in the Developer Contributions Framework Supplementary Guidance in accordance with Policy T32 and Policy DEL1.

Policy T26: Transport Improvements at Tranent Town Centre

The Council will support and encourage a programme of transport improvements at Tranent town centre to improve traffic flow and maintain air quality, including the management of vehicles, parking provision, public transport improvements and enhanced pedestrian and cycle routes and will promote Traffic Regulation Orders where necessary.

PROP T27: Tranent Town Centre One-Way System

Relevant proposals will be required to contribute to the introduction of a one way system incorporating Loch Road and High Street and Bridge Street by linking Loch Road to High Street to increase capacity, improve traffic flow and maintain air quality in Tranent town centre, as set out in the Developer Contributions Framework Supplementary Guidance in accordance with Policy T32 and Policy DEL1.

PROP T28: Junction Improvements at Elphinstone Road and Edinburgh Road

Relevant proposals will be required to contribute to the introduction of a left hand turn filter at the junction of Elphinstone Road and Edinburgh Road to increase capacity, improve traffic flow and maintain air quality in Tranent town centre, as set out in the Developer Contributions Framework Supplementary Guidance in accordance with Policy T32 and Policy DEL1.

Town Centre Car Parking Strategy

- 4.46 East Lothian Council has prepared a comprehensive parking strategy to improve efficiency of the current supply of car parking bays and reduce the negative impacts of parking on communities. The key areas that the strategy examined were parking management, parking supply, enforcement and demand management.

Policy T29: Town Centre Parking Strategy

The Council will implement its parking strategy to improve efficiency of the current supply and reduce the negative impacts of parking within settlements.

Improving Road Safety and 20mph Limits

- 4.47 The Council will develop, implement, monitor and review a Road Safety Plan which shall help to prioritise investment in road safety measures. Analysis of road traffic collision data will be undertaken to identify where interventions are required. The introduction of 20mph speed limits and zones in residential areas is an ongoing commitment of the Council and this initiative shall be extended further where supported by local residents.

Policy T30: Road Safety and 20mph Limits

The Council shall develop a road safety plan to further invest in road safety and further introduce 20mph speed limits and zones in residential areas.

Electric Car & Bus Charging Points

- 4.48 The advancement of technology and greater life expectancy of batteries has seen an increase in the use of electric vehicles, which do not produce any harmful emissions. The Council recognises the potential of electric vehicles and how they can help reduce emissions within Air Quality Management Areas. Public Transport providers are now considering hybrid buses that can switch to electric running in Air Quality Management Areas. This can reduce emissions and improve air quality and appropriate provision for such vehicles must be made if they are to be introduced. The Council supports the principle of the provision of electric vehicle charging points where necessary and appropriate, including as part of new developments.

Policy T31: Electric Car & Bus Charging Points

The Council will encourage and supports the principle of introducing electric vehicle charging points around both existing and proposed community facilities such as schools and retail areas, including from developers as part of new developments that contain such facilities or areas.

Transport Infrastructure Delivery Fund

- 4.49 The LDP has been informed by an East Lothian wide transport appraisal and model. The model predicts changes in travel patterns, separating the impact of baseline growth from committed and uncommitted development on an individual and on a cumulative basis. It predicts the proportional impacts from these sources of demand on different parts of the transport network that will arise from different transport corridors in East Lothian. Based on this, a more detailed traffic model has been developed for the western part of the area as this is where there will be the greatest cumulative impact on the transport network.
- 4.50 Based on this assessment and modelling work, a package of interventions has been developed that when delivered will adequately maintain the performance and safety of the transport network with the introduction of new development. The full list of these interventions is set out in proposals above and in the Action Programme and land is safeguarded for them by this Plan where necessary.
- 4.51 The interventions towards which developer contributions will be sought are set out in the relevant proposals above. Detail on the scale and nature of contribution required is set out in Developer Contributions Framework Supplementary Guidance. It identifies contribution zones in East Lothian that are based on the transport corridors and required interventions, and these are shown at Appendix 1 of this plan. The cost of delivering the interventions has been identified and apportioned pro-rata in line with the scale and kind of impact anticipated to be generated by different types and scales of development within each contribution zone.
- 4.52 Where the Council or Transport Scotland has identified that the need for transport infrastructure arises from the cumulative impact of development in the area, in accordance with Circular 3/2012, developer contributions to a Transport Infrastructure Delivery Fund held by the Council and Transport Scotland will be required, as set out in the Developer Contributions Framework Supplementary Guidance. Within this fund separate accounts will be created for each of the separate infrastructure projects, and developer contributions will always be used to deliver the intervention for which they were originally intended. Further site specific transport requirements where known at this stage are set out in sites briefs.

Policy T32: Transport Infrastructure Delivery Fund

A package of transportation interventions to mitigate the cumulative impact of development on the transport network has been identified by the Council in consultation with Transport Scotland. Consistent with Policy DEL1: Infrastructure and Facilities Provision, relevant development proposals will be required to contribute to the delivery of these transportation interventions, on a proportionate, cumulative pro-rata basis, as set out in Developer Contributions Framework Supplementary Guidance. Within this overall Transport Infrastructure Delivery Fund separate funds and accounts will be created, monitored and managed by the Council as appropriate for each of the infrastructure projects. Developer contributions will always be used by the Council as relevant to deliver the mitigation for which they were originally intended.

Digital Communications Networks

- 4.53 Our economy and social networks depend heavily on high-quality digital infrastructure. Access to affordable broadband is a key Council priority and is in direct support of the Council Plan, Economic Development Strategy, Single Outcome Agreement and Digital Inclusion objectives. The East Lothian Next Generation Internet Connectivity Strategy defines priorities to improve the provision of internet connectivity across the Council area.
- 4.54 The best broadband provision is currently in the west of East Lothian and in Dunbar, with improvements expected to focus initially on the west before extending to other areas. East Lothian is targeted to reach 95% Next Generation Access (NGA) by 2017 through the Scottish Government 'Step Change' programme, however this focuses on providing basic broadband (minimum 2 Mbps). Not all premises having access to NGA are likely to benefit from superfast broadband speeds (greater than 24Mbps) but following commercial investment East Lothian is expected to achieve superfast broadband to 67% of premises. The four UK mobile operators in the UK, (Vodafone, O2, EE and Three) have 2G/3G presence in East Lothian. Some coverage of 4G services is available in the area close to Edinburgh. Most mobile networks offer poor coverage throughout the rural area, with 2G and 3G "not-spots" evident.
- 4.55 Planning has an important role to play in supporting digital communications capacity and coverage. The Council supports proposals for digital communications infrastructure in principle provided they will not have unacceptable environmental impacts. For proposals that would deliver entirely new connectivity – for example, mobile connectivity in a "not spot" – consideration will be given to the benefits of this connectivity for communities and the local economy. All components of equipment should be considered together and designed and positioned as sensitively as possible, though technical requirements and constraints may limit the possibilities. Developments should not physically obstruct aerodrome operations, technical sites or existing transmitter/receiver facilities. The cumulative visual effects of equipment should be taken into account. Emissions of radiofrequency radiation are controlled and regulated under other legislation and radiofrequency radiation is not a material planning consideration.

Policy DCN1: Digital Communications Networks

The Council supports digital communications infrastructure in principle provided it will not have unacceptable environmental impacts. For proposals that would deliver entirely new connectivity, consideration will be given to the benefits of this connectivity for communities and the local economy.

Planning applications for digital communications equipment should demonstrate how the

following options have been considered:

- mast or site sharing;
- installation on buildings or other existing structures;
- installing the smallest suitable equipment, commensurate with technological requirements;
- concealing or disguising masts, antennas, equipment housing and cable runs using design and camouflage techniques where appropriate; and
- installation of ground-based masts.

Applicants should also provide the following supporting information, where relevant:

- an explanation of how the proposed equipment fits into the wider network;
- a description of the siting options (primarily for new sites) and design options which satisfy operational requirements, alternatives considered, and the reasons for the proposed solution;
- details of the design, including height, materials and all components of the proposal;
- details of any proposed landscaping and screen planting, where appropriate;
- an assessment of the cumulative effects of the proposed development in combination with existing equipment in the area;
- a declaration that the equipment and installation is designed to be in full compliance with the appropriate ICNIRP guidelines for public exposure to radiofrequency radiation; and
- an assessment of visual impact, if relevant.

- 4.56 High speed digital networks (240mb and above) are programmed for expansion across almost all of East Lothian by 2018. This means that 90% of properties will be served by this broadband speed and all remaining ones (likely to be in the countryside) will have at least 2mb provision.
- 4.57 Developers of new homes and business premises shall respond to the infrastructure roll-out plans of digital communications operators by exploring with them and providing for digital infrastructure connectivity to new homes and business premises as an integral part of new development, particularly making provision for ducting and fibre or wiring for broadband connectivity. This must be done in consultation with service providers so that appropriate, universal and future proofed infrastructure is installed.

Policy DCN2: Provision for Broadband Connectivity in New Development

Development proposals of 5 or more homes, or proposals for employment generating uses with a floor area of 100m² or larger, shall as part of the development make provision for deliverable opportunities for digital infrastructure to the proposed new homes or business premises as relevant, particularly provision for ducting and fibre or wiring for broadband connectivity.

Other Infrastructure: Major Hazard Sites & Pipelines

Major Hazard Sites and Pipelines

4.58 East Lothian contains a number of major accident hazard pipelines, as well as one licensed nuclear site and major hazard site. The Health and Safety Executive (HSE) has defined consultation zones around these sites and pipelines based on risk assessments and will be consulted on all relevant development proposals within these zones that are likely to lead to an increased population around the major hazard. Current HSE pipeline consultation zones are set out in Advice Box 3 below and indicated on the Proposals Map for information.

Policy OI1: Pipeline Consultation Zone

All planning applications that are within the consultation distance of a notable installation will be referred to the Health and Safety Executive for their observations before determining the application.

Advice Box 3: HSE Pipeline Consultation Zones

| HSE Ref. | Transco Ref. | Pipeline Name | Outer Cons distance (m) |
|----------|--------------|----------------------------------|-------------------------|
| 7919 | 2176 | 13 Feeder Drumeldrie Simprim | 370 |
| 7967 | 2224 | Pathhead/Pencaitland (L11) | 37 |
| 7974 | 2232 | Whitehill Farm/Musselburgh (L05) | 16 |
| 7975 | 2233 | Pencaitland/Haddington (L06) | 20 |
| 7976 | 2234 | Gladsmuir/Aberlady (L07) | 20 |
| 7982 | 2240 | Supply to Pencaitland (L08) | 15 |
| 8391 | 2668 | Pencaitland to Penston (L12) | 36 |

- 4.59 All consultation zones could be subject to change during the lifetime of the Plan. Similarly, the types and scale of development proposals within consultation zones that will require to be referred to HSE or ONR are set out in detailed guidance published by them, which could be subject to review during the Plan period. Applicants should therefore confirm the up-to-date position with the Council.
- 4.60 The Office for Nuclear Regulation (ONR) will also be consulted on relevant development proposals within the consultation zone around Torness nuclear power station. The consultation zone corresponds to the Detailed Emergency Planning Zone which extends to 3km from the site.

Policy OI2: Torness Consultation Zone

All relevant planning applications received within a 3km radius of the Torness Generating Station will be referred to the Office Nuclear Regulation for its observations.

Edinburgh Airport Safeguarding Zone

- 4.61 A 30km 'official safeguarding zone' has been designated around Edinburgh Airport. This covers the western part of East Lothian, extending as far as Longniddry, Macmerry, and Pencaitland. Within this zone some types of development proposals will require consultation with the airport operator, for example wind turbines or other tall structures, or developments with the potential to interfere with the operation of navigational aids, radio aids and telecommunication systems. The extent of the Edinburgh Airport Safeguarding Zone is indicated on the Proposals Map.

Policy OI3: Edinburgh Airport Safeguarding Zone

All planning applications for wind turbine developments within the Edinburgh Airport Safeguarding Zone as identified on the proposals map will be notified to the operators of Edinburgh Airport for their observations and their response considered before determining the application.

Energy Generation, Distribution & Transmission

Background

- 4.62 The LDP helps facilitate the transition to a low carbon economy by supporting means of energy generation that help to reduce greenhouse gas emissions. It seeks to support a diverse range of renewable and low carbon energy generation in appropriate locations as well as the development of heat networks, taking environmental, community and cumulative issues into account. Related Scottish Government objectives include:
- 30% of overall energy demand from renewable sources by 2020;
 - 11% of heat demand from renewable sources; and
 - the equivalent of 100% of electricity demand from renewable sources by 2020.
- 4.63 Proposals for non-renewable energy generation may be acceptable where carbon capture and storage or other emissions reduction infrastructure is in place or committed within the development's timeline and good environmental standards are secured. NPF3 supports the continued use of the Cockenzie Power Station site for thermal energy generation and carbon capture and storage and identifies it as a National Development.
- 4.64 Torness nuclear power station continues to operate with two reactors, and a British Energy Consultation Zone exists around the facility. There are no confirmed plans or timescale for decommissioning the station and the current generating licence there extends to 2030. If Torness Power Station were decommissioned this would bring significant implications for the planning process both in terms of the decommissioning itself, but also in terms of restoration, waste disposal and the after use of the site.
- 4.65 As with Cockenzie, a significant attribute of the Torness site is its location at the mouth of the Forth, its access to the trunk road and nearby rail network. It also has deep water harbouring facilities. NPF3 notes that the coastline between Cockenzie and Torness is an area of co-ordinated action and has potential to be a renewable energy hub: both locations also have high voltage grid connections. However, sections of the coastline between Cockenzie and Torness have international, national and local natural heritage assets and environmental assessment, including project level Habitats Regulation Appraisal may be required. The principle of an enhanced high voltage electricity transmission grid is supported in principle as National Development relevant to East Lothian.
- 4.66 The Scottish Government seeks to generate the equivalent of 100% of Scotland's gross annual electricity consumption from renewables by 2020 to achieve climate change targets. Most renewable energy proposals can be considered against relevant policies of the Plan but wind turbines raise particular planning issues and require their own policy.

Sustainable Use of Energy and Heat in New Development

- 4.67 The Council supports the principles of the 'energy hierarchy' in planning for new development: seeking to reduce the demand for energy in the first instance, then looking to maximise the energy efficiency of buildings, and then considering energy generation from renewable or low carbon sources. The spatial strategy of the LDP aims to reduce energy demand by minimising the need to travel. Energy efficiency is promoted through Scottish Building Standards, which are gradually increasing building energy performance standards over time, but planning can also have a role, for example in promoting use of Combined Heat and Power (CHP) schemes and other sustainable energy sources, and in identifying and supporting potential district heating schemes.
- 4.68 The Scottish Government's Heat Policy Statement seeks to promote reduction in the need for heat, efficiency of supply, and increased proportions of low carbon and renewable heat. Scotland's Heat Map highlights where there may be opportunities for decentralised energy projects across Scotland. The Council will support the principle of proposals for district heating networks based on low carbon or renewable sources, or that facilitate the more efficient use of waste heat from existing or committed heat generators. There may also be situations where there is potential for heat distribution from non-renewable sources with the potential to switch to renewable sources within the lifetime of the development. Where heat networks are not viable, the Council supports heat recovery technologies associated with individual properties.
- 4.69 Those parts of the Council area considered to have greatest potential for district heating networks from waste heat are Millerhill/Craighall (from a proposed Energy from Waste plant in Midlothian), Oxwellmains, Dunbar (from a consented Energy from Waste plant), and Cockenzie (from any future thermal power generation or other uses on the former power station site). These locations are illustrated on Strategy Diagram 3. Around these areas in particular, the Council expects that developers will evaluate the feasibility of delivering district heating, connecting to any existing schemes, and the potential to extend such a system to adjacent uses/sites, as part of a local heat network. This should be incorporated into the design of proposals where viable.
- 4.70 Other opportunities may arise from other heat producers. Proposals for significant heat producing uses should provide for use of excess heat where practicable, or ensure that the potential to use this in future is not prejudiced. In the specific areas identified above, or in any other areas where a district heat network exists or is planned during the lifetime of this Plan, developments should include appropriate infrastructure for connection, providing the option to use heat from the network. To ensure 'future-proofing' of developments in these areas, as a minimum pipe runs within developments should be safeguarded for later connection, including to the curtilage of the development site.

- 4.71 The Council has also been working with the Heat Network Partnership to prepare a heat strategy for the area. Outcomes from this work with relevance to planning may be reflected in supplementary planning guidance or in a review of the LDP, as appropriate.

Policy SEH1: Sustainable Energy and Heat

The Council supports the principles of the 'energy hierarchy' and promotes energy-efficient design in new development. Community heating schemes are encouraged where they would not harm amenity and could co-exist satisfactorily with existing or proposed uses in the area. Applicants are encouraged to submit an Energy Statement indicating how such matters have been addressed. Where a district heat network exists or is planned, developments should include appropriate infrastructure for connection or safeguards to allow future connection. In particular, the Council supports the principle of the creation of district heat networks at Millerhill/Craighall, at Oxwellmains, Dunbar and at Cockenzie provided they would not harm amenity and could co-exist satisfactorily with existing or proposed uses in the area. Proposals in these areas must not prejudice the potential for heat networks to be developed. The council supports the principle of combined heat and power schemes and energy generation from renewable or low carbon sources.

Low and Zero Carbon Generating Technologies

- 4.72 The Council is legally obliged to include a policy in the LDP that requires all new development to be designed to ensure new buildings 'avoid a specified and rising proportion of the projected greenhouse gas emissions' through use of low and zero-carbon generating technologies (LZCGT). The policy should cover three main elements: a proportion of emissions to be saved; at least one increase in the proportion of emissions to be saved; and a requirement that the savings should be achieved through the use of LZCGT (rather than energy efficiency measures).
- 4.73 Building Standards promote a 'fabric first' approach for new construction and do not mandate the use of LZCGT, while 'active' sustainability labels merely indicate that minimum standards have been met partly through the use of LZCGT. An 'active' label does not demonstrate that a 'specified proportion' of emissions are avoided through use of LZCGT; indeed it does not imply any emissions reductions beyond minimum standards and may in fact result in less energy efficient buildings compared with other ways of meeting minimum standards.
- 4.74 The Council considers that it is desirable to avoid duplication with Scottish Building Standards. It will therefore require 'active' sustainability labels to be obtained for all relevant developments, with the most effective and proportionate way of implementing this in practice to be the use of suspensive planning conditions, which will require evidence of the 'active' label to be submitted prior to occupation of the building.

- 4.75 For applicants to demonstrate the proportion of emissions that will be saved through LZCGT, calculations should be provided based on the Standard Assessment Procedure for Energy Rating (SAP 2009) in the case of dwellings, or the Simplified Building Energy Model (SBEM) for other buildings. These SAP or SBEM calculations should indicate the Dwelling Emissions Rate (DER) or Building Emissions Rate (BER), as appropriate, with the use of LZCGT, and compare this with calculations for the same building without LZCGT. These calculations will also be the subject of suspensive planning conditions, requiring details to be submitted and agreed prior to occupation of a building. LZCGT could include the technologies set out in Advice Box 4.

Advice Box 4: LZCGT Technologies

| | | |
|----------------------------|---|------------------------|
| wind turbines | solar thermal panels | fuel cells |
| water turbines | photovoltaic panels | biomass boilers/stoves |
| heat pumps (all varieties) | combined heat and power units (fired by low emission sources) | biogas |

- 4.76 It is likely to be more efficient for larger developments to incorporate site-wide LZCGT rather than providing individual solutions on each separate building.

Policy SEH2: Low and Zero Carbon Generating Technologies

All new buildings must include Low and Zero Carbon Generating Technologies (LZCGT) to meet the energy requirements of Scottish Building Standards, except for the following:

- Alterations and extensions to buildings;
- Changes of use or conversion of buildings;
- An ancillary building that is stand-alone, having an area less than 50 square metres;
- Buildings which will not be heated or cooled other than by heating provided solely for the purpose of frost protection;
- Buildings which have an intended life of less than two years;
- Any other buildings exempt from Building Standards.

Compliance with this requirement shall be demonstrated through obtaining an 'active' sustainability label through Building Standards and submission of calculations indicating the SAP Dwelling Emissions Rate (DER) or SBEM Buildings Emissions Rate (BER) with and without the use of the LZCGT. LZCGT shall reduce the DER/BER by at least 10%, rising to at least 15% for applications validated on or after 1 April 2019. For larger developments, encouragement is given to site-wide LZCGT rather than individual solutions on each separate building.

Wind Turbines

- 4.77 East Lothian already includes a number of wind farms and individual turbines. Large scale wind farm development is located in the expansive landscape of the Lammermuirs, while smaller scale wind turbine development is located throughout the more intimate landscapes of the lowlands and normally consists of individual and smaller turbines, or small groups of these.
- 4.78 Scottish Planning Policy requires the Council to produce a spatial framework for onshore wind farm development in accordance with a prescribed methodology, dividing the area into three groups as below, and to identify areas of strategic capacity. The spatial framework provides a strategic overview of the location of key constraints that may inhibit wind farm development and guides communities and developers towards areas where there is likely to be the greatest potential for wind farms.
- Group 1 areas comprise National Parks and National Scenic Areas, where wind turbine development is unacceptable, however these designations do not exist in East Lothian.
 - Group 2 areas include certain international and national designations, carbon rich soils, and areas within 2km of communities where separation is required for consideration of visual impact. Within Group 2 areas SPP indicates wind farms may be appropriate in some circumstances but overall the need for significant protection is recognised.
 - Group 3 areas are all other areas. Within Group 3 areas wind farms are likely to be acceptable in principle, particularly in areas where there is identified capacity in landscape terms, subject to detailed consideration and cumulative issues.

The Spatial Framework Plan for Wind Farms including the Area of Strategic Capacity are shown on the Wind Farm Spatial Framework below.

- 4.79 The Council will consider all wind farm proposals against the spatial framework and will very carefully assess proposals against their impacts on relevant constraints within Group 2 areas. The boundaries of the designations informing the extent of Group 2 areas may change during the lifetime of the Plan and any such change would be taken into account. All proposals will also be considered against the full range of criteria in Policy WD3.

Policy WD1: Wind Farms

Wind farms are considered to be groups of four or more turbines over 42m¹² in height to blade tip and will be assessed against the spatial framework for wind farms as illustrated on the Spatial Framework Plan for Wind Turbines including Areas of Strategic Capacity.

¹² For avoidance of doubt, to be considered a wind farm a proposal must consist of 4 or more turbines and all of them must be over 42m to blade tip height.

Wind farms within Group 2 areas will only be supported where the Council is satisfied that siting, design or other mitigation can substantially overcome any significant effects on the qualities of the relevant designation(s) that justify inclusion in the Group 2 area. Proposals will only be supported where they will not have an adverse effect on the integrity of European sites either alone or in combination with other projects and plans.

Appropriate provision will be required to secure financial provision for decommissioning and restoration.

- 4.80 Proposals for smaller scale wind development will generally have more local impacts and the spatial framework will not be relevant in guiding developers. The Locational Guide for Smaller Scale Wind Energy Proposal below shows areas where there may be potential for different heights of turbines, based on the East Lothian Supplementary Landscape Capacity Study for Smaller Wind Turbines. The study finds that turbines over 42 metres in height to blade tip would have adverse landscape and visual impacts within the lowland landscapes of East Lothian. This consideration would form part of an overall planning assessment of any proposal. The Council may publish supplementary planning guidance for wind energy proposals during the Plan period. Proposals below 12m in height will generally be acceptable where they have a clear visual or operational relationship with other development.

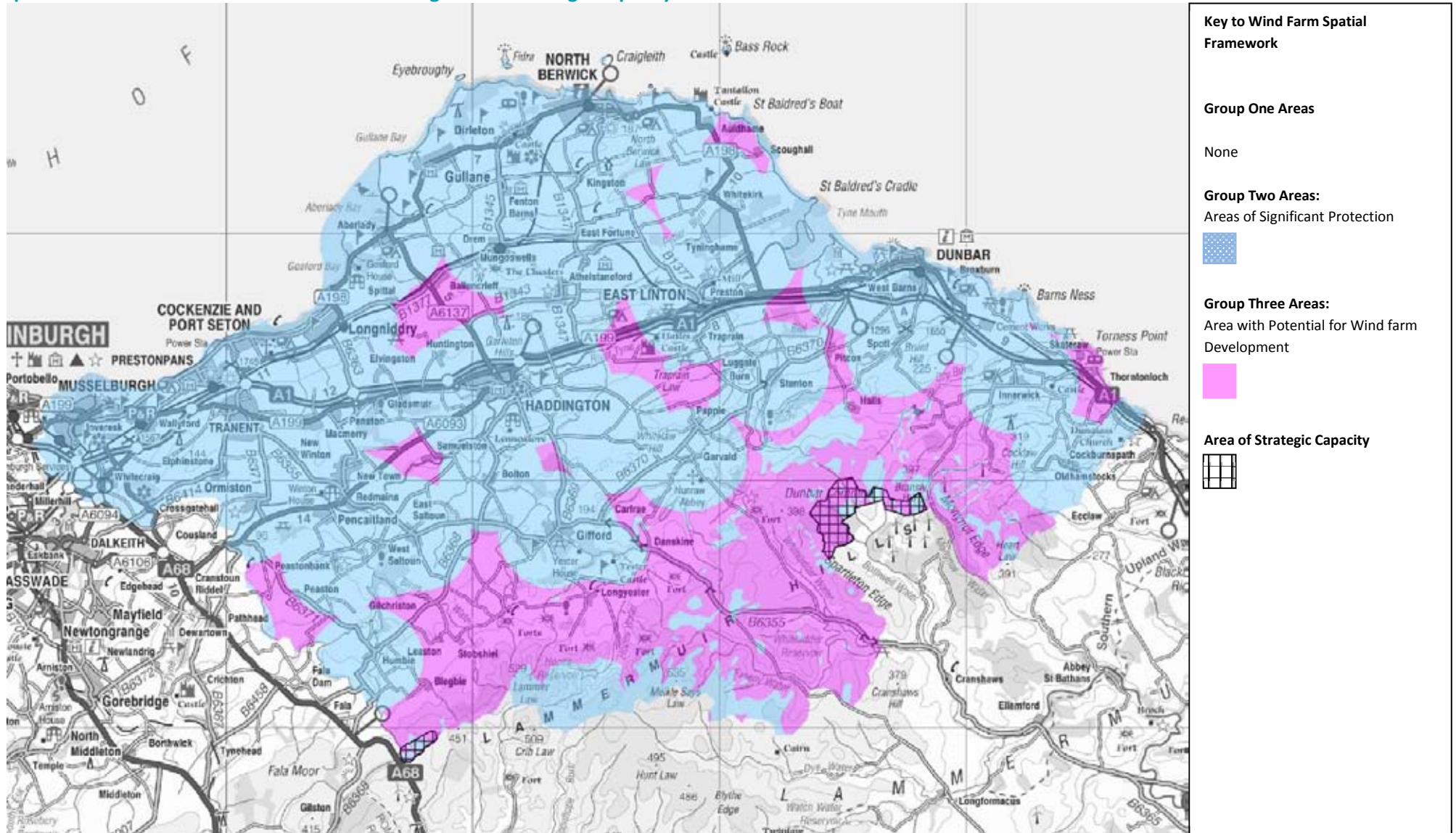
Policy WD2: Smaller Scale Wind Turbine Development

Smaller scale wind turbine development includes all non-windfarm development, namely development of 1 to 3 turbines of any height and developments of 4 or more turbines under 42 metres in height to blade tip. Smaller scale wind turbines 12m and over will be supported where:




- a) they are consistent with the Locational Guide for Smaller Scale Wind Energy Proposal;
- b) the proposed means of connection to the grid is underground; and
- c) proposals must not have an adverse effect on the integrity of integrity of European sites either alone or in combination with other projects and plans.

Wind turbines up to 12m will be acceptable in principle where they visually relate to dwellings, farm buildings or other similar development, or are operationally related to land drainage.

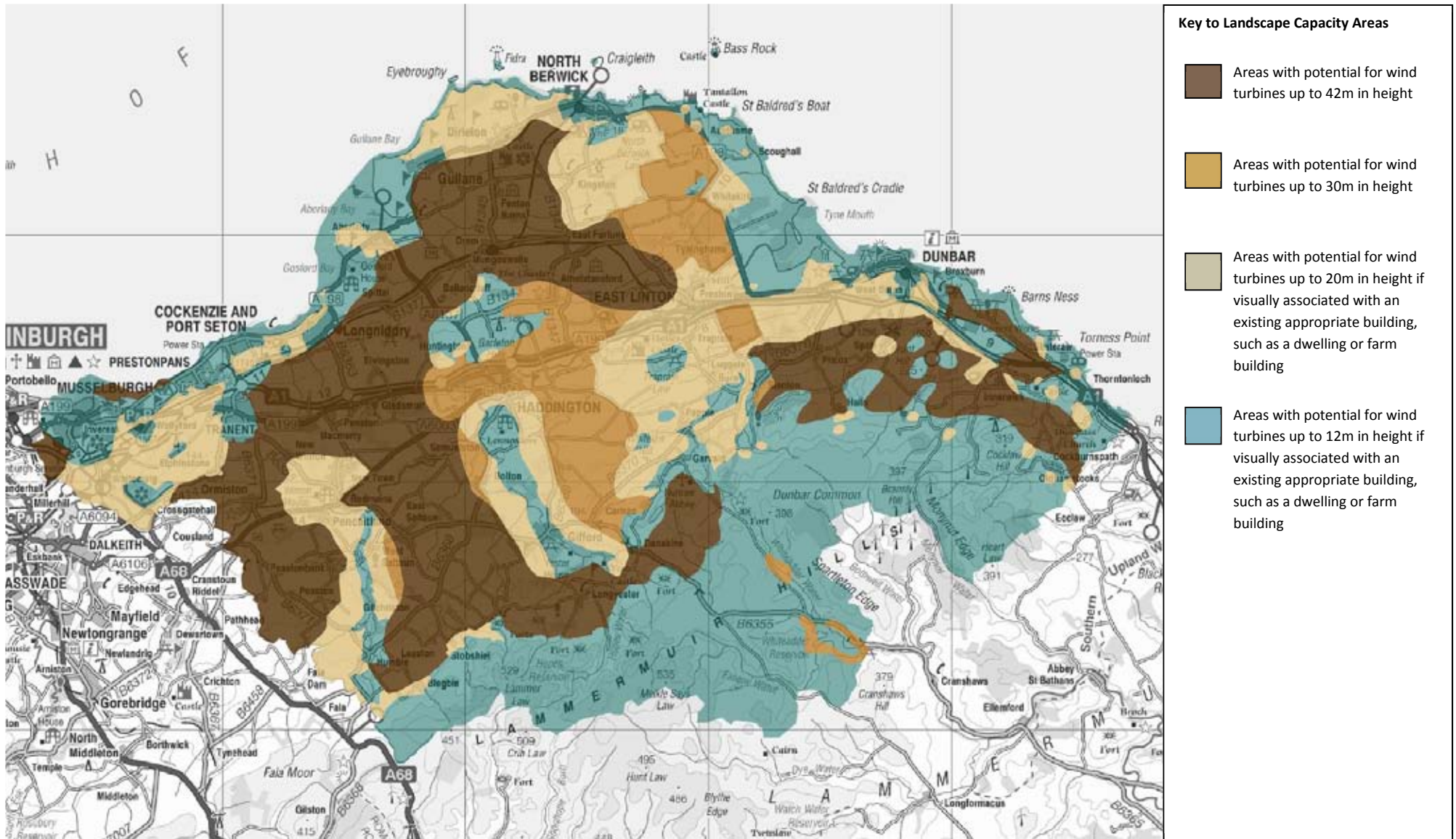
Spatial Framework Plan for Wind Farms including Area of Strategic Capacity



Key to Wind Farm Spatial Framework

- Group One Areas**
None
- Group Two Areas:**
Areas of Significant Protection

- Group Three Areas:**
Area with Potential for Wind farm Development

- Area of Strategic Capacity**


Locational Guide for Smaller Scale Wind Energy Proposals



- 4.81 All freestanding wind turbine and wind farm proposals require to be considered against a number of factors as detailed below, in addition to policies WD1 or WD2 and other relevant Plan policies, to ensure their impacts will be acceptable:
- a) Cumulative impacts with other development, including with reference to the cumulative issues identified in Appendix 2;
 - b) Impacts on communities or individual dwellings, including from visual impact (including where wind turbine (s) would become dominant or overbearing in views from principal rooms of dwellings, or be present in such number, size or proximity that it is likely that a dwelling would become widely regarded as an unattractive place in which to live) noise, shadow flicker, or any other residential amenity issues;
 - c) Landscape and visual impacts, including on the setting of settlements, the coast, important public views to or from settlements, long distance views, and views identified in the Landscape Character Area review or the Statement of Importance for Special Landscape Areas. For turbines of 20m or over, the Council expects landscape and visual impacts to be assessed in accord with SNH guidance 'Visual Representation of Wind Farms (December 2014)'. The design and colour of turbines must minimise visual intrusion and logos on them will be unacceptable. Information on landscape capacity and sensitivity and likely landscape issues is set out in the Landscape Capacity Study for Wind Turbine Development in East Lothian as supplemented;
 - d) Impacts on natural and cultural heritage assets including their settings where relevant;
 - e) Impacts on tourism or recreation, including on golf courses, the coast, and key landmark features including North Berwick and Traprain Laws and the Garleton Hills or Lammermuir skyline;
 - f) Impact on the recreational value of public access routes;
 - g) Impacts on aviation, defence interests, seismological monitoring and telecommunications and broadcasting installations, especially transmission links;
 - h) Impacts on the water environment, including drinking water quality;
 - i) The 'carbon calculator' must have been completed to assess the impact of development on carbon rich or peat soils so the effects on greenhouse gas emissions can be taken into consideration as appropriate;
 - j) Where abnormal loads will be required on the road network in relation to the proposal, a route must be agreed, and a Traffic Management Plan and mitigation strategy should be agreed with the Council at the time of application; and
 - k) Where the development is intended to be connected to the electricity grid, a feasible and acceptable route must be included at the time of application, where relevant such as for EIA projects or where consent is required;
 - l) Proposals within an Area of Strategic Capacity should maximise the generating potential of the site while recognising the landscape and other constraints.

- 4.82 Benefits to communities and the economy arising directly from proposals will be taken into account where relevant. However, certain 'community benefits' will not be a material consideration in the planning process, for example voluntary monetary payments or other benefits in kind provided by developers that are not direct mitigation for impacts of the development. The document 'Scottish Government Good Practice Principles for Community Benefits from Onshore Renewable Energy Developments' provides guidance for developers and communities.

Policy WD3: All Wind Turbines

Applications for freestanding (as against roof-mounted or wall-mounted) wind turbine development will be supported subject to policies WD1 and WD 2 and provided the impact of turbines, access tracks, and any other ancillary development is acceptable in terms of the following considerations:

- a) Cumulative issues with other development;
- b) Impacts on communities or individual dwellings;
- c) Landscape and/or visual impacts;
- d) Impacts on natural and cultural heritage assets including their settings where relevant;
- e) Impact on tourism or recreation;
- f) Impact on the recreational value of public access routes;
- g) Impacts on aviation, defence interests, seismological monitoring;
- h) Impacts on the water environment, including drinking water quality;
- i) Impacts on telecommunications and broadcasting installations, especially transmission links;
- j) The 'carbon calculator' must have been completed;
- k) Feasible and acceptable routes and proposals for accommodating any abnormal loads and mitigating impacts on road network;
- l) Feasible and acceptable connection to the electricity grid, where relevant;
- m) The generating potential of an Area of Strategic Capacity would not be undermined; and
- n) There is no adverse effect on the integrity of European sites either alone or in combination with other projects and plans.

The economic impact of proposals including local and community socio-economic benefit, the scale of contribution to renewable energy targets, and effects on greenhouse gas emissions will be taken into consideration as appropriate.

- 4.83 Access tracks serving wind turbines can sometimes be visually intrusive and can raise issues of drainage, including from lack of maintenance. Such impacts will also require to be assessed.

Policy WD4: Access Tracks

Proposals for access and other tracks serving wind turbines must:

- a) be integrated satisfactorily into the landscape;
- b) minimise engineering and road-related earthworks;
- c) minimise any detrimental impact, such as soil erosion, on the environment including habitats and water bodies;
- d) have regard to existing paths or historic trackways; and
- e) demonstrate that a maintenance programme to the satisfaction of the planning authority will be put in place.

- 4.84 Wind turbines typically have a lifespan of around 25-30 years, and technology is improving all the time. Proposals to repower existing wind turbine or wind farm sites are likely to emerge as existing turbines near the end of their operational life. Such proposals will be assessed against policy WD3 and either policy WD1 or WD2 as appropriate, and will also be expected to use existing infrastructure where possible. The council may publish supplementary planning guidance on re-powering.
- 4.85 An indicative Decommissioning Strategy will be expected to be submitted at the time of application to show how decommissioning could be carried out, and this should not rule out a complete restoration of the site to its previous condition in a suitable timescale and this will be secured by planning condition.

Policy WD5: Re-powering

Subject to compliance with Policies WD3 and WD1 or WD2 as appropriate, proposals for re-powering of existing wind turbine and wind farm sites will only be supported if they use existing infrastructure where possible. If it is demonstrated that it is not possible to do so, appropriate provision must be made for restoration of relevant parts of the site to the Council's satisfaction.

Policy WD6: Decommissioning and Site Restoration

All wind turbines must be decommissioned and the site restored to an appropriate condition within an agreed timescale after the earliest of: (a) expiry of planning consent; or (b) the failure of the wind turbine to produce electricity for a continuous period of 12 months, unless otherwise agreed in writing by the planning authority. This will be secured by a condition of planning consent. The applicant must demonstrate how decommissioning and restoration could be achieved at the time of application.

For any wind farm or development of wind turbines over 42 metres in height to blade tip, before works commence, the council will require the submission for its prior written approval of an

outline strategy for appropriate decommissioning and restoration of the site and any relevant offsite works, together with the delivery of a sufficient bond or other financial guarantee to secure their implementation, to avoid the risk of decommissioning and restoration costs falling to the council. To inform the decision on the level of financial guarantee required, the applicant may be required to commission advice from an independent, suitably qualified contractor, the selection and terms of reference of which must be agreed with the Council.

Energy Generation and Transmission

- 4.86 The Scottish Government's Electricity Generation Policy Statement seeks to achieve a minimum of 2.5 gigawatts of thermal generation progressively fitted with carbon capture and storage technology. In the long term the Scottish Government expects that a carbon capture and storage network may emerge around the Forth because of the clustering of industrial and energy generation activities as well as the potential to link into existing pipeline infrastructure.
- 4.87 National Planning Framework 3 designates Cockenzie as part of National Development 3 'Carbon Capture and Storage Network and Thermal Generation'. While it safeguards the former Cockenzie Power Station site for future thermal power generation it notes that there may be opportunities for renewable energy-related investment and also that there may be potential for associated port-related development. If there is insufficient land available for competing proposals at Cockenzie, priority should be given to those proposals that make best use of the location's assets and bring greatest economic benefits. The Council considers the site's assets to include those related to the potential for thermal energy generation at the site, including brownfield land which is the site of the former power station building and the former coal handling yard, electricity grid connections, pylons and power lines, as well as its rail connection. Additional benefits include the site's proximity to the strategic road network and to the Forth.
- 4.88 The council endorses the support expressed in NPF3 for onshore links to offshore renewable energy installations, including at Cockenzie and the Forth coast extending to Torness, as part of National Development 4: High Voltage Energy Transmission Network.
- 4.89 Consent was granted in 2011 for conversion of Cockenzie Power Station from coal-fired to gas-fired generation. A new gas pipeline from East Fortune to the site was also consented in 2011. The gas-fired generation station proposal covered only part of the site around the former power station building itself; other parts of the site, including the former coal store, would no longer have been required for electricity generation under that scheme and would have been appropriate for redevelopment in line with NPF3's aspirations for renewable-energy related investment, making best use of the site's remaining assets.

- 4.90 However, Scottish Power, the current owner of the site, confirmed in 2015 that it will not go ahead with the planned gas-fired power station and will instead demolish the original power station building.
- 4.91 However, within the lifetime of this LDP, the National Planning Framework will be reviewed by the Scottish Government and the status of or aspiration for the former Cockenzie Power Station site could change. While the outcome of any such review is unknown at this stage, it may be that the thermal power generation safeguard is removed by Scottish Government, and/or that a more flexible approach to the redevelopment of the site is taken. In such circumstances it would be appropriate for the Council to prepare Supplementary Guidance during the lifetime of this Plan to guide the redevelopment of the site for other purposes, in consultation with stakeholders and the community. It would also be appropriate to prepare Supplementary Guidance in the event that a thermal power generation proposal is implemented on the site during the lifetime of this Plan to address the redevelopment of any remaining surplus land.
- 4.92 The site also includes important areas of public open space, such as the 'Greenhills', and parts of the battle landscape of the Battle of Prestonpans as well as scheduled archaeology the historic Wagonway as well as cabling and roads. The council wishes to protect these assets as far as possible. Impacts on communities and on natural heritage interests would also be very important considerations.
- 4.93 There may also be potential for intermediate proposals on the site, such as temporary greening. The Council would support such proposals, which may also have potential benefits in terms of site remediation. A Flood Risk Assessment is required.

PROP EGT1: Land at Former Cockenzie Power Station

Land at the above site will be safeguarded for future thermal power generation and carbon capture and storage consistent with National Development 3. Land at Cockenzie may also present significant opportunities for renewable energy-related investment. The council will work together with developers, the landowner, the relevant agencies, local organisations and interested parties, including local residents to ensure that the best use is made of the existing land and infrastructure in this area.

If there is insufficient land for competing proposals, priority will be given to those which make best use of the location's assets and which will bring the greatest economic benefits.

Development proposals must avoid unacceptable impact on the amenity of the surrounding area, including residential development.

Proposals will be subject to a Habitats Regulations Appraisal and an Appropriate Assessment under the Habitats Regulations as required.

Torness Power Station

- 4.94 Torness Power Station is a major employer within East Lothian. It is expected to remain operational until at least 2030 and continues to be safeguarded for power generation. The Office for Nuclear Regulation will be consulted on relevant planning applications within the consultation zones around the site. If power generation ceases during the lifetime of this LDP the Council will seek to facilitate necessary works associated with the site's decommissioning and restoration as appropriate. Decommissioning would take many years and the site's long-term future can be considered in a review of the LDP.

PROP EGT2: Torness Power Station

Torness Power Station is expected to remain operational until at least 2030 and continues to be safeguarded for power generation. If power generation ceases during the lifetime of this LDP, the council will seek to facilitate necessary works associated with the site's decommissioning and restoration, including mitigation of impacts on communities and the character of the local area.

Forth Coast Area of Co-ordinated Action

- 4.95 Cockenzie and the Forth Coast area extending to Torness is identified in NPF3 as an 'area of co-ordinated action' and considered to be a potentially important energy hub within the NPF3 strategy, helping to deliver a low carbon Scotland. While Cockenzie is safeguarded for thermal power generation, it is noted in NPF3 as a location with potential for energy-related development and potentially for associated port-related development. As an area of co-ordinated action, an expectation of partnership working is placed on the Council, developers, and key agencies, to make best use of the land and infrastructure in the area and take forward a planned approach to development.
- 4.96 There are significant plans for offshore wind to the east of the Firths of Forth and Tay. Proposals for grid connections for these projects are emerging, requiring undersea cabling connecting with converter stations and substations. The existing high voltage transmission network infrastructure at Cockenzie and Torness, and that serving Crystal Rig Wind Farm in the Lammermuirs, present opportunities for new grid connections. However, sections of the coastline between Cockenzie and Torness have significant natural heritage assets. One new substation is consented near the former Cockenzie Power Station to serve the proposed Inch Cape offshore wind farm. NPF3 expects developers to work together to minimise impacts by combining infrastructure where possible. Opportunities for new grid connections in proximity to existing electricity grid infrastructure at Cockenzie and Torness

should be prioritised before the use of any other location on the coast is considered. There are also operational harbours within the Area of Co-ordinated Actions (Policy EMP2) and these may have potential to service offshore windfarms.

- 4.97 Proposals with both onshore and offshore elements will need to coordinate between land-based and marine planning systems. A marine license is likely to be required in addition to planning permission. Any environmental assessment processes should be aligned, ideally with combined screening, scoping and reporting covering all relevant consenting regimes. The coastline has a number of important natural and cultural heritage assets that must be taken into account.

PROP EGT3: Forth Coast Area of Co-ordinated Action

The Council supports the principle of electricity grid connections on the Forth coast from Cockenzie to Torness in order to facilitate off-shore energy generation, provided the following criteria are met:

- infrastructure is combined wherever possible;
- connection to existing infrastructure at Cockenzie and Torness is prioritised; and
- proposals must not have an adverse effect on the integrity of the Firth of Forth SPA or any other European site either alone or in combination with other projects and plans.

Proposals must be accompanied by project-specific information to inform a Habitats Regulations Appraisal and, if necessary, an Appropriate Assessment under the Habitats Regulations.

Enhanced High Voltage Electricity Transmission Network

- 4.98 East Lothian includes parts of the existing high voltage electricity transmission network. National Planning Framework 3 gives national development status to enhancing the high voltage transmission network in order to facilitate offshore renewable energy development and the export of electricity. The Council supports this in principle in appropriate locations. The environmental impacts of any proposals for new or upgraded high voltage onshore transmission lines will need to be carefully assessed and appropriate mitigation provided, including potential undergrounding cables. Proposals should minimise the landscape and visual impact, as well as impacts on communities, and the natural and built heritage.

Policy EGT4: Enhanced High Voltage Electricity Transmission Network

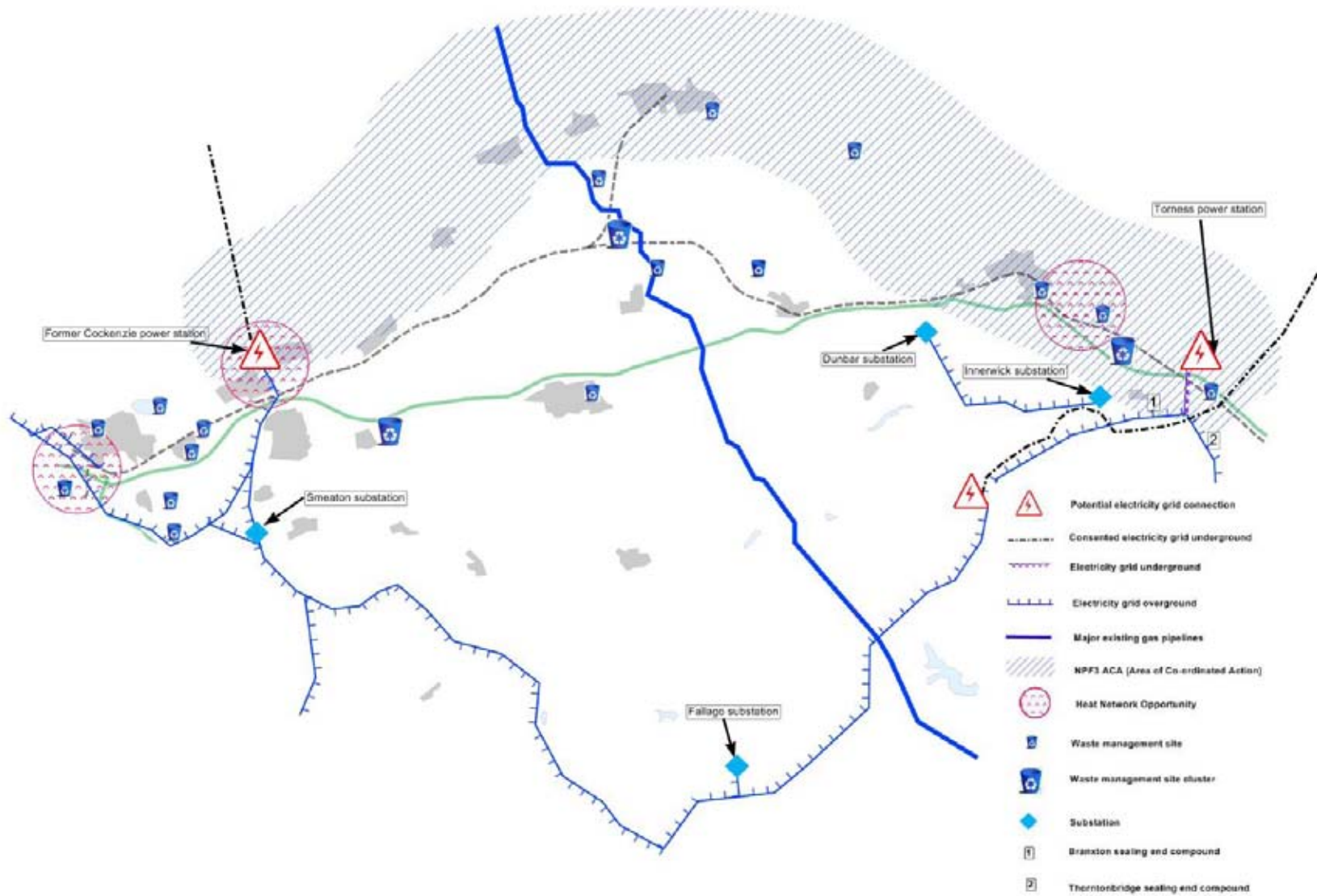
The council supports enhancement of the high voltage electricity transmission network in locations defined by operational requirements, subject to acceptable impacts on the landscape,

visual amenity, communities, natural and cultural heritage and the provision of appropriate mitigation where required.

The network infrastructure is identified on Strategy Diagram 3 elements of which, including strategic reinforcement points, will likely be subject of some upgrading during the lifetime of this plan. Development consisting of new and/or upgraded transmission lines, substations and transformer stations to enhance the network is designated as a national development in National Planning Framework 3. The council will not support development proposals which could prejudice the implementation of the enhancements.

The council will expect the removal of power lines which become redundant as a consequence of enhancements to the network.

Strategy Diagram 3: Energy Generation, Distribution and Transmission and Waste Facilities



Waste

Background

- 4.99 The Scottish Government’s Zero Waste Plan (ZWP) contains ambitious targets for recycling of waste in Scotland and requires local authorities to plan for all waste streams and promote the waste hierarchy. Scottish Planning Policy confirms the Scottish Government’s position regarding proximity and need and establishes a ‘national’ need for additional waste management facilities in the context of a current shortfall in provision.

Waste Management Safeguards and Policies

- 4.100 Existing and committed waste management sites are safeguarded by the Plan. Proposals that would compromise their operation will be resisted. The Council supports the principle of additional waste management developments on land designated for employment uses, subject to site-specific considerations; however, sites allocated for class 4 (business) uses may not be appropriate for certain technologies, depending on their impacts. A key consideration in applying the policy in all cases will be compatibility with surrounding uses. The origin of waste is unlikely to be a material consideration.
- 4.101 Proposals for waste management developments in other locations, including in the countryside, will be assessed against other relevant Plan policies. Potentially suitable locations might include:
- industrial and employment areas
 - degraded, contaminated or derelict land
 - working and worked out quarries
 - sites that have the potential to maximise the potential for the re-use of waste heat through co-location with potential heat users
 - existing or redundant sites or buildings that can be easily adapted
 - existing waste management sites, or sites that were previously occupied by waste management facilities
 - sites accessible to railways, waterways or the trunk and principal road network junctions
- 4.102 There is currently no need for more landfill capacity during the plan period, unless justified in the context of the Zero Waste Plan and the latest SEPA Landfill Capacity Reports.

Policy W1: Waste Management Safeguards

The following existing and consented waste management sites are identified on the Proposals Map and are safeguarded for waste management purposes. Development proposals that would compromise the operation of any of these sites will be resisted. Proposals for additional complementary waste management uses on these sites will be supported in principle.

The terms of this policy will also apply to any additional waste management sites consented during the lifetime of the Plan.

| <u>Site name</u> | <u>Waste activity</u> |
|--|--|
| <i>West Fortune Transfer Station & Landfill, N Berwick</i> | <i>Landfill / Transfer station</i> |
| <i>West Fortune Farm Steading, N Berwick</i> | <i>Transfer station</i> |
| <i>Cockenzie Ash Lagoons, nr Musselburgh</i> | <i>Landfill</i> |
| <i>Viridor EfW Plant, Oxwell Mains Landfill, Dunbar</i> | <i>Incineration</i> |
| <i>Dunbar Landfill, Oxwell Mains, Dunbar</i> | <i>Landfill</i> |
| <i>Land at Pure Malt Products, Haddington</i> | <i>Transfer station</i> |
| <i>East Coast Skips, Macmerry Industrial Estate</i> | <i>Transfer station</i> |
| <i>North Berwick CA Site, Heugh Road,</i> | <i>Civic amenity</i> |
| <i>Macmerry Depot, Macmerry Ind Est</i> | <i>Transfer station</i> |
| <i>18 Greenburn, East Fortune, N Berwick</i> | <i>Metal recycler</i> |
| <i>Finlayson Autosalvage, Market St, Musselburgh</i> | <i>Metal recycler</i> |
| <i>Dunbar Recycling Facility (CA Site), Dunbar</i> | <i>Civic amenity</i> |
| <i>Macmerry CA Site, Macmerry</i> | <i>Civic amenity</i> |
| <i>Kinwegar Recycling Centre & WTS, Wallyford</i> | <i>Civic amenity / Transfer station</i> |
| <i>Edinburgh & Lothian’s Pet Crematorium, Dunbar</i> | <i>Pet Crematoria</i> |
| <i>East Fenton Composting Site, N Berwick</i> | <i>Civic amenity / Composting</i> |
| <i>Smeaton Bing, Whitecraigs,</i> | <i>Metal Recycler / Transfer station</i> |
| <i>Unit 6G, Wallyford Ind Est</i> | <i>Metal recycler / Transfer station</i> |
| <i>Drylawhill Composting Site</i> | <i>Civic amenity / Composting</i> |

Policy W2: Waste Management Developments

Waste management development will be supported in principle on sites allocated for employment uses under policy EMP1, subject to site-specific considerations including compatibility with surrounding uses. Proposals in other locations, including in the countryside, will be assessed against relevant Plan policies. Any proposals for ‘Energy from Waste’ facilities should enable links to be made to potential users of renewable heat and energy, consistent with Policy SEH1. Proposals should indicate how the waste hierarchy has been addressed.

- 4.103 The good design and layout of new buildings are crucial to effective waste management. Specific provision should be made for space to allow for the segregation and storage of waste. In this regard, innovation within business environments will be encouraged. Waste management should be integrated to avoid adverse impact on the street scene. New streets should not need to accommodate larger waste collection vehicles than can be used within existing streets in the area and swept-path analysis can be used to assess layouts, but quality of place should not be undermined by provision for vehicles.

Policy W3: Waste Separation and Collection

All new development including residential, commercial and industrial properties should include appropriate provision for waste separation and collection to meet the requirements of the Waste (Scotland) Regulations and address the waste hierarchy. This should include:

- a. For all scales of residential development, appropriate and well-designed provision for storage of domestic kerbside collection bins and boxes;
- b. For all major residential, industrial or commercial developments, recycling facilities of an appropriate scale and at a suitable location;
- c. Appropriate access roads and sufficient space for servicing by collection vehicles.

Supplementary planning guidance will provide more detailed guidance on integrating sustainable waste management measures into new development.

Policy W4: Construction Waste

Site waste management plans should be submitted with all planning applications for major developments and should detail the following, having regard to the waste hierarchy:

- a. Waste expected to be produced and how materials will be recycled/reclaimed;
- b. Steps to minimise waste and maximise the use of recyclates;
- c. Management of waste on site and leaving the site; and
- d. Relevant evidence of waste carrier/waste transfer.

Minerals

Background

- 4.104 Scottish Planning Policy (SPP) requires development plans to identify, review and safeguard areas of search for mineral extraction. Planning authorities are also to ensure a minimum 10 year land bank of permitted reserves for construction aggregates. A review has been undertaken at SESplan level insofar as the available landbank is concerned. SPP also requires development plans to minimise significant negative impacts from mineral extraction on the amenity of local communities, the natural heritage and historic environment, and other economic sectors important to the local economy.
- 4.105 SESplan requires the LDP to (i) safeguard minerals from sterilisation where the deposits are of a sufficient scale and quality to be of potential commercial interest and their extraction is technically feasible and may be carried out in an environmentally and socially acceptable way; (ii) identify areas of search for mineral extraction, including aggregates and coal; (iii) have a criteria-based policy to assess proposals against for mineral extraction including restoration and enhancement of sites; and (iv) encourage the use of secondary / recycled aggregates where appropriate.
- 4.106 It is also recognised that the area contains reserves of onshore gas including coal bed methane and that LDPs should support extraction subject to local planning considerations.

Protection of Mineral Reserves

- 4.107 Mineral reserves should be protected from sterilisation. This may occur where planning permission is granted for permanent development overlying the mineral deposits or some other use of land that would preclude mineral working in the vicinity. Although the Local Development Plan does not identify an area of search for opencast coal, it is possible that future technologies may be able to extract coal in ways that can be accommodated within more sensitive areas. Additionally, there may also be scope for prior extraction of shallow coal before permanent development takes place and Policy MIN 10 would apply.

Policy MIN1: Protection of Mineral Reserves

Proposals for permanent development will not be permitted where this would result in the sterilisation of mineral deposits that have, or can be shown to have, a real prospect of being extracted economically and in conformity with development plan policies. The only exception to this will be in circumstances where the development is to meet the development requirements of the Strategic Development Plan.

Limestone

- 4.108 A Limestone quarry is active at Oxwellmains providing raw materials for cement manufacture. The LDP safeguards this resource to ensure its continued working.

PROP MIN2: Safeguard Oxwellmains Limestone Quarry

The existing operational Limestone Quarry at Oxwellmains is safeguarded for the continued extraction of this mineral resource.

Sand and Gravel

- 4.109 East Lothian has extensive deposits of good quality sand and gravel. These tend to be located within East Lothian's more sensitive landscape areas – river banks and foothills – and often comprise prominent landscape features in their own right. Planning policy must seek to manage extraction in a sustainable and environmentally acceptable way. The established quarry at Longyester has operated as East Lothian's only sand and gravel quarry of any size for a number of years. In 2011 planning permission was granted for an extension to that quarry and it permits the extraction of sand and gravel over a 21 year period. The LDP will safeguard this area of extension to ensure its continued working. The LDP will also safeguard the sand and gravel quarry at Skateraw.

PROP MIN3: Safeguard Longyester and Skateraw Sand and Gravel Quarries

The existing operational sand and gravel Quarries at Longyester and Skateraw are safeguarded for the continued extraction of this mineral resource. The consented extension to Longyester sand and gravel quarry is also included within this safeguard designation.

Hard Rock

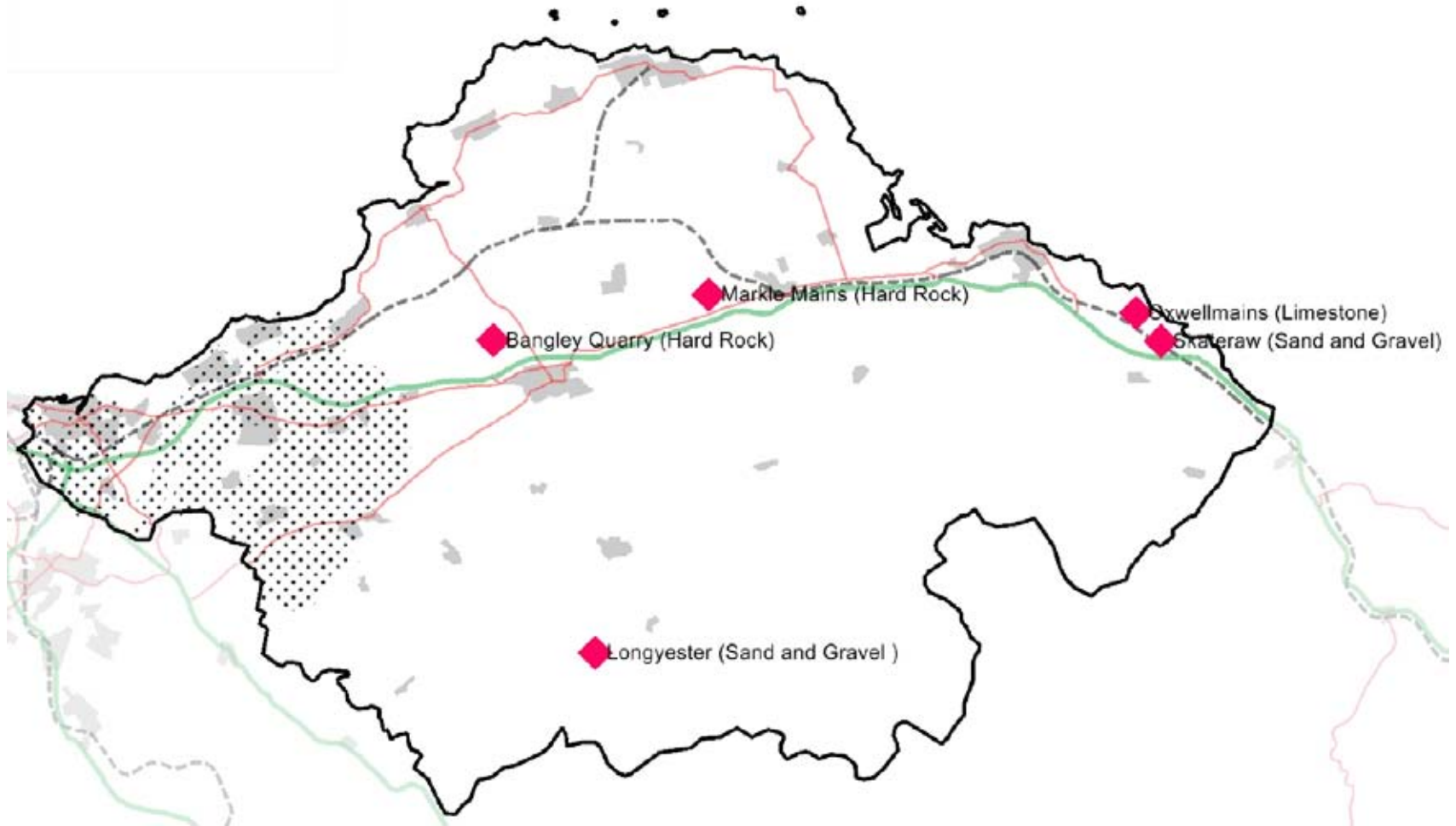
- 4.110 There is no shortage of hardrock in the SESplan area as the land bank is greater than 10 years. In East Lothian Bangley hard rock quarry is currently inactive, but has a reserve of around 14 years remaining, as does Markle Mains hard rock quarry, which is active. The LDP does not identify any new areas within East Lothian where extraction would be suitable in principle and, consistent with SESplan policy, adopts a presumption against proposals for new workings. In exceptional cases, for example where building stone of a particular type or quality is required and is not available from any suitable alternative operating site, consent may be granted to work a quarry for that specific purpose.

PROP MIN4: Safeguard Bangley and Markle Mains Hard Rock Quarries

The existing hard rock quarries at Bangley and Markle Mains are safeguarded for the continued extraction of this mineral resource.

Strategy Diagram 4: Minerals

- East Lothian Coal Field
- Existing mineral workings



4.111 Scottish Planning Policy requires planning authorities to ensure a landbank of permitted reserves of construction aggregates for a minimum of 10 years extraction, to be available at all times and in all market areas. A Minerals Technical Note published by SESplan in September 2011 acknowledged difficulties in estimating reserves of construction aggregates in the region, but concluded that the lower of its two estimates of permitted reserves of sand and gravel – 4.5 years supply - was more realistic, but that there was no shortfall in the landbank for hard rock. Since then, within East Lothian, an extension to the sand and gravel quarry at Longyester has been implemented and the permission at Skateraw has expired. If a shortfall of permitted reserves is demonstrated, the presumption against such development in Policy MIN5 may not apply, provided the preference to extend existing workings before opening new ones expressed in the policy and the provisions of other relevant plan policies can be satisfied. Any proposal for extraction of construction aggregates, including sand and gravel, will be assessed against Policies MIN5, MIN8, MIN9 and MIN10.

Policy MIN5: Mineral Resources

Proposals for the winning and working of minerals including hard rock, sand and gravel and limestone will not normally be permitted except (a) where related to existing workings or in exceptional cases, where resources of a particular type or quality are unavailable from an alternative source within a reasonable distance, and (b) where they are proven to be acceptable having regard to Policy MIN8 and other relevant development plan policies.

Opencast Coal

4.112 East Lothian has an extensive coal resource as illustrated on Strategy Diagram 4. However, there are currently no operational coal mines of any kind in East Lothian. Previous operations have ceased at Blindwells with British Geological Survey plans illustrating the current allocated site and land to the east of it as a “worked area”. A previous planning appeal for further opencast coal workings around Tranent and Elphinstone was dismissed due to the proximity of the proposed workings to established communities as well as the associated landscape and amenity impacts.

4.113 The East Lothian coalfield is subject to considerable constraints that militate against opencast coal extraction. These include: the scattering of communities throughout the coalfield, the intervisibility of these settlements (particularly in the Tranent, Ormiston and Elphinstone area) and any potential workings, and the potential for multiple applications for mineral extraction. The landscape that is underlain by shallow coal is attractive and open, lacking tree cover and an ability to absorb surface mineral workings without them appearing as intrusive features. Consequently, any area where opencast coal extraction

may be acceptable is extremely limited and an area of search has not been identified. Yet, the East Lothian coal field has been identified on Strategy Diagram 4. The impacts of any extraction on communities, the environment and the built and natural heritage must be minimised and mitigated. The sustainable restoration/aftercare of any extraction site to beneficial use must also be secured and financially guaranteed.

4.114 Only if it can be demonstrated that there would be no significant adverse environmental impacts on communities, the environment and built and natural heritage would proposals for surface coal mineral extraction be supported. Any proposal would be assessed against minerals Policy MIN8.

Policy MIN6: Opencast Coal Extraction

Proposals for opencast coal extraction will be supported where they are proven to be acceptable having regard to Policy MIN8 and other relevant development plan policies.

Onshore Oil and Gas

4.115 At 2015 there were no Petroleum Exploration and Development Licences (PEDL) issued within East Lothian for the exploration or development of Onshore Oil and Gas, including coal bed methane. However, the British Geological Survey has recently produced plans indicating that areas in the west of East Lothian have potential for the working of shale oil and gas including coal bed methane.

4.116 If any licences were to be granted during the plan period then the criteria-based minerals Policy MIN8 will be used to assess any proposals for the extraction of onshore oil and gas, including coal bed methane, and any associated infrastructure. Factors in the assessment of any proposals for the extraction of onshore shale oil and gas will include the impact on neighbouring uses, communities and the environment, including the water environment, as well as on health and on amenity in general.

Policy MIN7: Onshore Oil and Gas

The extraction of onshore oil and gas, including coal bed methane, and associated infrastructure will only be supported where it is proven to be acceptable having regard to Policy MIN8 and other relevant development plan policies.

Assessment of Minerals Proposals

- 4.117 Applications for mineral extraction, including the extraction of onshore oil and gas and coal bed methane, will be assessed against the criteria in Policy MIN8. In respect of dust the Council will apply the framework proposed in the Newcastle Study and require that mineral operators demonstrate that any increase in PM10 levels in communities up to 1,000 metres from the site will not be significant. It will be for the planning authority to consider whether any such impact merits refusal on the grounds of air quality.
- 4.118 In respect of noise, the acceptability of any proposed surface mineral workings will be assessed in accordance with the provisions of PAN 50. If considered necessary, conditions will be attached to any grant of planning permission in accordance with the advice contained in the annex. Audible reversing alarms will only be permitted where it can be demonstrated that this is a legal requirement in terms of health and safety legislation. In these circumstances an acceptable audible reversing alarm system will require to be the subject of prior approval of the planning authority, taking into account the advice of the Senior Environmental and Consumer Services Officer.
- 4.119 Blasting will only be permitted if the developer can satisfy the planning authority that mineral extraction is not viable without blasting due to the diggability rating. If blasting is accepted as necessary, ground vibration and air overpressure from such blasting operations will be controlled by strict adherence to good blasting practice as contained in PAN 50. Where blasting is proposed, the planning authority will consider the need to agree or specify planning conditions relating to ground vibration.

Policy MIN8: Mineral Extraction Criteria

Proposals for surface mineral extraction or for the extraction of onshore oil or gas or coal bed methane will only be permitted where there will be no significant adverse impact on the environment or the local community. Proposals will be assessed against other relevant LDP policies and must meet all the following criteria:

1. There would be no unacceptable environmental impacts, including from disturbance, disruption, noise, dust, vibration, seismic activity, blasting, traffic, visual intrusion, landscape impact, or pollution, on any of the following:
 - a. the character, setting, appearance and amenity of the area, including any settlements;
 - b. natural heritage interests, including biodiversity and geodiversity;
 - c. all land, but especially prime agricultural land, carbon rich and rare soils;

- d. the water environment;
 - e. air quality;
 - f. cultural heritage; or
 - g. any other sensitive receptors.
2. There would be no significant loss of public access to or enjoyment of the countryside, including the use of rights of way, the core path network and the John Muir Way;
3. The development would not be conspicuous when viewed from any of the following major transportation corridors and tourist routes:
 - a. any part of the A1 trunk road
 - b. the A199 between Macmerry and Dunbar
 - c. the Coastal, Hillfoots and Saltire tourist trails
 - d. the East Coast Main Line railway and North Berwick branch line;
4. The development would not have a significantly adverse cumulative impact on the environment or on local communities when combined with the effects of other existing or consented mineral workings;
5. In the case of surface coal extraction, where there is a material risk of disturbance or environmental damage, this is outweighed by demonstrable and significant local or community benefits related to the proposal;
6. In the case of proposals for surface minerals extraction, the proposal is for a specific type, quality and quantity of minerals required to meet an established need, and which are not available from:
 - a. sites with existing permissions; or
 - b. through the use of suitable secondary or recycled materials.

Policy MIN9: Supporting Information

Proposals for surface mineral extraction and for the extraction of onshore oil and gas including coal bed methane must be supported by the following detailed information on the proposals:

1. A detailed assessment of the expected environmental impacts of the proposals on landscape and built heritage features, including flora, fauna, the water environment, drainage, archaeology, local communities and residential property, and agricultural land.
2. The use of photomontages is required to assist in the assessment of landscape impact;
3. The benefits that would result from the development locally, including details of any employment benefits;
4. Any other information required in line with Policy NH1 of this Plan.

Applications must also be accompanied by a Method Statement. The Statement must include details of the following, where relevant:

- i. the estimated total volume of the reserve to be worked;
- ii. the type(s) of mineral to be worked, expected quality and the market need for the mineral at the local, regional or national level;
- iii. the rate of extraction and timescale for working the reserve;
- iv. details of the proposed working methods, including details of any overburden storage, estimated noise levels and any proposals for blasting;
- v. proposed hours of operation;
- vi. an assessment of traffic generation resulting from the proposal, including details of the proposed volume, frequency and routing of traffic;
- vii. an explanation of measures to prevent the deposition by vehicles of mud and other materials on the public road;
- viii. details of mitigation measures proposed; and
- ix. details of restoration, aftercare and afteruse proposals, including details of finished ground levels, landscaping and drainage proposals. In the case of prime quality agricultural land, applicants must demonstrate that the site will be reinstated to agricultural land of a similar quality to that existing prior to mineral working, other than in exceptional circumstances where restoration to an alternative afteruse can be demonstrated to have greater benefits.

In respect of proposals for the extraction of onshore oil and gas reserves including coal bed methane the following information must also be submitted:

- i. A risk assessment of the proposal and details of any appropriate buffer zone as specified in Scottish Planning Policy (2014); and

- ii. Information on the extent of operations for each relevant phase of the development, including exploration, appraisal and production.

Restoration and Aftercare

- 4.120 The quality of restoration and the after use of minerals sites are key considerations that will be taken into account before planning applications for mineral working are determined. Land used for mineral working must be restored to the highest possible standard at the earliest opportunity following the completion of mineral working. Cover against the possible financial failure of an operator will require a guarantee or bond.

Policy MIN10: Restoration and Aftercare

Planning applications for the extraction of minerals, including the extraction of onshore gas and oil and coal bed methane, must be accompanied by a fully costed and appropriately phased scheme for the restoration and/or after use of the site, including provision for its long term management and maintenance.

Unless satisfied that a suitable restoration fund is available, the Council will seek to conclude an agreement with applicants under section 75 of the Town and Country Planning (Scotland) Act 1997, or other appropriate legislation, to provide a restoration guarantee or bond adequate to cover the cost of restoration in the event of failure of the operator to carry out the agreed works.

Prior Extraction of Shallow Coal

- 4.121 Where possible, the extraction of coal prior to permanent development above workable coal reserves should be secured. New built development within the East Lothian Coalfield should not result in the unnecessary permanent sterilisation of known reserves of shallow coal, unless there is an overriding need for the development.
- 4.122 The removal of mineral resources at or close to the surface as part of any ground preparation works for new development is known as 'prior extraction'. Prior extraction normally takes a matter of weeks or months to complete as part of the ground works for a site, and may be completed on a phased basis. It has the potential to provide a positive income stream to the development and assist in the remediation of land.
- 4.123 Early consultation with the planning authority is recommended to explain the nature of any prior extraction proposals and to establish any need for separate planning applications. Any requirement for prior extraction would normally be incorporated as a planning condition. The environmental impacts of such works are not normally dissimilar to those of other ground works or construction activities, but there may be a need for environmental assessments. It may also be that prior extraction is only possible or economically viable in a small part of a site, or is not possible or economically viable on any part of a site.
- 4.124 Prior extraction must be considered early in the design and master-planning stage of the development, and well in advance of any planning application. Early engagement with regulators and warranty providers is also recommended. Development proposals involving prior extraction will be assessed against Policy MIN11 and all other relevant development plan policies.

Policy MIN11: Prior Extraction of Shallow Coal

Proposals for new built development within the East Lothian Coalfield that would result in the unnecessary permanent sterilisation of known workable reserves of shallow coal will only be permitted if there is an overriding need for the development. In assessing if there is an overriding need for the development, the economic viability of extracting the coal will be taken into account. Unless extracting the coal is shown not to be economically viable, it will be necessary to consider the prior extraction of the coal before development takes place. Without prior extraction, development will only be permitted where it is demonstrated that prior extraction of the coal is not feasible. Any proposal for prior extraction must not have a significant adverse effect on local communities or the environment and be consistent with all relevant development plan policies.

diverse countryside & coastal areas



5

DIVERSE COUNTRYSIDE & COASTAL AREAS

Background

- 5.1 While the LDP's spatial strategy guides the majority of new development to existing settlements in the interests of promoting sustainable travel patterns, it also seeks to support the diversification of the rural economy and the ongoing sustainability of the countryside and coast. The Plan supports development for agriculture, horticulture, forestry, and countryside recreation, as well as other forms of appropriate rural development with a need for a countryside or coastal location, including business, leisure and tourism developments. New homes in the countryside may also be supported in certain circumstances such as conversions of attractive rural buildings or affordable homes to meet local needs.
- 5.2 New rural development should be introduced sensitively to avoid harming the characteristics that attract people to live, work and visit East Lothian's countryside and coast. The Plan seeks to strike the appropriate balance between meeting the needs of the countryside to diversify and develop, while resisting the significant pressure for less sustainable development that would promote car-based travel patterns, would suburbanise the countryside, or would harm the character or appearance of the rural area.
- 5.3 The Council has carried out a review of its rural landscapes, the Landscape Character Area (LCA) Review, based on SNH's Landscape Character Assessment 1998. The Council will have regard to the LCA Review in assessing planning applications. East Lothian's landscape is one of its key assets and its most significant, sensitive and attractive areas deserve enhanced protection, for example the landscape settings of some settlements, or landscapes of particularly special quality.
- 5.4 East Lothian contains a wide range of attractive, vernacular rural buildings, which contribute to local character and distinctiveness. Some of these are no longer required for their original purpose and present opportunities for positive re-use. The Plan supports the restoration of architecturally important rural buildings. This should be done in a way that maintains or complements the layout and appearance of traditional rural buildings or groups of buildings. Advice can be found in the Council's Farm Steadings Design guidance as supplementary planning guidance.

Advice Box 5: Defining the 'Countryside' and 'Coastal Areas'

For the purposes of this LDP:

- Countryside is defined as all areas of East Lothian outwith existing defined settlement boundaries or other land specifically allocated for development (as defined or allocated by this

Plan). This includes the coast (except the Developed Coast), Green Belt, Countryside Around Towns and Special Landscape Areas;

- All relevant Plan policies will be applied, including those in the Design Chapter.

Development in the Countryside

Rural Diversification

- 5.5 Appropriate development in the countryside traditionally includes agriculture, horticulture, forestry and countryside recreation. New businesses may also seek to establish in East Lothian's countryside and coast, including tourism uses that could diversify the local economy. The Plan supports the principle of new built development in the countryside to accommodate an appropriate countryside use or other business, tourism or leisure development. Existing leisure, tourism or employment uses in countryside or coastal locations will not be expected to demonstrate an operational requirement to justify the principle of further development or expansion.
- 5.6 New build retail uses, such as farm shops in the countryside, may only be supported where there is an operational requirement for a countryside location, there is no opportunity to reuse an existing building, and where it would not be more appropriately located in a town centre.
- 5.7 Countryside or coastal sites may be needed to provide infrastructure for operational reasons, or may be appropriate to work minerals or for proposals related to renewable energy.

Policy DC1: Rural Diversification

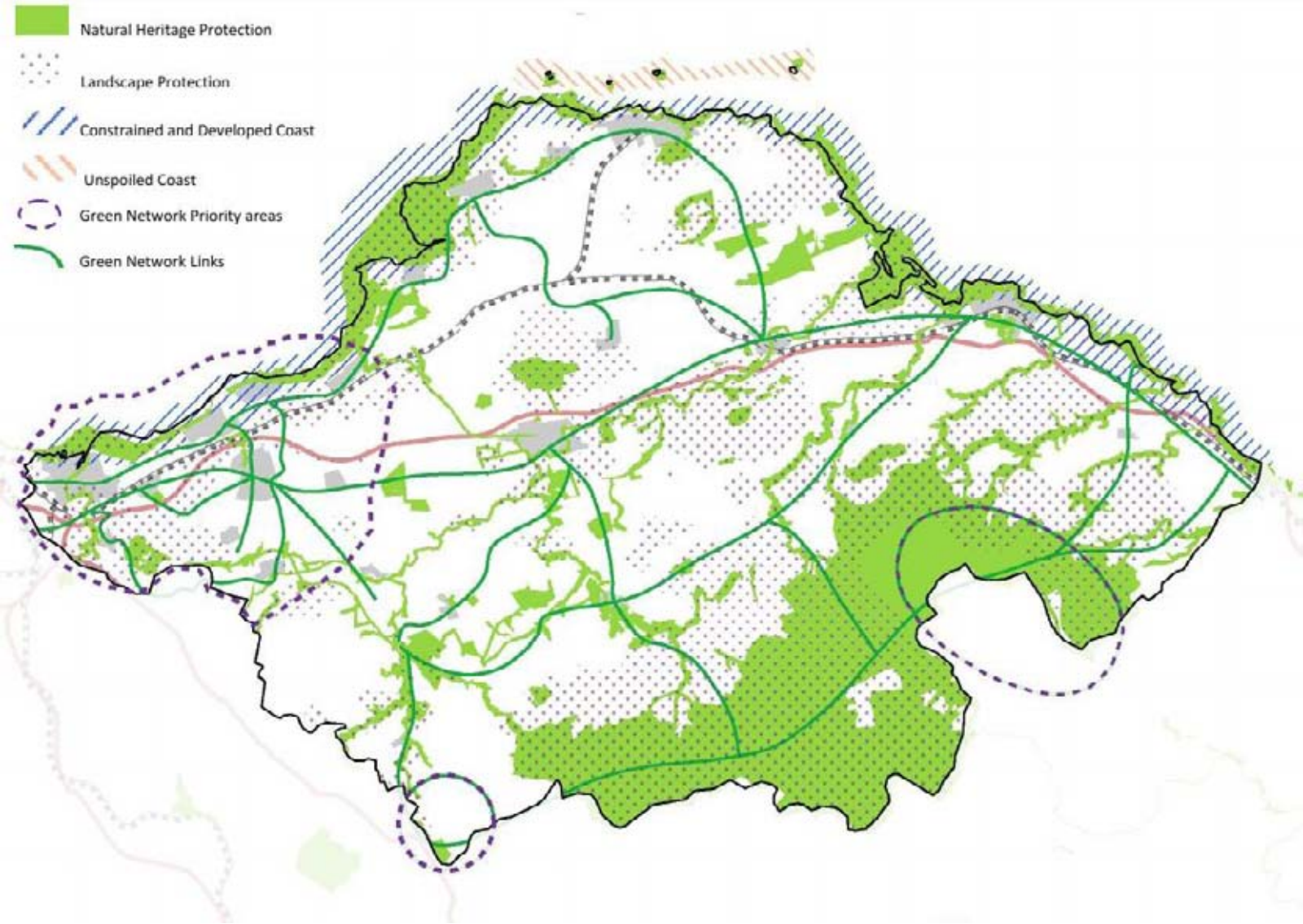
Development in the countryside, including changes of use or conversions of existing buildings, will be supported in principle where it is for:

- a) agriculture, horticulture, forestry, infrastructure or countryside recreation; or
- b) other businesses that have an operational requirement for a countryside location, including tourism and leisure uses.

Proposals must also satisfy the terms of Policy NH1 and other relevant plan policies including Policy DC6.

Proposals for mineral extraction and renewable energy will be assessed against the other relevant policies of the Plan.

Any proposals for the restoration or conversion of vernacular buildings to accommodate uses supported in principle by this policy should be of an appropriate scale and character and designed in such a way that maintains or complements their layout and appearance.



Housing in the Countryside

- 5.8 In general, East Lothian's countryside and coast is not an area that requires regeneration, renewal or action to address population decline. Few, if any, locations are more than an hour's drive time from Edinburgh or 30 minutes drive time from Musselburgh or Tranent, towns of over 10,000 people. As an accessible area where mobile demand for housing from Edinburgh will continue, it is important to protect against unsustainable growth in car-based commuting and the suburbanisation of the countryside. Most new housing development is therefore directed to towns and villages or planned extensions of these. However, as an exception to this general presumption against new housing in the countryside, the conversion of attractive rural buildings to housing may be supported.

Policy DC2: Conversion of Rural Buildings to Housing

Conversion of appropriate buildings in the countryside to residential use will be supported where:

- (i) The existing building is worthy of retention by virtue of its architectural or historic character;
- (ii) The building is physically suitable for the proposed use and any extensions or alterations are compatible with and do not harm any significant architectural or historic features of the building and are in keeping with its size, form, scale, proportion, massing and architectural character; and
- (iii) The building stands substantially intact (normally to at least wallhead height) and requires no significant demolition. To be satisfied that the existing structure is suitable for the conversion without significant demolition the Council must be provided with credible evidence of the building's structural stability at the time of the planning application.

In the case of a change of use of agricultural buildings to housing, the change of use must involve the whole building group.

In the case of a farm steading conversion, a limited amount of new build may be acceptable where:

- a) it reinstates a part of the original steading group demolished or altered by later development alien to its character and appearance, where there is clear physical and/or historic evidence of the original form; or
- b) it is a logical extension to an existing part of the steading that would provide a completeness to the steading's overall composition that is in keeping with its scale, form and character.

In all cases, the external finishes used must be sympathetic to those of the existing buildings proposed for conversion.

- 5.9 As a further exception to the general presumption against new housing in the countryside, replacement of an existing permanent dwelling may be supported in some limited circumstances such as where a house has been significantly damaged by accidental fire, or where a dwelling is constructed in such a way as to be incapable of renovation or improvement. If the replacement dwelling would be better located on a different part of the same plot (e.g. for landscape reasons or ground conditions) the Council will require as a condition of any planning permission that the original dwelling will be demolished on completion of the replacement.

Policy DC3: Replacement Dwellings in the Countryside

Proposals for replacement dwellings in the countryside will be supported in principle where they would:

- (i) be a like for like replacement of a dwelling recently rendered uninhabitable by unforeseen circumstances, such as a demonstrable and accidental fire, provided there is compelling evidence that the loss of the original habitable dwelling was recent and that it benefited from lawful use as a dwelling immediately prior to the loss; or
- (ii) replace an existing dwelling with lawful use rights as such (not the plot of a previous, now demolished house) that the Council accepts that due to the construction of the building it is incapable of retention for habitation and that all reasonable efforts have been made to maintain the building.

Applicants must submit credible evidence at the time of the planning application to demonstrate compliance with this policy as relevant. Any replacement dwelling must be similar in size, scale and massing to the original and would be of an appropriate character for its location.

- 5.10 The Plan has a general presumption against new housing in the countryside, but exceptionally a new house may be justified on the basis of an operational requirement of a rural business. Appropriate evidence clearly demonstrating the need for a new dwelling on the particular site in association with the business will be required. This will include evidence that no suitable existing dwelling has been recently made unavailable for that purpose and that there is no existing building that could be converted to a house. Where a house is sought on the basis of an operational requirement in conjunction with a business that is not yet established (e.g. in association with a proposal that is consistent with criterion b of Policy DC1), a business case that supports the proposal will also be required to be submitted as part of the planning application. In the first instance, the Council will normally grant temporary planning permission for temporary accommodation. Permanent accommodation will only be permitted once the business is established and the Council is satisfied that it is viable and that permanent accommodation is justified.

- 5.11 Where there is no existing building worthy of conversion in the locality in line with policy DC2, as a further exception to the normal policy presumption against new housing in the countryside, the Plan also allows for small-scale affordable housing developments that would meet the needs of small and less accessible rural communities. In such communities, the cost of rural housing is often unaffordable to many who need to live or work in the countryside, and there are fewer housing opportunities in these localities. Such proposals must adjoin an existing small-scale settlement identified by this Plan and be subordinate in scale to that settlement. To demonstrate that the new housing is justified, the registered affordable housing provider shall provide evidence that there is a clear need in the locality and ensure that the development can fulfil this need for the longer term. Proposals must be for a very small number of homes.

Policy DC4: New Build Housing in the Countryside

New build housing development will only be supported in the countryside outwith the constrained coast where there is no existing house or no appropriate existing building suitable for conversion to a house is available in the locality and:

- (i) In the case of a single house, the Council is satisfied that it is a direct operational requirement of a viable agricultural, horticultural, forestry, countryside recreation or other business, leisure or tourism use supported in principle by Policy DC1. The Council will obtain independent advice from an Agricultural and Rural Advisor on whether there is a direct operational requirement for an associated house; or
- (ii) In the case of other small scale housing proposals, it is for affordable housing and evidence of need is provided, and the registered affordable housing provider will ensure that the dwellings will remain affordable for the longer term. Proposals should be very small scale and form a logical addition to an existing small-scale rural settlement identified by this plan.
- (iii) The proposal satisfies the terms of Policy NH1.

Enabling Housing Development

- 5.12 The Council may exceptionally be willing to support an element of new build housing as enabling development to help deliver another form of development (other than for residential development or infrastructure) that is supported in principle in a countryside location under policy DC1, or where it would fund the restoration of a listed building or one that has recognised heritage value including being recorded on the national Buildings at Risk Register or other significant feature of the built or natural environment, the retention of which is desirable. Proposals must also protect or enhance the setting of such features. Such an approach would only be supported if the wider benefits of the main proposal outweigh the normal policy presumption against new build housing in the countryside. Any such enabling development must be essential, the minimum necessary to achieve the primary

use, and not a substitute for normal development funding, including borrowing. Additionally, such proposals would not be expected to provide affordable housing for this reason.

Policy DC5: Housing as Enabling Development

Housing in the countryside may exceptionally be supported as enabling development where it will:

- a) enable a desirable primary use supported in principle by criterion b of Policy DC1 and the benefits of the primary use outweighs the normal presumption against new build housing in the countryside; or
- b) fund the restoration of a listed building or other building with recognised heritage value, or other significant designated feature of the built or natural environment, the retention of which is desirable. Proposals must also protect or enhance the setting of such features and satisfy the terms of Policies CH1 and where relevant, CH6. Enabling development will only be acceptable where it can be clearly demonstrated to be the only means of preventing loss of the asset and securing its long-term future;
- c) the proposal satisfies the terms of Policy NH1.

Any enabling development must be on the same site as and part of the main proposal. Where the proposal will fund the restoration of a listed building, the priority is for enabling development to take place on the same site as the listed building. Any enabling development proposed off site must be clearly justified with strong evidence to demonstrate why the enabling development could not take place on the site.

In all cases, the benefits of the proposed development must outweigh the normal presumption against new build housing development in the countryside.

The Council will obtain independent advice on the extent of enabling development to ensure that it is the minimum necessary to achieve the primary use and it is not a substitute for normal development funding including borrowing.

Development in Coastal Areas

- 5.13 Scottish Planning Policy expects development plans to promote the developed coast as the focus for new developments requiring a coastal location. In East Lothian such areas are where settlements intersect with the coastline and these locations should continue to be the focus for most coastal economic and recreational activity on the coast.
- 5.14 Between coastal settlements there are generally undeveloped areas where new coastal development should generally be avoided. In such constrained areas new development may be acceptable in certain circumstances where there is an operational requirement for a coastal location, for example appropriate tourism proposals or infrastructure, including flood defences or on-shore development proposed in association with off-shore energy projects. The constrained coastline includes local variations: there are parts that are not intensively

developed and parts that are remote. There will be an expectation that new development is well-related to parts of the constrained coastline where there is already some development. The character of more remote areas should be retained and new development in these locations should generally be avoided. The Forth islands and Bass Rock are parts of East Lothian's coastline that are unspoiled and there will be a general presumption against development in those locations.

- 5.15 The three different types of coastal areas – developed, constrained and unspoilt – are defined on the Strategy Diagram 5 and on inset map 4. Development proposals in coastal locations will be assessed against the qualities of the coastal area and other relevant Plan policies for the location, including those on development in the countryside where relevant. Sections of the coastline also have significant international, national and local natural heritage assets. If a development proposal is likely to have a significant effect on a Natura 2000 or Ramsar site either individually or cumulatively with other projects (and is not directly connected to its nature conservation management) Appropriate Assessment will be required and information to allow this to be carried out must be provided if requested by the planning authority.

Policy DC6: Development in the Coastal Area

Development proposals in the coastal area will be assessed against the relevant qualities of the coastal area in addition to all other relevant Plan policies. Where it is proposed on the:

- Developed Coast it will be supported in principle if it complies with other relevant Plan policies;
- Constrained Coast it will only be supported if it requires a coastal location;
- Unspoiled Coast it will only be supported if there is an established need for the development and a specific need for that particular coastal location.

Coastal developments are likely to be subject to Habitats Regulation Appraisal (unless these are directly related to the management of the nature conservation interests of the Natura 2000 sites). Where a development proposal has a likely significant effect on a Natura 2000 or a Ramsar site either alone or in combination with other plans or projects then proposals must be accompanied by project specific information to inform an Appropriate Assessment. This will allow the competent authority to complete and Appropriate Assessment to determine if there are any adverse effects on the integrity of a Natura 2000 or Ramsar site.

The siting and design of new development must respect the qualities of the particular coastal location.

Special Rural Landscapes

- 5.16 Certain parts of East Lothian's landscape are of particular importance and merit a degree of enhanced protection. The following policies set out particular considerations that will apply in certain locations as defined on the Proposals Map or in supplementary planning guidance. In all cases, where the principle of particular types of development is supported, the Council expects the highest quality of siting, layout, landscape treatment and design to ensure that new development makes a positive contribution to the qualities of the area.

Green Belt

- 5.17 The green belt in the west of East Lothian is part of a wider Edinburgh Green Belt. Its purpose is to maintain the setting, character and identity of Edinburgh and its neighbouring settlements, including Musselburgh, Wallyford and Whitecraig. The green belt can take a number of forms, including wedges, corridors and buffers between settlements. It will continue to have an important role in protecting the landscape setting of Musselburgh / Inveresk and the western edges of Prestonpans and Tranent and in ensuring that residents have access to open spaces and the countryside.
- 5.18 The Strategic Development Plan requires that the green belt is retained but recognises that its boundaries may require to be modified to accommodate the regional growth strategy. The LDP has modified green belt boundaries to allocate land for development to the south west of Musselburgh at Craighall, to the east of Musselburgh and around Wallyford, and north and south of Whitecraig. The development of the Green Network in association with the development of relevant sites will help to mitigate the impact of these green belt abstractions and also provide for enhanced access to the countryside for recreation.
- 5.19 To ensure that the benefits of the green belt are maintained new development is generally restricted to limited circumstances. Proposals will also be assessed against relevant countryside or coastal policies.

Policy DC7: Development in the Edinburgh Green Belt

New built development will only be permitted in the Edinburgh Green Belt where necessary for:

- agricultural, horticultural or forestry operations, including community woodlands;
- an extension or alteration to an existing building, or ancillary development within its curtilage;
- a national requirement or established need, if no other suitable site is available;
- a replacement house (supported under Policy DC3); or
- essential infrastructure.

Proposals should be of a size, scale and nature that do not harm green belt objectives or the character or appearance of the local area.

Changes of use will be acceptable in principle subject to other relevant Plan policies.

Countryside Around Towns

5.20 There are a number of areas beyond the Edinburgh Green Belt that are also subject to development pressure but should be retained as open or undeveloped. Countryside Around Towns designations will apply and their objectives are to:

- to conserve the landscape setting, character or identity of the particular settlement; and /or
- to prevent the coalescence of settlements; and/or
- where it can provide opportunity for green network and recreation purposes.

5.21 The remaining open or undeveloped areas of land between certain settlements in the west of East Lothian will have a key role in maintaining their separate identities. The introduction of the new settlement at Blindwells means land between it and Tranent and certain coastal settlements also merits protection from significant built development. There are community uses operating in the countryside here, and cultural heritage assets of national and more local importance, and the Plan should support development of these uses that allows the cultural heritage assets to be maintained or enhanced.

5.22 Land between Belhaven and West Barns also has a role in maintaining their separate identities. In other parts of East Lothian settlement coalescence is generally less of an issue but the character and identity of certain settlements could be compromised by development affecting their landscape setting. There is also scope to provide new, or extend or improve existing, active travel routes in Countryside Around Towns areas as part of the wider green network. Details of the particular importance of each designated area will be set out in supplementary planning guidance on Countryside Around Towns when the plan is operative.

Policy DC8: Countryside Around Towns

Development that would harm the objectives of the specific Countryside Around Town area, as defined in supplementary planning guidance, will not be permitted. New development within areas designated as Countryside Around Towns will be supported in principle only where:

- i) it is required to implement part of the green network strategy as defined by that strategy;

- ii) it is required for community uses;
- iii) it is required for rural business, tourism or leisure related use;
- iv) it is essential infrastructure that has a clear operational requirement for that particular location and there is no other suitable site available; or

Any new development must not harm the landscape setting of the countryside location and must be of a scale, size and form that would not harm the objectives for the countryside around towns designation.

Special Landscape Areas

5.23 The Council has assessed the East Lothian landscape in accordance with Guidance on Local Landscape Designations produced by Scottish Natural Heritage and Historic Scotland. The Plan designates Special Landscape Areas and the boundaries of these areas are shown on the Proposals Map. Supplementary planning guidance on Special Landscape Areas will identify the boundaries of these areas, describe each Special Landscape Area and include a Statement of Importance for each. Development should accord with this supplementary planning guidance.

Policy DC9: Special Landscape Areas

Areas are designated as Special Landscape Areas as identified within supplementary planning guidance on Special Landscape Areas. Development within or affecting Special Landscape Areas will only be permitted where:

1. it accords with the Statement of Importance and does not harm the special character of the area; or
2. the public benefits of the development clearly outweigh any adverse impact and the development is designed, sited and landscaped to minimise such adverse impacts.

The Council will refer to the Statement of Importance of the relevant site in assessing planning applications.

Green Network

5.24 The Green Network seeks to integrate biodiversity, landscaping, active travel, flood mitigation, open space and climate change adaptation and other relevant interests. It will be made up of green spaces (parks, public spaces, woodland spaces etc) and blue spaces (rivers, streams wetlands and SUDS etc). Although the Green Network will not compensate for the loss of flood plains, it can provide some mitigation for flooding and some adaptation for

climate change. It aims to maintain and improve quality of place, including in relation to the setting and identity of settlements, and address environmental inequalities, promote active travel and enhance health and well being. The development of the Green Network over time will help improve the quality of life in the area and connections for people and biodiversity.

- 5.25 East Lothian’s Green Network extends within and between settlements and into the countryside and along the coast. Existing green network assets include protected natural heritage sites, active travel routes, beaches, parks, woodlands. The Council intends to adopt a Green Network Strategy as supplementary planning guidance to this plan. Once adopted the Green Network Strategy will identify, describe and illustrate where and how to deliver new or improved green infrastructure, including as part of new development. The Council will have regard to its Green Network Strategy when assessing planning applications.
- 5.26 For sites allocated for development by this Plan the Council has adopted Development Briefs that identify Green Network measures that must be delivered or provided for as part site development. Where new development is permitted that would adversely affect any existing element of the Green Network, alternative provision must be made. There may also be opportunities to introduce temporary greening of sites to contribute to the green network prior to development.

Policy DC10: The Green Network

All relevant development must make provision for the Green Network in accordance with the relevant Development Brief and the Council’s Green Network Strategy supplementary planning guidance once adopted. This will include the provision of off-site Green Network measures where identified in the Green Network Strategy, and where relevant as set out in a Development Brief.

Where loss or reduction in quality to any element of the Green Network is required to facilitate development, alternative provision to the satisfaction of the Council must be provided.

Roadside Advertisements

- 5.27 The display of advertisements in the countryside has the potential to harm its character and appearance, and it is therefore necessary to control such development. One of the main demands for signs in the countryside come from businesses located there which seek to advertise on the roadside. Businesses that have a roadside boundary are permitted advertisements inside or on the boundary, within prescribed limits, above which advertisement consent is required.

- 5.28 On the roadside verge, the roads authority has control, and the legislation relating to advertisement consent is not applicable. In this situation, businesses that are a tourist attraction may be allowed a Scottish Tourist Board directional sign, subject to satisfying the necessary criteria (Transport Scotland Trunk Road and Motorway Tourist Signposting Policy and Guidance: 2006, and SODD Circular 27/95). For signs in the countryside, the following policy will be applied.

Policy DC11: Roadside Advertisements

Consent for roadside advertisements in the countryside will only be granted if:

- 1) The sign, by virtue of its siting, size, and appearance, does not harm the amenity of the area; and
- 2) The sign is primarily directional, and does not advertise particular products or facilities; and
- 3) The premises to be signed are not clearly visible from a major road and cannot already be reasonably identified by means of an existing directional sign advising of the place name of the locality within which it is located; and
- 4) No more than one sign is proposed at the nearest junction of the public road and the access road to the premises; and
- 5) Road safety will not be compromised.

In the case of two or more neighbouring premises, a series of individual signs will not be permitted, and composite signs will be encouraged as an alternative, where appropriate.

our natural environment & cultural heritage



6

OUR NATURAL & CULTURAL HERITAGE

Natural Heritage

Background

- 6.1 Protecting, conserving and, where appropriate, enhancing the natural heritage is an important aspect of sustainable development. The LDP has an important role in protecting sites designated for their biodiversity or geodiversity interest at international, national or local level, with the level of protection reflecting sites' relative importance. The Plan also ensures protected species and other natural heritage interests beyond designated sites are taken into account in planning decisions, including the potential for enhancement.
- 6.2 Where a development may have a negative impact on biodiversity or geodiversity, the 'mitigation hierarchy' must be followed, whereby *preventing or avoiding* the impact is considered in the first instance; if this is not possible *reducing* impacts can be considered, then finally *offsetting*. The 'precautionary principle' applies to European protected sites and means consent can only be given where it is demonstrated there will be no adverse effect on the integrity of the designated site.
- 6.3 Environmental assessments may be needed for some proposals. Assessment under the Habitats Regulations may be required where a proposal may affect a Natura 2000 site or Ramsar site. Other specialist studies may be required. To establish where there is a need for environmental assessment, applicants should seek early advice from the Council and any other relevant bodies. This will be particularly relevant where proposals would benefit from a co-ordinated assessment of any potential terrestrial and marine impacts.
- 6.4 Developers should also be aware that a planning permission does not over-ride the protection given to certain species under other legislation such as the Habitats Regulations 1994 and the Nature Conservation (Scotland) Act 2004 and that damage to protected species may be a criminal offence. Developers should therefore make early site investigations to establish whether any protected species may be present on a proposed development site

Biodiversity and Geodiversity

International Sites

- 6.5 At international level two main series of sites have been designated to protect biodiversity. Under the Ramsar Convention, sites are designated to protect wetlands of international importance. The Natura 2000 series was designated at European level to protect Europe's

most valuable and threatened species and habitats. The Natura 2000 series comprises Special Protection Areas (SPAs), which protect birds, and Special Areas of Conservation (SACs), which protect habitats and species. The network includes both terrestrial and marine protected sites. In policy terms Ramsar and Natura 2000 sites will be treated in the same way.

- 6.6 The Firth of Forth and Forth Islands are both designated SPAs, and the Firth of Forth is also a Ramsar site. Development may have the potential to directly or indirectly affect the conservation interests of these sites, for example through permanent habitat loss, disturbance from people or machinery, reduced water quality, lighting, or changes to coastal processes. The Council manages much of the coastline, including at Levenhall Musselburgh where it will improve habitat for qualifying interests of the SPA. In addition, some parts of the Lammermuir Hills within East Lothian drain into the River Tweed SAC and development could also affect this site, particularly through siltation impacting on water quality.
- 6.7 Some types of development could also have indirect impacts on a Natura 2000 site or Ramsar site outwith East Lothian if there is 'connectivity' with the site, i.e. a clear route for development to affect a species or habitat in another location. For example, the water or marine environment may act as a pathway for development-related impacts to affect locations distant from the development site. Wind turbine development could not only affect sites within East Lothian and the River Tweed SAC, but also SPAs in other local authority areas. For example, in Midlothian the interest of both Fala Flow and Gladhouse Reservoir SPAs is the pink footed goose, whose roosting and feeding sites in East Lothian also benefit from protection. Offshore, the Firth of Forth Banks Complex is a Nature Conservation Marine Protected Area (MPA). The Outer Firth of Forth and St Andrews Bay Complex is a marine proposed Special Protection Area (SPA).
- 6.8 If a development proposal is likely to have a significant effect on a Natura 2000 or Ramsar site either individually or cumulatively with other projects (and is not directly connected to its nature conservation management), the Council must carry out an Appropriate Assessment under the Habitats Regulations to establish the implications for site's conservation interest and whether there would be any adverse effect on the integrity of the Natura 2000 site. To allow the Council to make such an assessment, the commissioning of any studies to support it should be agreed with the Council at an early stage. Proposals unconnected with the conservation management of the Natura 2000 site that would have an adverse effect on the integrity of a Natura 2000 site or Ramsar can only be approved for reasons of over-riding public interest. Such proposals require to be referred to Scottish Ministers prior to issuing any planning permission, and may be called in by them for their determination.

Policy NH1: Protection of Internationally Designated Sites

Development proposals unconnected to the conservation management of a Natura 2000 or Ramsar site, that are assessed by the competent authority as likely to have a significant effect on the integrity of a Natura 2000 site or Ramsar site (including proposals outwith the boundary of the designated site) will be subject to Appropriate Assessment. Applicants for such development must provide any information requested by the competent authority to enable it to carry out the Appropriate Assessment, including any project specific information and masterplan.

Where the Appropriate Assessment cannot rule out adverse effects upon the integrity of a Natura 2000 or Ramsar site, the proposal will only be permitted where:

- a) there are imperative reasons of over-riding public interest and there are no alternative solutions; and
- b) compensatory measures are provided to ensure that the overall coherence of the Natura 2000 network is protected.

Candidate Natura 2000 sites will be treated as if they were already designated.

National Sites

- 6.9 At national level Sites of Special Scientific Interest (SSSIs) provide protection to areas of biological and geological value. There are 15 such sites in East Lothian. The Geological Conservation Review (GCR) additionally identified sites of geological importance and these sites will be treated in the same way as SSSIs. As SSSI's and GCR sites protect nationally important elements of the natural heritage, development proposals which would harm that interest should seek alternative solutions where possible. Where a proposal unavoidably harms the natural heritage interest, appropriate mitigation with the aim of conserving biodiversity or geodiversity interest overall should be provided.
- 6.10 Within these sites there may be features of biological or geological importance that are not part of the citation. Nevertheless they provide a level of ecological, geological and landscape context to the site. Impacts on these features will be considered under Policy NH3 and are considered to have greater significance because they form part of the designated site.

Policy NH2: Protection of Sites of Special Scientific Interest and Geological Conservation Review Sites

Development that would adversely affect a Site of Special Scientific Interest or Geological Conservation Review site will only be permitted where it can be demonstrated that:

- a) the objectives of designation and overall integrity of the site will not be compromised;
- b) any significant adverse effects on the qualities for which the area has been designated are clearly outweighed by social, economic or environmental benefits of national importance;
- c) there are no alternative solutions; and
- d) appropriate mitigation will be provided.

Where proposals affect non-notified features within a site, this will be considered against criteria in Policy NH3.

Local Nature Conservation Sites, Local Nature Reserves, and Country Parks

- 6.11 Local Biodiversity Sites are designated by this Plan. The new Local Biodiversity Sites, and the methodology and summary site statements for them are set out in a technical note published alongside this Plan. The sites in the Geodiversity Audit by the British Geological Survey are also included in the technical note. Together with the Local Biodiversity sites these are Local Nature Conservation Sites, which are shown on the Proposals Map.
- 6.12 In addition to these sites, other local designations that are of biodiversity value are Local Nature Reserves and country parks; the Council currently has one of each at Aberlady Bay and John Muir Country Park respectively. These areas are also of value for compatible recreation, which will be considered alongside their natural heritage value in the assessment of any planning applications. Proposals for development in these areas will also be assessed against the policy below.

Policy NH3: Protection of Local Sites and Areas

Local Biodiversity Sites and Local Geodiversity Sites are designated as Local Nature Conservation Sites, as shown on the Proposals Map. Details of these sites are set out in Technical Note 10: Planning for Biodiversity (2016) and Technical Note 11: Planning for Geodiversity (2016).

Development that would adversely affect the interest of a Local Nature Conservation Site, Local Nature Reserve or Country Park will only be permitted where it is demonstrated that any damage to the natural heritage interest or public enjoyment of the site is outweighed by the economic, social or environmental benefits of the development and suitable mitigation will be secured.

Biodiversity and Geodiversity Interests, including Protected Species

- 6.13 Biodiversity and geodiversity interests are not restricted to designated sites and the Council will seek to protect and enhance all biodiversity, including habits and species, and

geodiversity features, whether designated or not, proportionate to their natural heritage value. The Council has a duty under the Nature Conservation (Scotland) Act 2004 to further the conservation of biodiversity where consistent with the exercise of its functions. Certain species are protected by European and/or national legislation, such as bats, otters, and great crested newts; where development may affect them this will be a material planning consideration. Other species are of importance in the local context.

- 6.14 The East Lothian Biodiversity Action Plan (ELBAP) sets out the Council's aims for conserving biodiversity in the area, and this will be referred to in considering planning applications where relevant. New development should avoid detracting from the biodiversity value of its site or the surrounding area and the Council encourages enhancements. Particular regard will also be paid to the potential effect on European protected species, ELBAP priority habitats and losses of a significant portion of the East Lothian population of a species listed in the ELBAP. The Council will also consider impacts on areas of ancient woodland and groundwater-dependent terrestrial ecosystems.
- 6.15 Geodiversity can only be seen and appreciated where it is found, and features of interest should be incorporated into development design wherever possible. If this is not possible, recording of the geodiversity interest should be carried out prior to development. Where there is a significant geological feature within a site, provision of access to and interpretation of the feature appropriate to the scale of development may be required.
- 6.16 The design of developments should consider at an early stage impacts on protected species and how biodiversity and geodiversity can be incorporated in a positive way. This should be based on surveys where necessary to establish the significance of the natural heritage resource of the site and in its immediate surroundings. Consideration should extend to placemaking objectives, including built environment measures, landscaping, and opportunities for enjoying and learning about the natural environment. Habitat linkages within the site and to features outwith the site as well as the use of native species in landscape planting are particularly important. Advice is available from the Council and, where relevant, Scottish Natural Heritage (<http://www.snh.gov.uk/protecting-scotlands-nature/safeguarding-geodiversity/>) and Lothian and Borders Geoconservation.

Policy NH4: European Protected Species

Proposals that may have an impact on European protected species will only be permitted where:

- there are imperative reasons of overriding public interest or for public health and safety;
- there is no satisfactory alternative;
- favourable conservation status of the species can be maintained; and

- A species protection plan has been submitted, which is based on survey results and includes details of the status of European protected species on site and how possible adverse effects are to be mitigated.

Policy NH5: Biodiversity and Geodiversity Interests, including Nationally Protected Species

Developers must demonstrate, where relevant, how impacts on biodiversity and geodiversity have been addressed as part of their proposals. Sufficient supporting information should be submitted.

New development that would result in:

- an adverse impact to nationally protected species;
- an adverse impact to the biodiversity value of the development site or the surrounding area (for example through fragmentation or loss of habitat); or
- serious damage to or destruction of a significant geodiversity feature;

will only be permitted where the loss is clearly outweighed by the public benefit of the development and suitable mitigation has been proposed and will be secured.

Proposals should indicate how they have had regard to the mitigation hierarchy, the potential for incorporating biodiversity or geodiversity features within the site into the proposal in a positive way where appropriate, and for providing on-site or off-site enhancements. Where relevant, a species protection plan based on survey results must be submitted including details of the status of nationally protected species on site and how possible adverse effects will be mitigated.

Geodiversity Recording

- 6.17 Where it is not possible to retain a significant geodiversity feature in situ, it should be recorded prior to development. Where such an exposure will be lost and it is practicable to provide an alternative, this may be required. For example, any mineral workings could include alternative exposures on restoration of the site.

Policy NH6: Geodiversity Recording and Alternative Exposures

Where physical preservation of a significant geodiversity features cannot reasonably be achieved, the recording of exposures, and submission of the record to the National Records Archive and East Lothian Council, will normally be required. The developer must also demonstrate that they have sought and, where practicable, will provide alternative exposures.

Soil Quality

- 6.18 East Lothian's soils provide many ecosystems services, not least for food production and forestry, which depend on their sustainable use. Soils have a role in absorbing contaminants, storing carbon, retaining water and reducing its overland flow. They are also a source of minerals and contain varied biodiversity. Pressures on soils include climate change and loss of soil organic matter, as well as threats related to development such as soil sealing and changes to hydrology. Disturbance of carbon rich soils, including through development, can lead to the release of CO₂, adding to climate change risk.
- 6.19 Particularly sensitive soil types are prime agricultural land and carbon rich and rare soils. Prime agricultural land is the most versatile land for food production, and is a non-renewable resource. The Council aims to reduce adverse impacts on soils, avoid where possible development on prime agricultural land, and consider climate changes impacts of developing certain soil types.

Policy NH7: Protecting Soils

Development on prime quality agricultural land or rare or carbon rich soils, such as peat, will not be permitted unless:

- It is to implement a proposal of this plan, or
- It is necessary to meet an established need and no other suitable site is available; or
- It is for an appropriate development in the countryside, including that which is directly linked to a rural business or an existing house; and
- The layout, design and construction methods of development minimises the amount of such land that is affected, taking into account the design policies of the plan.

Proposals for renewable energy generation or mineral extraction on prime quality agricultural land may also be acceptable where provision is made for restoration of the land to its former status and if soil will be reused where feasible.

In the case of carbon rich soils, in order that the Council may assess the merits of the proposal, applicants must demonstrate the effect it would have on CO₂ emissions as a result of its construction and where relevant operation.

Trees and Woodland

- 6.20 Trees can improve the quality of the environment and provide a range of benefits, including contributing to green network objectives. They often contribute significantly to the character and amenity of an area, are both a setting and resource for recreation, and are valuable for biodiversity. With a changing climate, trees may become more important to regulate temperatures in towns and provide shade, as well as having an important role in mitigation of climate change. Significant trees may have particular biodiversity, landscape and cultural value, including trees subject to Tree Preservation Orders, trees in Conservation Areas or veteran trees, and these should be retained where possible and public access encouraged.
- 6.21 Ancient woodland is an irreplaceable resource and should be protected from adverse effects arising from development. The Scottish Government's Control of Woodland Removal policy sets out national policy on woodland removal and replacement planting. Its aims include support for the maintenance and expansion of forest cover in Scotland and achieving an appropriate balance between forested and non-forested land. It contains a strong presumption in favour of protecting Scotland's woodland resources. East Lothian has relatively sparse tree cover, increasing the importance of protecting existing trees, and increasing woodland cover where possible. Developers are encouraged to engage early with Forestry Commission Scotland to investigate opportunities that could be facilitated through its Forestry Grant Scheme.
- 6.22 Some development sites contain groups of trees, for example shelter belts, or relict hedgerows. If these are incorporated into private gardens, they tend to suffer from varied pressures and maintenance, and the overall appearance and value as a linear feature for biodiversity and landscaping can be reduced. Wherever possible, such features should be integrated into areas of public open space, with access for maintenance and suitable space for replacement planting, and developments should avoid backing onto or enclosing them.
- 6.23 Trees on and adjacent to development sites should be retained where possible, and protected in line with British Standard 5837. Trees adjacent to development sites can be affected by changes in drainage patterns or damage to their root systems. Impacts on trees outwith a development site are also a consideration, including for development design. The Council will use planning conditions to protect any tree that makes a significant contribution to the setting and amenity of an area. Work on trees should be carried out in accordance with relevant British Standards 3998. Where the tree is located on a site proposed for development, ensuring that development and any works to the tree or trees are carried out appropriately will be a condition of planning permission.
- 6.24 The aim of policy on trees is to give protection to trees and woodland, in fulfilment of the Council's biodiversity duty and as an important part of promoting sustainable development.

Policy NH8: Trees and Development

There is a strong presumption in favour of protecting East Lothian's woodland resources. Development affecting trees, groups of trees or areas of woodland will only be permitted where:

- a. any tree, group of trees or woodland that makes a significant positive contribution to the setting, amenity of the area has been incorporated into the development through design and layout, and wherever possible such trees and hedges should be incorporated into public open space and not into private gardens or areas; or
- b. (i) in the case of woodland, its loss is essential to facilitate development that would achieve significant and clearly defined additional public benefits in line with the Scottish Governments Policy on Control of Woodland Removal; in particular the loss of Ancient Woodland will not be supported; or
(ii) in the case of individual trees or groups of trees, their loss is essential to facilitate development that would contribute more to the good planning of the area than would retaining the trees or group of trees.

Development (including extensions to buildings) must conform to British Standard 5837:2012 Guide for Trees in Relation to Design, Demolition and Construction, or any subsequent revisions.

Protecting and Enhancing the Water Environment

- 6.25 The second River Basin Management Plan 2015-2021 will be published during 2015. The plans' main objective is to achieve good ecological status of the water environment. The term 'water environment' encompasses watercourses, wetlands, lochs, coastal, estuarine and ground water. 'Ecological status' is a combined measure of the plants and animals present, the quantity of water available to sustain species, the physical structure of the waterbody which provides habitat and the chemical water quality. Additional objectives apply in certain protected areas, for example in relation to designated bathing waters and drinking water supply. RBMP2 will set out key pressures, objectives and measures for the water environment and will replace the first plan when it is published.
- 6.26 The planning regime is a key tool assisting the delivery of River Basin Management Plans (RBMP), protecting and restoring the water environment through influencing developments. This will help increase the environment's capacity to cope with and support future developments, for example through the protection of existing flood plains or wetlands and the use of Sustainable Drainage Systems (SuDS).

Advice Box 6: Water Environment

To ensure that a proposed development protects and enhances the water environment, the following principles should be observed:

- Developments should be connected to the public sewer where possible (rather than private treatment systems) and should be capable of being served by an adequate water supply.
- Buffer strips should be provided between development and waterbodies both for maintenance and for protecting and enhancing water and habitat quality.
- There will be a presumption against unnecessary engineering activities in the water environment.
- Where development presents an opportunity for morphological improvements (for example, the removal of fish barriers) these will be encouraged, subject to flood risk assessments.
- Water conservation measures are encouraged in all developments in order to reduce the impact of new development in terms of water supply, and to promote climate change adaptation. Such measures could include rainwater collection, 'grey' water recycling, and the use of low or dual flush toilets, spray taps, supply restrictor valves in water systems, and water efficient heating and cooling systems.

Policy NH9: Water Environment

Where relevant, new development should protect and, where appropriate, enhance the water environment, in line with the Water Framework Directive 2000 (WFD) and the Water Environment and Water Services (Scotland) Act 2003 (WEWS).

Development proposals that would have a detrimental impact on the water environment will not be supported.

Sustainable Drainage Systems (SuDS)

- 6.27 Sustainable Drainage Systems (SuDS) return excess surface water to the water cycle with minimal adverse impact on people and the environment. SuDS contribute to alleviation of flood risk and reduce discharge of diffuse pollutants through a range of measures aimed at managing water run-off from a site. SuDS manage surface water run-off by treating it as near to source as possible, slowing down the rate of water run-off, and treating water naturally and releasing good quality water to watercourses or groundwater.
- 6.28 The Water Environment (Controlled Activities) (Scotland) Regulations 2011 (as amended) make SuDS a legal requirement for new development, as well as requiring that surface water discharges must not result in pollution of the water environment. The only exceptions to

this legal requirement are proposals for (i) single dwellings and (ii) direct discharges to coastal waters but only where there is no or a low risk to designated bathing sites and identified Shellfish Waters. While the regulations make SuDS a legal requirement, their location, design and type are planning issues. SuDS should be considered at the outset of project design in order that the benefits to the creation of green networks, flood risk management, water quality, amenity, biodiversity, climate change adaptation and economic gain are maximised. No additional land take is required for certain types of SuDS such as green roofs and permeable paving, but other forms of SUDS may require significant areas of land. Sufficient space for SuDS must be safeguarded in site layouts and appropriate long-term maintenance arrangements must be put in place.

- 6.29 SuDS should be designed in accordance with the CIRIA SUDS Manual (C753) or any revision, the current edition of Sewers for Scotland Manual where the scheme is to be adopted by Scottish Water, and the SUDS for Roads manual where the proposals include roads, or any subsequent revisions of these documents. SuDS should have a neutral or better effect on the risk of flooding both on and off the site, taking account of rain falling on the site and run-off from adjacent areas. A development site must control and release runoff rates at greenfield rates over a range of rainfall events including the 1 in 30 year event and the 1 in 200 year event in agreement with East Lothian Council as flood prevention authority. This helps manage flood risk within the development site and also ensures there is no increase in flood risk to adjacent and downstream sites. The SEPA surface water flood map shows areas that may be subjected to ponding from either pluvial or sewer flooding and can be used to indicate areas where further assessments are required, such as a flood risk assessment. This map does not show flow path direction. Pre development flow paths through the site should be maintained after the completion of the development.
- 6.30 Each individual type of SuDS feature, such as a filter drain, detention basin, permeable paving or swale, provides one level of treatment. For example, surface water treated by permeable paving then in turn by a detention basin, i.e. runoff passing through both features in series (not in parallel), would be classed as receiving two levels of treatment, whereas surface water treated by two detention basins would be classed as receiving one level of treatment. One level of treatment should normally be source control such as the use of permeable paving. The following levels of treatment represent best practice and for mixed use developments the level of treatment required will be determined by the use with the highest sensitivity within the development.

Advice Box 7: Sustainable Drainage Systems

- Residential developments of up to 49 houses and retail/commercial/business parks with car parks of up to 49 spaces should provide one level of treatment for all hardstanding areas including roads. This first level of SUDS should be source control.
- Residential developments of 50 or more houses and retail/ commercial/ business parks with car parks of 50 or more spaces should provide two levels of treatment for all hardstanding areas including roads. An exception is run-off from roofs, which would need only one level of treatment. The second level of treatment should be a basin or pond designed in accordance with Sewers for Scotland Second Edition. Please also refer to point e) below.
- Industrial developments should provide three levels of treatment for hard standing areas and two levels of treatment for roads. An exception is run-off from roofs, which would need only one level of treatment. The second level of treatment should be a basin or pond designed in accordance with Sewers for Scotland Second Edition. Please also refer to the last bullet point below.
- All roads schemes should typically provide two levels of treatment, except for small scale developments as detailed in point a) above. For technical guidance on SuDS techniques and treatment for roads please refer to the SUDS for Roads manual.
- For all developments, run-off from areas subject to particularly high pollution risk (e.g. yard areas, service bays, fuelling areas, pressure washing areas, oil or chemical storage, handling and delivery areas) should be i) minimised and ii) directed to the foul sewer. Where run-off from high risk areas cannot be directed to the foul sewer SEPA may be able to provide further site specific advice on what would be the best environmental solution.

Policy NH10: Sustainable Drainage Systems

All development proposals must demonstrate that appropriate provision for Sustainable Drainage Systems (SuDS) has been made at the time of submitting a planning application, except for single dwellings or developments in coastal locations that discharge directly to coastal waters where there is no or a low risk to designated bathing sites and identified Shellfish Waters. Sufficient space for proposed SuDS provision, including the level and type of treatment appropriate to the scheme of proposed development, must be safeguarded in site layouts. Provision must also be made for appropriate long-term maintenance arrangements to the satisfaction of the Council.

A drainage assessment may also be required to show the impact of a 1 in 200-year rainstorm event. SuDS schemes should be designed with an allowance for climate change.

Proposals must also demonstrate through a design-led approach how SuDS proposals are appropriate to place and designed to promote wider benefits such as placemaking, green networks and biodiversity enhancement.

Flood Risk

6.31 The Flood Risk Management (Scotland) Act 2009 places responsibilities on local authorities to reduce overall flood risk and promote sustainable flood risk management. The Council promotes a precautionary approach to flood risk from all sources through avoidance as a first principle, working towards sustainable flood management. Flooding can occur from pluvial (rainfall), fluvial (watercourses), coastal, drainage and ground water sources and from infrastructure failure, or from a combination of these sources.

Advice Box 8: Flood Risk

Scottish Environment Protection Agency (SEPA) publishes flood mapping, and Scottish Planning Policy sets out a detailed flood risk framework to guide development. Areas where the annual probability of coastal or watercourse flooding is less than 0.1% are classed as 'little or no risk' areas and are considered to be unconstrained. Areas where the annual probability is between 0.1% and 0.5% are classed as 'low to medium risk' areas and are likely to be suitable for most development apart from civil infrastructure. Where civil infrastructure must be located in these areas or is being substantially extended, it should be designed to be capable of remaining operational and accessible during extreme flood events. Flood risk assessments may be required for essential infrastructure and the most vulnerable uses, such as residential institutions, hospitals and educational establishments.

Development should generally be avoided in areas of greater than 0.5% annual probability of coastal or watercourse flooding ('medium to high risk' areas) but the following uses may be appropriate:

- residential, institutional, commercial and industrial development within built-up areas provided flood protection measures to the appropriate standard already exist and are maintained, are under construction, or are a planned measure in a current flood risk management plan;
- essential infrastructure within built-up areas, designed and constructed to remain operational during floods and not impede water flow;
- some recreational, sport, amenity and nature conservation uses, provided appropriate evacuation procedures are in place; and
- job-related accommodation, e.g. for caretakers or operational staff.

Medium to high risk areas are generally unsuitable for:

- civil infrastructure and the most vulnerable uses;

- additional development in undeveloped and sparsely developed areas, unless a location is essential for operational reasons, e.g. for navigation and water-based recreation, agriculture, transport or utilities infrastructure (which should be designed and constructed to be operational during floods and not impede water flow), and an alternative, lower risk location is not available; and
- new caravan and camping sites.

6.32 A precautionary approach should be taken to proposed development behind any flood prevention scheme, as they are temporary in nature, have a finite design life and there is a residual risk from failure, and potential climate change impacts. Redevelopment of brownfield sites within built up areas can provide an opportunity to reduce overall flood risk through a reduction in the vulnerability of the use, numbers of properties and improved design. Where built development is permitted in areas of flood risk, measures to protect against or manage flood risk and any loss of flood storage capacity will be required to achieve a neutral or better outcome. However, the avoidance principle should be applied whenever possible in compliance with Scottish Planning Policy. Brownfield redevelopment within the floodplain will only be permitted where this does not materially increase the probability of onsite or offsite flooding. Water-resistant materials and construction should be used as appropriate.

Policy NH11: Flood Risk

Development that would be at unacceptable risk of flooding will not be permitted. New development within areas of medium to high risk of coastal or watercourse flooding (with greater than 0.5% annual probability of flooding) should generally be avoided in accordance with the provisions set out in Advice Box 8.

All relevant development proposals will be assessed based on the probability of a flood affecting the site and the nature and vulnerability of the proposed use, taking into account the following:

- a) the characteristics of the site and any existing or previous development on it;
- b) the design and use of the proposed development, including use of water resistant materials and construction;
- c) the size of the area likely to flood;
- d) depth of flood water, likely flow rate and path, and rate of rise and duration;
- e) the vulnerability and risk of wave action for coastal sites;
- f) committed and existing flood protection methods: extent, standard and maintenance regime;
- g) the effects of climate change, including an appropriate allowance for freeboard;
- h) surface water run-off from adjoining land;

- i) culverted watercourses, drains and field drainage;
- j) cumulative effects, especially the loss of storage capacity;
- k) cross-boundary effects and the need for consultation with adjacent authorities;
- l) effects of flood on access including by emergency services; and
- m) effects of flood on proposed open spaces including gardens.

Flood Risk Assessments will normally be required for proposals within the medium to high risk category of flood risk. They may also be required in the low to medium category in certain circumstances, for example at the upper end of the probability range or for essential infrastructure and the most vulnerable uses.

Development proposals will not be supported if they would increase the probability of flooding elsewhere. Piecemeal reduction of the functional floodplain will be resisted given the cumulative effects of reducing storage capacity.

Areas of land that contribute to sustainable flood management, or have the potential to do so, will also be safeguarded from inappropriate development by this policy. These areas will include locations where the Council will promote flood defences in Musselburgh and Haddington once solutions are identified through the outputs of its Local Flood Risk Management Plan.

Air Quality

- 6.33 Air quality is an important element in sustainable placemaking, contributing to health and well-being, as well as environmental protection. The main source of air pollution in East Lothian is emissions from road traffic. An Air Quality Management Area (AQMA) was declared in Musselburgh High Street in November 2013 due to annual mean levels of Nitrogen Dioxide resulting from road traffic emissions; an Action Plan is currently being prepared. Air quality continues to be monitored at other locations, including Tranent High Street, though currently meets National Air Quality Standards in these other locations.
- 6.34 The Council is preparing an Air Quality Management Plan for the area, to set measures for improving air quality, likely including improvements to the bus fleet and the relocation of bus stops. This takes into account the effects of proposed LDP sites, such as increased traffic flow and emissions, and identifies strategic air quality mitigation measures. It is based on transport modelling work and assessment of the likely impact vehicle movements on air quality, including from new development. Developers of major development sites in these areas will be expected to make appropriate and proportionate financial contributions towards air quality mitigation measures. This excludes measures described in Proposal T20. Policy T8 and its supporting text describe the circumstances in which developer contributions may be sought towards improvements to the bus network as a consequence of new development. This requirement will apply to allocated sites and also to any relevant windfall or other unplanned developments.

- 6.35 It is important that new development and associated road traffic does not exacerbate air quality issues at the existing AQMA or lead to deterioration in air quality at other locations that would breach National Air Quality Standards. Air Quality Assessments will be required for certain types of development. The need for assessment will be confirmed on a case-by-case basis. Applicants are encouraged to contact the Council's Environmental Health Service at an early stage to confirm whether an Air Quality Assessment will be needed. Where such an assessment indicates that air quality is likely to be an issue, there will be a need for mitigation. Additional air quality mitigation measures can be incorporated within developments, for example using green infrastructure (e.g. trees) to absorb pollutants, or providing infrastructure to support modes of transport with low impact on air quality (e.g. electric vehicle charging points).

Policy NH12: Air Quality

Impacts on air quality will be taken into account in assessing development proposals, particularly within and close to any Air Quality Management Area (AQMA). An Air Quality Assessment may be required for developments that are within an AQMA or where the proposed development may cause or exacerbate a breach of National Air Quality Standards.

Development proposals that would result in either a breach of National Air Quality Standards or a significant increase in concentrations of air pollution within an existing AQMA will not be supported unless appropriate mitigation measures can be put in place. Financial contributions to strategic air quality mitigation measures will be necessary in these circumstances.

Noise

- 6.36 Noise can adversely affect amenity, public health and environmental quality. Such noise impacts are to be mitigated in new development. The Scottish Government's Strategic Noise Maps show that East Lothian has a number of noise sources, including the A1(T) and operational railway lines. Some types of development can also generate significant noise levels, including on a temporary basis such as during construction. Applicants are encouraged to contact the Council's Environmental Protection Service at an early stage to confirm whether a Noise Impact Assessment, consistent with PAN 1/2011: Planning and Noise (or any revision) is required as part of their proposal. Where such an assessment indicates that noise is likely to be an issue there will be a need for appropriate mitigation.

Policy NH13: Noise

The impact of noise will be taken into account when assessing relevant development proposals, particularly those that are close to or could become a source of noise. A noise impact assessment will be required where the proposed development may cause or exacerbate existing noise levels or be sensitive to levels of noise in the area. The assessment must specify suitable and appropriate mitigation measures that would make the proposal acceptable. Development proposals that would either result in or be subject to unacceptable levels of noise will not be supported.

Cultural Heritage

Background

6.37 East Lothian is rich in cultural heritage, which gives the area a strong identity and appeal to residents and visitors alike. This includes scheduled monuments, listed buildings, conservation areas, designed landscapes, battlefields and archaeological sites, as well as the context in which these features sit and the patterns of past use in the landscape and in settlements. The Council seeks to protect, conserve and where appropriate enhance these historic assets for future generations to enjoy while at the same time permitting beneficial development.

Development Affecting Listed Buildings

- 6.38 East Lothian contains around 2,700 properties and structures that are listed either individually or as part of a group. Each is classified as category 'A', 'B' or 'C' according to its relative importance. Listed building consent is required for any works or alterations that affect the character of a listed building, including the interior of the building and the removal of any object or structure fixed to it, such as plasterwork or a chimneypiece. Planning permission will also normally be required for external (but not internal) works.
- 6.39 Successful work to listed buildings is as a result of a full understanding of the historic asset, its special interest and character. Proposed alterations or extensions to listed buildings should ensure that the value of the building is not lost or its character undermined by insensitive changes. They should be complementary and of a high quality, both in design and use of materials. Planning decisions will be taken in accordance with the advice contained in national historic environment policies and guidance.
- 6.40 No listed building should be lost unless it has been demonstrated beyond reasonable doubt that every effort has been made to find practical ways of keeping it. Historic Environment Scotland Policy Statement outlines the tests against which proposed demolition of a listed building will be assessed.
- 6.41 The setting of a listed building can be affected by new development proposed within its curtilage, adjacent to it or visible from it. Development proposals should not interrupt key views of, from or to a listed building and should ensure that the presence of new development does not dominate or detract from the listed building in a way that affects understanding and appreciation of it.

- 6.42 Historic Environment Scotland will be consulted on planning applications that would affect a category A listed building or its setting, and on applications for listed building consent for works to category A and B listed buildings.

Policy CH1: Listed Buildings

Internal or external alterations or extensions to listed buildings will only be permitted where they do not harm the architectural or historic character of the building.

The demolition of a listed building will not be permitted unless the building is no longer of special interest, is incapable of repair or there are overriding environmental or economic reasons, and it must be satisfactorily demonstrated that every effort has been made to continue the present use or to find a suitable new use.

New development that harms the setting of a listed building will not be permitted.

Development Affecting Conservation Areas

- 6.43 Conservation Area designation is used to identify areas of special architectural or historic interest. Planning decisions must ensure that the character or appearance of a Conservation Area is preserved or enhanced. There are currently 30 designated Conservation Areas in East Lothian and each has its own distinctive character.
- 6.44 Supplementary planning guidance will be published when this Plan is operative that will contain the Conservation Area Character Statements for 29 Conservation Areas and the more comprehensive Conservation Area Character Appraisal for Inveresk Conservation Area. The guidance will be a material consideration in planning decisions. In due course Character Statements will be replaced by more comprehensive Conservation Area Character Appraisals and Management Plans. The guidance also expands on the circumstances in which proposals for external wall treatment, alterations to shop fronts, external security, and advertisements will be supported within conservation areas. It also allows for reduced parking standards where positive townscape benefits can be demonstrated. These policies will also be material considerations in planning decisions. Proposed work affecting trees within Conservations Areas also requires the prior approval of the Council.
- 6.45 Design Statements can be used to describe and illustrate the design principles and design concepts of development proposals, including how these have been informed by relevant Conservation Area character statements or appraisals, and how the proposal would preserve or enhance the character or appearance of the Conservation Area. The circumstances where such statements will be required are set out in the Design chapter of this plan. Brief statements would be useful even for minor developments.

Policy CH2: Development Affecting Conservation Areas

All development proposals within or affecting a Conservation Area or its setting must be located and designed to preserve or enhance the special architectural or historic character or appearance of the Conservation Area. Proposals for new development should accord with the size, proportions, orientation, alignment, density, materials, and boundary treatment of nearby buildings and public and private spaces. Parking requirements of new developments must accord with the Council's adopted parking standards unless it can be demonstrated that a reduced level of parking (which in exceptional circumstances could be no parking provision) will achieve positive townscape benefits without compromising road safety.

The Council will set out in supplementary planning guidance more detailed policies on the circumstances in which it would support proposals for alterations to shop fronts, external security, external wall treatment and the display or installation of advertisements in Conservation Areas.

Demolition of Unlisted Buildings

- 6.46 Demolition of an unlisted building within a Conservation Area requires Conservation Area Consent. Where a building makes a positive contribution to the area it should be retained. As with a listed building, every effort should be made to retain it and find a new use for it before demolition can be considered. Proposals for demolition of an unlisted building that makes a positive contribution to a Conservation Area must therefore make a similar case to that for the demolition of a listed building. Demolition can also be considered in the case of emergency where serious structural damage caused by unexpected event leaves no alternative. Any replacement building should preserve or enhance the character or appearance of the area, making reference to the relevant character statement/appraisal. Historic Environment Scotland will be consulted on proposals to demolish unlisted buildings in a Conservation Area.

Policy CH3: Demolition of an Unlisted Building in a Conservation Area

Proposals for Conservation Area Consent will be supported provided that there are appropriate proposals for redevelopment or intermediate treatment and:

- (i) the building to be demolished is incapable of reasonably beneficial use by virtue of its location, physical form or state of disrepair;
- (ii) the structural condition of the building is such that it cannot be adapted to accommodate alterations or extensions without material loss to its character; or
- (iii) the building does not positively contribute to the character or appearance of the conservation area and its removal or replacement would not adversely affect the character of the conservation area or it would facilitate positive townscape benefits.

Proposals for redevelopment or intermediate treatment must preserve or enhance the character or appearance of the conservation area. Demolition will not be allowed to proceed until acceptable alternative treatment of the site has been approved and a contract for the replacement development or for an alternative means of treating the cleared site has been agreed.

In the case of an emergency, proposal for redevelopment or intermediate treatment may not be required.

Development Affecting Scheduled Monuments and Archaeological Sites

- 6.47 Scheduled Monuments are sites or structures of national importance scheduled by Historic Environment Scotland for legal protection. Scheduled Monument Consent is required from HES for any work affecting them, including repairs. Their setting is often very important to both the understanding of and the appearance of the monument. There are around 295 Scheduled Monuments in East Lothian, including well-known landmarks such as Traprain and North Berwick Laws.
- 6.48 The vast majority of archaeological sites within East Lothian are not scheduled and have no statutory protection at national level but are nevertheless of regional or local importance. The East Lothian Historic Environment Record lists these as 'archaeological sites' and contains approximately 8,000 entries. All sites and monuments, whether scheduled or not, are fragile and irreplaceable and they are a material consideration in the planning process.
- 6.49 The preservation in situ of important archaeological remains will always be preferred. Where development is proposed within areas of archaeological potential the developer must commission and make available to the Planning Authority, an archaeological assessment as part of any planning proposals. If significant archaeological remains are uncovered, the developer is encouraged to make provision for public accessibility and community involvement, e.g. through local media involvement, school visits, talks, open days, or exhibitions.

Policy CH4: Scheduled Monuments and Archaeological Sites

Where a proposed development might affect any Scheduled Monument or archaeological site (of known or suspected archaeological interest), the developer must undertake and make available to the planning authority a professional archaeological assessment and, if necessary, a field evaluation.

Development that adversely impacts on a scheduled monument, or its setting, will not be permitted.

Development that would harm a site of regional or local archaeological interest, or its setting, will only be permitted in exceptional circumstances, where the Council accepts that archaeological advice that the significance of the remains is not sufficient to justify their physical preservation in situ when weighed against other material considerations (including the benefits of the proposed development). In such situations, the developer must make proper provision for the excavation, recording and analysis of the archaeological remains in advance of the commencement of development, the results of which must be reported and any subsequent post-excavation work undertaken should also be reported and, if warranted, published. Appropriate conditions may be applied to any planning permission to achieve this.

Where it is feasible within a proposed development to accommodate, preserve or enhance a Scheduled Monument or archaeological remains, interpretation and integration of these features and where appropriate, public access, will be expected.

Development Affecting a Nationally Important Historic Battlefield

- 6.50 The Inventory of Historic Battlefields is a list of nationally important battlefields designated by Historic Environment Scotland for their association with key historical events or figures, for the physical remains and/or archaeological potential they contain, or for their landscape context. Designated areas associated with battlefields can be extensive. There are currently four battlefields in East Lothian included in the Inventory of Historic Battlefields: Battle of Pinkie Cleugh (1547), Battle of Prestonpans (1745), Battle of Dunbar I (1296), and Battle of Dunbar II (1650). An Overview and Statement of Significance for each site is published by Historic Environment Scotland.
- 6.51 The effect of proposed development on the historical and archaeological significance of designated battlefield areas is a material planning consideration. Development should not adversely impact on the archaeological resource or the landscape context, including key views to from or within the battlefield. The cumulative effect of new development in addition to past or current developments should not adversely impact on the battlefield. Historic Environment Scotland will be consulted on development proposals within an Inventory Battlefield site, other than proposals for householder development.
- 6.52 East Lothian also has other battlefields that are of regional or local significance that are not included on the national Inventory. These will be treated as archaeological sites and assessed under Policy CH4. In due course the Council will prepare supplementary planning guidance on Battlefields.

Policy CH5: Battlefields

Development within a site listed in the Inventory of Historic Battlefields will not be permitted where it would have a significant adverse affect on the key features of the battlefield, including its key landscape characteristics and special qualities, unless it can be demonstrated that the overall integrity and character of the battlefield area will not be compromised. Any new development supported in such areas must provide appropriate mitigation that conserves or enhances the key features of the battlefield, including through siting, scale, design and landscape treatment and, where relevant, contributes to the understanding of the battle and historic assets, particularly with respect to any archaeological deposits found in situ (See Policy CH4).

Development Affecting Gardens and Designed Landscapes

- 6.53 Gardens and Designed Landscapes make a significant contribution to East Lothian's historic environment and landscape. There are currently 27 gardens and designed landscapes in East Lothian that are of national importance and are included in Historic Environment Scotland's National Inventory of Gardens and Designed Landscapes. There are also many more gardens and designed landscapes of local or regional importance that are identified on East Lothian's Historic Environment Record; the assessment of these is an ongoing process.
- 6.54 Scottish Planning Policy requires that gardens and designed landscapes of national, regional or local importance are protected and, where appropriate, enhanced. They can have different qualities and are assessed under the following value-based criteria, although do not have to be of value under all of them:
- Value as an individual work of art
 - Historic value
 - Horticultural, arboricultural, silvicultural value
 - Architectural value
 - Scenic value
 - Nature conservation value
 - Archaeological value
- 6.55 Impacts of development proposals on gardens and designed landscapes will be a material planning consideration. Planning applications that may affect a garden or designed landscape on the National Inventory will be referred to Historic Environment Scotland for its comments.

Policy CH6: Gardens and Designed Landscapes

Development that would significantly harm the elements justifying designation of sites of national importance listed in the Inventory of Gardens and Designed Landscapes, or sites of local or regional importance included in historic gardens and designed landscape records, will not be permitted.

Area Based Cultural Heritage Policies

Greywalls, Gullane

- 6.56 The particular importance of the landscape setting of category A listed Greywalls and its associated Designed Landscape is recognised. Greywalls should remain the focus of its setting at all times and with reference to the framed view from the garden, the eye should never be distracted by the presence of new development.

Policy CH7: Greywalls , Gullane

Development that harms the landscape setting of Greywalls and its associated Designed Landscape will not be permitted.

West Road Field, Haddington

- 6.57 This greenfield land forms a prominent open area on the approaches to the town centre, framing the housing surrounding it on three sides and allowing for expansive southern views. In so doing it contributes to the character and appearance of the Conservation Area. It may be possible to accommodate some limited, carefully located and well-designed housing, appropriate to its site and location, on the downslope towards Pencaitland Road. Any such development must not interrupt the middle and longer distance southern views and, through design, scale, materials and layout, must preserve or enhance the character and appearance of the Conservation Area. Such development must also provide, at the developer's expense, the laying out and landscaping of the remainder of the West Road field as a public park. The latter will be secured by a legal agreement.

Policy CH8: West Road Field, Haddington

The contribution that the West Road field makes to the character and appearance of the Haddington Conservation Area is recognised. The Council will support a limited residential development on its down slope to Pencaitland Road provided that (1) this can be accommodated without harming the character and appearance of the Conservation Area and (2) the developer lays out and appropriately landscapes the balance of the field as a public park.

High Street, Inchview, Prestonpans

- 6.58 In Prestonpans, there remains scope for further improvement to the High Street and Inch View streetscapes and to important public spaces, using consistent materials to promote a coordinated approach. Part of the character of the street is that, in following the shoreline, it allows occasional glimpses of the sea on the north. Several locations where sea views are available are landscaped and open to the public but other undeveloped sites also make a significant contribution to the character of the street. Such sites also allow views into the High Street from the coastal walkway. In assessing any development proposals on these sites, the Council must be satisfied that they would not harm the character and amenity of the area by closing off important views of the Forth.

Policy CH9: High Street/Inch View, Prestonpans

In considering development proposals on vacant or underused land on the coastal side of High Street / Inch View, the Council must be satisfied that the overall amenity of the area will not be harmed by the loss of important seaward views. Any proposals will need to be accompanied by project specific information to inform an assessment under the Habitats Regulation Appraisal that will be undertaken by the competent authority. Only projects that do not have an adverse effect on the integrity of the Firth of Forth SPA will be permitted.

design



7

DESIGN

Background

7.1 The location and quality of development directly affects everyone in society by influencing the quality of our environment and how it can be used now and in future. SPP has two principal policies, one on Sustainability and another on Placemaking. These principal policies aim to create high quality places by requiring a design led approach to new development to ensure it exhibits the six qualities of successful places:

Advice Box 9: Qualities of Successful Places

| | |
|------------------------|-----------------------|
| 1. Distinctive | 4. Welcoming |
| 2. Safe and pleasant | 5. Adaptable |
| 3. Easy to move around | 6. Resource efficient |

7.2 Securing a high quality of development is the responsibility of everyone in the planning and development process and collaborative working is required, including taking account of public consultation where this is necessary in association with a proposal. Different design approaches and solutions, and attention to detail will be required based on the proposal and character of the local area. Scottish Planning Policy, the Scottish Government's Architecture Policy for Scotland and Designing Streets set out key stages of the design process. The following 'design tools' are identified as key considerations for improving design quality through these stages.

Advice Box 10: The Design Toolkit

| | | |
|---------------------------------|-------------------------|--------------------|
| Design Frameworks | Wider areas of change | Planning Authority |
| Development Briefs / Guidelines | Place or site specific | Planning Authority |
| Masterplans | Site specific | Normally Developer |
| Design Codes | Sets 'rules' for design | Normally Developer |
| Design Statements | Explain design response | Developer |

7.3 The LDP has an important role in delivering the placemaking design agenda by setting a local policy context for improving design quality. Supplementary planning guidance has been or will be prepared to set out design principles and objectives for sites or topics, as set out in Policies DP8 and DP9. Additional guidance will be prepared as and when required when the plan is operative. Developers will be expected to prepare masterplans and design statements for major sites, and can also consider submitting other elements of the Design Toolkit in support of their proposals. Design statements should explain the design approach and solutions, with reference to the Scottish Government Place Standard.

7.4 Design quality is a material consideration when assessing proposals and planning permission can be refused solely on design grounds. The policies of this chapter promote high quality development and design and will apply to all development proposals in East Lothian, both within settlements and within the countryside.

Design of New Development

7.5 East Lothian has a varied and attractive townscape and landscape character. It contains many compact, vibrant and distinctive historic towns and villages as well as fine rural buildings with their own character and identity. The layout and variety of settlements, public spaces and buildings often reflects their historic function and provides their distinctiveness and identity. Settlements have vibrant cores where an appropriate mix of land uses allows appropriate activity during the day and evening. Active built frontages in these places and in other parts of urban areas ensures they have a sense of safety, security and welcome. East Lothian's best buildings and places have evolved to a compact human scale and are well-proportioned and attractive places.

7.6 The siting and layout of development in its surroundings influences the way that buildings work together to create well proportioned and attractive public spaces. By connecting multifunctional public spaces together the urban structure can contribute to a higher quality of life as well as ease of movement: the best public spaces also prioritise the needs of people over vehicles where possible. Views to prominent landmark buildings or landmark features consolidate settlement identity and the sense of place, and make it easy for people to find their way around. Traditional buildings, including steadings, add significantly to the character and appearance of the countryside. High quality buildings and places reflect the history and context of the area and their physical and visual relationship with their surroundings.

7.7 Designs for new development must evolve from and respond to an analysis of the proposed development site and its wider context. Proposals must respect the existing character and quality of place and take opportunities to reinforce and enhance this where relevant. New development will be expected to integrate with the existing urban form, street pattern, and the plots sizes, building lines, and the form, scale and massing of development in the local area. In the countryside, new development will be expected to complement the character of the area by integrating with existing buildings or woodland or other well-contained setting, and respect and make use of landform or existing landscape features. The designs, materials and finishes proposed must complement those of existing buildings and in the local area.

7.8 Consideration must be given to how a development's resource consumption can be minimised, including making provision where appropriate for decentralised energy or heat networks. An efficient use of resources can be achieved by building at higher density. This

can also be achieved in the layout, design and materials used for buildings, as well as their relationship to one another and the landform, landscape and sun path characteristics of an area. However, a rigid application of such design principles would compromise the Plan's other design requirements. A balance must be made between competing design objectives, and measures to reduce resource consumption must be incorporated whenever possible. Active travel and public transport opportunities are to be prioritised in designs and provided in new development to encourage their use as alternatives to the private car.

- 7.9 In the development of a new settlement, in areas of significant change, or where there is potential to regenerate or improve the character and appearance of an area, there may be opportunities to create or enhance an area's character and identity. Settlement expansions and new settlements should be developed at higher densities to make efficient use of land without causing overcrowding, congestion or loss of amenity. These new mixed communities should support a mix of land uses, a range of house types, sizes and tenures as well as local service provision. Development in areas of significant change must ensure that East Lothian's special qualities are maintained and enhanced. The design of these new places should be based on the best examples of East Lothian's existing buildings and places as well as the best examples from further afield that can be adapted to an East Lothian context.
- 7.10 New development must integrate with the existing landscape and townscape of the area, maximise the potential to make connections with the surroundings and reflect local vernacular architectural styles. It should create a sense of place, safety and welcome, be easy to navigate and must maximise accessibility to all in the community as well as be energy efficient and adaptable. Ensuring this will maintain the setting, character, identity and amenity of the area as well as create high quality new places. Standardised buildings and layouts designed or those designed primarily for the needs of vehicles and that reflect nothing of their surroundings will not be acceptable.

Policy DP1: Landscape Character

All new development, with the exception of changes of use and alterations and extensions to existing buildings, must:

1. Be well integrated into its surroundings by responding to and respecting landform, and by retaining and where appropriate enhancing existing natural and physical features at the site, including water bodies, that make a significant contribution to the character and appearance of the area and incorporate these into the development design in a positive way;
2. Include appropriate landscaping and multifunctional green infrastructure and open spaces that enhance, provides structure to and unifies the development and assists its integration with the surroundings and extends the wider green network where appropriate.

Policy DP2: Design

The design of all new development, with the exception of changes of use and alterations and extensions to existing buildings, must:

1. Be appropriate to its location in terms of its positioning, size, form, massing, proportion and scale and use of a limited palette of materials and colours that complement its surroundings;
2. By its siting, density and design create a coherent structure of streets, public spaces and buildings that respect and complement the site's context, and create a sense of identity within the development;
3. Position and orientate buildings to articulate, overlook, properly enclose and provide active frontages to public spaces or, where this is not possible, have appropriate high quality architectural or landscape treatment to create a sense of welcome, safety and security;
4. Provide a well connected network of paths and roads within the site that are direct and will connect with existing networks, including green networks, in the wider area ensuring access for all in the community, favouring, where appropriate, active travel and public transport then cars as forms of movement;
5. Clearly distinguish public space from private space using appropriate boundary treatments;
6. Ensure privacy and amenity, with particular regard to levels of sunlight, daylight and overlooking, including for the occupants of neighbouring properties;
7. Retain physical or natural features that are important to the amenity of the area or provide adequate replacements where appropriate;
8. Be able to be suitably serviced and accessed with no significant traffic or other environmental impacts.

- 7.11 The Council will prepare design guidance and, where appropriate, Development Briefs and guides to assist the operation of these policies as appropriate.

Advice Box 11: Design Statements

All planning applications for national or major developments types must be accompanied by a design and access statement. All planning applications for development of a local development type where the land to which the application relates is listed in Section 13(2) of Part 3 of The Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013, including in a conservation area, historic garden or designed landscape, the site of a scheduled monument or the curtilage of a category A listed building must be accompanied by a Design Statement. This does not apply to applications made under section 42 of the Act, for engineering or mining operations, householder development or where a change of use to land is proposed.

Housing Density

- 7.12 Housing is the largest single urban land use. In line with national policy new residential development must ensure efficient use of land and other resources and create mixed communities with a full range and choice of house types and sizes. The density of housing development can help secure this aim. Low density development (less than 30 dwellings per hectare net (dph)) makes an inefficient use of land, places greater dependence on use of private cars and usually results in mostly detached housing. Density levels achieved from many volume house building developments in East Lothian have been approximately 19 - 20 dph net, although increases in housing density have been achieved in more recent years since this policy has been in use.
- 7.13 Increasing new residential development density to an average of 30 dph net is a move towards promoting a higher density of development at a level appropriate to the character of the area. It is possible to accommodate such a higher density of development in building forms common to East Lothian. Such a density of development already exists in the area and has been achieved using a full range and mix of housing types and sizes, including detached, semi-detached, terraces, tenements and flatted developments of an appropriate height. This releases land for other uses, including quality multifunctional public open space. Developing at higher densities by using such buildings also requires fewer resources to construct, heat, service and maintain buildings.
- 7.14 Increasing residential density to 30 dph net must be a product of the design process, including an assessment of how best a site can absorb such development to create an interesting and distinctive housing area that respects and responds to its context. Certain locations may be developed at higher density, provided all relevant local plan policies can be satisfied. On larger housing sites it will be possible to achieve 30 dph net through provision of the full range of house types and sizes and the various residential environments and character areas required from such developments. On smaller housing sites it may not always be possible to achieve 30 dph net as they may present fewer opportunities to absorb the required density of development while providing an appropriate range of house types and sizes in a form that complements the townscape and landscape setting of the area.

Policy DP3: Housing Density

All new housing sites will be expected to achieve a minimum average density of 30 dwellings per hectare (net) using a full range of housing types and sizes. Where appropriate this density may be increased to respect and respond to the particular circumstances of its location, in particular the accessibility of the site to public transport and other relevant services, and the need to encourage and support the provision of local facilities necessary to high quality urban living. This should be

achieved by using a full range of house types and sizes: however, if an appropriate range of house types and sizes cannot be provided in a form of development that complements the townscape and landscape setting of the local area in which the development is to be located then lower densities may be acceptable; this must be justified by developers to the satisfaction of the Council through masterplans and design statements, and justification based only on demand considerations of a particular market sector will not be accepted.

Major Development Sites

- 7.15 Where major housing, employment or mixed use development is proposed, the developer must provide sufficient information from the outset to allow the design quality of the whole development to be assessed and secured. Different developers may develop certain phases or land parcels and a clear design strategy for the entire allocated site must be established and agreed to ensure that a comprehensive solution can be delivered.
- 7.16 This must be secured by submission of a masterplan accompanied by relevant supporting information for the entire allocated site. The masterplan must conform to relevant policies and guidance and establish a clear long-term three dimensional development strategy for the entire allocated site and set out the costs, phasing and timing of development. It must ensure the new development respects and responds to its context and direct the urban design strategy for the entire site to ensure a cohesive built environment is produced.
- 7.17 The approved masterplan and its supporting information must communicate the level of detail necessary to provide the context, clarity and certainty to inform and control future planning applications under it. All proposals of a major development type as defined by The Town and County Planning (Hierarchy of Developments) (Scotland) 2009 require the submission of a masterplan for the entire site and an accompanying supporting statement.

Policy DP4: Major Development Sites

All housing and employment proposals of a major development type as defined by the provisions of The Town and Country Planning (Hierarchy of Developments) (Scotland) Regulations 2009, require the submission of a masterplan for the entire allocated site and an accompanying supporting statement.

Masterplans must be submitted prior to or as part of an application for planning permission in principle or full planning permission. As a minimum, the masterplan submission must describe and illustrate all the following information:

1. How the masterplan design will be informed by and responds to the contextual analysis of the site and its surroundings;
2. The development strategy, including the access and transportation requirements, the use of building types, the location and nature of proposed land uses, the landscape, green network and open space strategy for the site, and any key public views as well as the nodes and focal points that must be retained and created;
3. How the proposal will be implemented setting out the phasing, timing and basic economic assumptions of development;
4. How the various development phases will be brought forward to ensure an overall consistency of design and layout with provision for the delivery of shared infrastructure;
5. Points of access to and within the site and any required off site road improvements, and how opportunities to maximise connections between the site, its surroundings and different development phases will be realised, including by pedestrian and cycle routes;
6. The hierarchy of the movement framework, including the streets to be treated as Home Zones / shared surface spaces and the safe routes to school;
7. A well connected network of multifunctional public spaces that have been designed together with the layout of buildings, accessed by a movement framework (road, cycle and footway network) that presumes in favour of walking and cycling in appropriate areas, and optimises the potential for integrated transport;
8. Indicative building lines and aspects of buildings adjacent to main thoroughfares and the public open space network that will ensure the creation of a sequence of welcoming, distinctive principal public spaces and a series of views through them;
9. Indicative cross sections of the principal thoroughfares and open spaces illustrating the relationships between buildings, public spaces and the use of public realm landscaping;
10. The locations for taller buildings and their maximum height;
11. The locations for higher, medium and low density areas with the density range;
12. How the design seeks to minimise resource consumption in its response to the contextual analysis through layout and building design, while complementing other requirements;
13. Indicative building design, colours and materials to be used on buildings to secure cohesive and harmonising development areas;
14. For housing development, the proportion and location of dwelling types, sizes and tenures, including the integration of affordable housing and the provision, location and means of integrating housing with any other proposed uses;
15. The size, shape and development capacity of the individual phasing land parcels;
16. The type, location and incorporation of Sustainable Urban Drainage Systems and the required provision of waste recycling facilities;
17. The anticipated location for visible utilities infrastructure housings, including electrical substations and gas compressor stations.

Extension and Alterations to Existing Buildings

- 7.18 Extensions and alterations must be well designed and respect the character of the existing building and its surroundings. Generally, any alteration or extensions of, an existing building should be designed to appear as an integral part of the original building. For example, if the original building has a pitched roof then it is likely that an extension will require a roof of similar pitch, particularly on prominent public elevations. Furthermore, the size of the extension should be such that it is not seen to overwhelm the existing building, leading to the existing building appearing subservient to the extension.
- 7.19 The scale and positioning of an extension should minimise any adverse effects on the privacy and amenity, including the effects of sunlighting and daylighting, of neighbouring properties. The amount of accommodation relative to the plot size, including the area of garden ground remaining, and the extension's proximity to property boundaries will also be considered. Such requirements will be most relevant for housing. Extensions to business and industrial premises are likely to reflect the more functional requirements of their use and location.

Policy DP5: Extensions and Alterations to Existing Buildings

All alterations and extensions to existing buildings must be well integrated into their surroundings, and must be in keeping with the original building or complementary to its character and appearance. Accordingly such development must satisfy all of the following criteria:

1. It must not result in a loss of amenity with neighbouring uses or be harmful to existing residential amenity through loss of privacy from overlooking, or from loss of sunlight or daylight;
2. For an extension or alteration to a house, it must be of a size, form, proportion and scale appropriate to the existing house, and must be subservient to and either in keeping with or complementary to the existing house;
3. For an extension or alteration to all other buildings, it must be of a size, form, proportion and scale appropriate to its surroundings and, where the existing building has architectural merit be in keeping with or complement that existing building;

Development that does not comply with any of the above criteria will only be permitted where other positive planning and design benefits can be demonstrated.

- 7.20 The Town and County Planning (General Permitted Development) Scotland) Amendment Order 2014 extended permitted development rights for alterations to unlisted buildings outwith a conservation area to all classes of development other than buildings within Class 7 (Hotels and Hostels) and Class 11 (Assembly and Leisure). Consequently planning permission

is still required for any alterations, including the installation of security shutters, on buildings in either Class 7 or Class 11 use. To safeguard the character and appearance of the area it is important to control the installation of shutters on these buildings.

Policy DP6: External Security (Unlisted Buildings and Buildings Outwith a Conservation Area)

External security should be designed to allow the frontage and display area of the building to remain visible. Where they would have a neutral affect on the character and appearance of the area in which they would be located or where it can be demonstrated that alternative security measures are not practical, solid roller shutters may be acceptable. It will be a condition of planning permission that shutters and grilles on a street frontage of a building will be open or removed whilst trading.

Note: For listed buildings or buildings within a conservation area see Policy CH2 and associated supplementary planning guidance.

Infill, Backland and Garden Ground Development

7.21 In built up areas, infill sites (where the site has a direct frontage on to a road) and backland sites (where access to a road requires to cross adjoining land) can be suitable for new development. Their proximity to existing services and the avoidance of the use of greenfield sites can have positive environmental benefits. Proposals for development within residential areas often involve the subdivision of garden ground to form a new house plot. All proposals for infill and backland development must be consistent with the general development policies outlined in DP1 and DP2 above. Such development will not be permitted on existing areas of open space such as parks, playing fields and informal open space that make a positive contribution to the leisure, recreation or amenity needs of an area.

7.22 Throughout East Lothian there are a number of urban areas characterised by housing set in substantial areas of garden ground with mature planting. These often fall within Conservation Areas and may be Listed Buildings or in close proximity to such buildings. There is significant pressure to develop new houses in garden ground and in certain situations this may be detrimental to the character of these areas. Such development must satisfy the following criteria, in addition to the design policies contained elsewhere in this chapter.

Policy DP7: Infill, Backland and Garden Ground Development

Outwith greenbelt and countryside and coastal locations, the principle of development within infill and backland locations including the subdivision of garden ground will be supported where:

1. The site can accommodate the entire development, including an appropriate amount of open space, satisfactory vehicle and pedestrian access, car parking and where necessary vehicle turning space; and
2. The occupants of existing neighbouring development experience no significant loss of privacy and amenity and occupants of any new development must also enjoy privacy and amenity; and
3. The scale, design and density of the proposed development will be sympathetic to its surroundings, overdevelopment of the site will be unacceptable and landscape and boundary features important to the character of the area must be retained where possible; and
4. There will be no material loss of greenfield land or open space important to the character or recreation and amenity requirements of the area, and no loss of important physical or natural features.

Design Standards for New Housing Areas

7.23 East Lothian Council requires that high quality design principles are incorporated into the design and layout of all new developments. Scottish Planning Policy and Designing Streets support this. These policy documents also promote the use of shared space streets in new development. High quality design is at the heart of making places safe, legible and welcoming and supporting integrated land use and transport. Designing better places to live, work and play that improve the integration of places, people and their movement needs represents a move towards realising such objectives. The Council's Design Standards for New Housing Areas will provide supplementary planning guidance.

Policy DP8: Design Standards for New Housing Areas

The principles of the Council's supplementary planning guidance Design Standards for New Housing Areas must be incorporated into the design and layout of all new relevant developments. All Home Zone / shared surface street designs must also be consistent with this document.

Development Briefs

7.24 The Council has adopted Briefs for the sites allocated by this plan. It may prepare or adopt additional guidance as the plan is operative to set out key design objectives and requirements for the development of allocated land.

Policy DP9: Development Briefs

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.

delivery



8

DELIVERY

Background

- 8.1 It is the role of the LDP (consistent with Scottish Government Circulars 6/2013 and 3/2012) to identify the key additional infrastructure capacity, new facilities or other interventions that will be required in association with the development of LDP sites, and to ensure that applicants or developers make provision for the delivery of these as appropriate. Such provision is normally referred to as 'developer contributions'.
- 8.2 The SDP and its Action Programme set out strategic interventions. The LDP and its Action Programme identify further key local interventions and where provision must be made for their delivery, including land safeguards, to enable the development of LDP sites. The LDP Action Programme identifies the anticipated cost of the key interventions and who will be required to lead on their delivery and expected delivery timescales. The Action Programme also identifies allocated sites that will be dependent on the delivery of key interventions.
- 8.3 The need for the key interventions is based on assessment of the impact of planned development on an individual and cumulative basis as appropriate. Based on assessment, the LDP also defines developer contribution zones, such as for education or transport interventions, within which developer contributions will be required towards the delivery of the key interventions on a proportionate and pro-rata basis as appropriate. The LDP policies also require that provision is made for other interventions, such as affordable housing. Commit to provide for the delivery of interventions necessary in association with a development will be required before planning permission will be approved for appropriate proposals.
- 8.4 Further detail on the likely nature and scale of developer contributions is set out within Supplementary Guidance: Developer Contributions Framework. The exact nature and scale of developer contributions required will be assessed on a case by case basis, based on the same approach used in the preparation of the Supplementary Guidance: Developer Contributions Framework. Applicants and developers must commit to provide for their developer contributions before planning permission will be approved for appropriate proposals.

Context, Funding and Delivery Mechanisms

- 8.5 The LDP and Action Programme set out an ambitious and proactive strategy for new development across East Lothian while ensuring that associated impacts can be addressed. These documents and the associated Supplementary Guidance: Developer Contributions Framework specify the key requirements for additional infrastructure capacity or facilities or other interventions, and the types and scales of new development that will be expected to make provision for them. This is so developers and communities have early sight of the need

for additional infrastructure and the likely nature and scale of associated developer contributions that will be required from new planned development in the area. The LDP, Action Programme and Supplementary Guidance: Developer Contributions Framework are consistent with Scottish Government Circulars 6/2013 and 3/2012. The Supplementary Guidance supports the LDP and provides more detail on the:

- policy and procedural approach associated with the guidance;
 - types and scales of planned development from which developer contributions will be required;
 - likely, nature and scale of developer contributions that will be required from planned development to deliver the key interventions necessary to implement the plan;
 - contribution zones for specific interventions within which proposals must provide contributions towards the intervention (see Appendix 1 of this Plan);
 - preferred manner in which these developer contributions should be provided for by applicants or developers; and
 - mechanisms for delivery.
- 8.6 Applicants or developers will be expected to provide contributions for the delivery of all interventions required as a result of their development. Such contributions will be in keeping in scale and kind with the impact generated by the development, on an individual or cumulative and pro-rata basis as appropriate. Developer contributions can be secured by legal agreement (planning obligation) under Section 75 of the Town & Country Planning (Scotland) Act 1997 (as amended), although the use of planning conditions or alternative legal agreements should also be explored. The use of a planning obligation is normally only necessary if successors in title to the land need to be bound by an obligation, for example, if phased contributions towards provision of additional infrastructure capacity is agreed.
 - 8.7 Developers are not required to provide more mitigation than necessary to address the impact of their development; similarly, the mitigation of development related impacts need not be funded or provided by certain service or infrastructure providers, including the Council. Applicants are not expected to resolve existing deficiencies in provision. The purpose for which any developer contribution is required must be specified, including the mitigation to be provided, and it must be used for the purpose originally intended.
 - 8.8 Any developer contribution must serve a planning purpose, be directly, fairly and reasonably related in scale and kind to the development, be necessary to make the development acceptable in planning terms, and be reasonable in all other respects. Developer contributions can be gathered and held in accumulated contribution funds when more than one development is to contribute to an intervention or take the form of financial contributions, in-kind contributions or commuted sums. A development can impact on a number of different

types of infrastructure or facilities. This means that it may need to mitigate its impact on infrastructure or facilities on a cumulative basis as well as be the sole provider of mitigation where it is needed only for that development.

8.9 The LDP policies and proposals that provide the basis for seeking developer contributions are set out in Table DEL1 below.

| Table DEL1: Developer Contributions Policies / Proposals | |
|---|---|
| Planning for Housing | |
| Policy HOU3: Affordable Housing Quota | ✓ |
| Policy HOU4: Affordable Housing Tenure Mix | ✓ |
| New Education Provision | |
| PROP ED1: Musselburgh Cluster | ✓ |
| PROP ED2: Prestonpans Cluster | ✓ |
| PROP ED3: Blindwells Cluster | ✓ |
| PROP ED4: Tranent Cluster | ✓ |
| PROP ED5: Haddington Cluster | ✓ |
| PROP ED6: Dunbar Cluster | ✓ |
| PROP ED7: North Berwick Cluster | ✓ |
| Community Facilities | |
| PROP CF1: Provision of New Sports Pitches and Changing Accommodation | ✓ |
| Health & Social Care Provision | |
| PROP HSC2: Health Care Facilities Proposals | ✓ |
| Open Space and Play Provision | |
| Policy OS3: Minimum Open Space Standard for New General Needs Housing Development | ✓ |
| Policy OS4: Play Space Provision in new General Needs housing Development | ✓ |
| Transportation | |
| PROP T3: Segregated Active Travel Corridor | ✓ |
| Policy T8: Bus Network Improvements | ✓ |
| PROP T9: Safeguarding Land for Larger Station Car Parks | ✓ |
| PROP T10: Safeguarding Land for Platform Lengthening | ✓ |
| PROP T15: Old Craighall A1(T) Junction Improvements | ✓ |
| PROP T17: A1(T) Interchange Improvements | ✓ |
| PROP T21: Musselburgh Urban Traffic Control System | ✓ |
| PROP T27: Tranent Town Centre One-Way System | ✓ |

| | |
|---|---|
| PROP T28: Junction Improvements Elphinstone Road and Edinburgh Road | ✓ |
| Policy T32: Transport Infrastructure Delivery Fund | ✓ |
| Our Natural & Cultural Heritage | |
| Policy NH12: Air Quality | ✓ |
| Delivery | |
| Policy DEL1: Infrastructure and Facilities Provision | ✓ |

- 8.10 In terms of delivering mitigation, there may be situations where interventions need to be provided or committed before development can commence. In these situations the timescales for gathering developer contributions to deliver mitigation when it would be required to serve the development may need to be aligned with the costs and cash flow of the intervention it depends on. However, to enable development, there may be situations where, if a planning obligation is used, an agreement to provide developer contributions on a staged or phased basis can be reached in order to align the provision of contributions with the cash flow of the development.
- 8.11 In some cases, service or infrastructure providers could give consideration to the possibility of infrastructure being front funded, and thus enable development, through other mechanisms, with costs being recovered through planning obligations with staged payments as developments progress. This will be particularly beneficial where a number of developments are dependent on a shared infrastructure solution that would address their cumulative impact: for example, where it would overcome the need for all developers to wait until full funding for the infrastructure project has been committed or gathered, and thus allow each developer to progress independently of the others. However, this would only be possible because the applicants or developers that would benefit from it will be required to contribute to the infrastructure project on a cumulative pro-rata basis by contributing into a fund that accumulates for the relevant infrastructure solution, as specified by the Supplementary Guidance: Developer Contributions Framework.
- 8.12 It has not been possible to identify all circumstances in which a developer contribution will be required in the preparation of this Plan. This will be identified as early as possible in the Development Management process, as will the exact nature and scale of all the required contributions. The availability or ability to provide additional capacity for windfall proposals in addition to planned development will also be assessed on a case by case basis. Such proposals will not be supported if they would undermine LDP sites. Similarly, if windfall proposals are dependent on the provision of infrastructure capacity from uncommitted projects, a lack of certainty over the timing for provision of such capacity may make windfall proposals unacceptable in planning terms.

- 8.13 The Council expects pre-application discussions to take place between applicants and service or infrastructure providers to agree the nature, scale and timing of developer contributions and how they will be fulfilled, including the scope of any planning obligation. This will be particularly true where there is a need to resolve complex issues, such as the phasing and timing for the funding and delivery of additional infrastructure capacity or facilities relative to the phased development of a site. Early clarity on these issues will be essential for sound development appraisals, proposals and masterplans, and to help ensure the planning authority's target timescales for determining planning applications can be met. Proposals submitted without such prior agreement risk refusal of planning permission against Policy DEL1 below solely on these grounds.

Policy DEL1: Infrastructure and Facilities Provision

New development will only be permitted where the developer makes appropriate provision for infrastructure and community facilities required as a consequence of their development in accordance with Scottish Government Circular 3/2012 or any revision. Any necessary provision for interventions must be phased as required with the new development.

Developer contributions will be required from all new development proposals that meet or exceed the scale thresholds below, including windfall proposals:

- Proposals of 5 or more dwellings, including affordable homes; and
- Employment, retail, leisure or tourism proposals of 100 square metres gross floor space or larger.

The items for which developer contributions will be required shall include but not be limited to the key interventions identified by the LDP and its Action Programme. Developer contributions will be required where a development proposal would generate a need for an intervention and the proposed development is within a contribution zone that applies to that intervention.

The likely nature and scale of developer contributions required in association with the developments that are planned for by this LDP is set out within the Supplementary Guidance: Developer Contributions Framework.

The exact nature and scale of developer contributions required in association with all relevant new development proposals, including windfall proposals, will be assessed on a case by case basis.

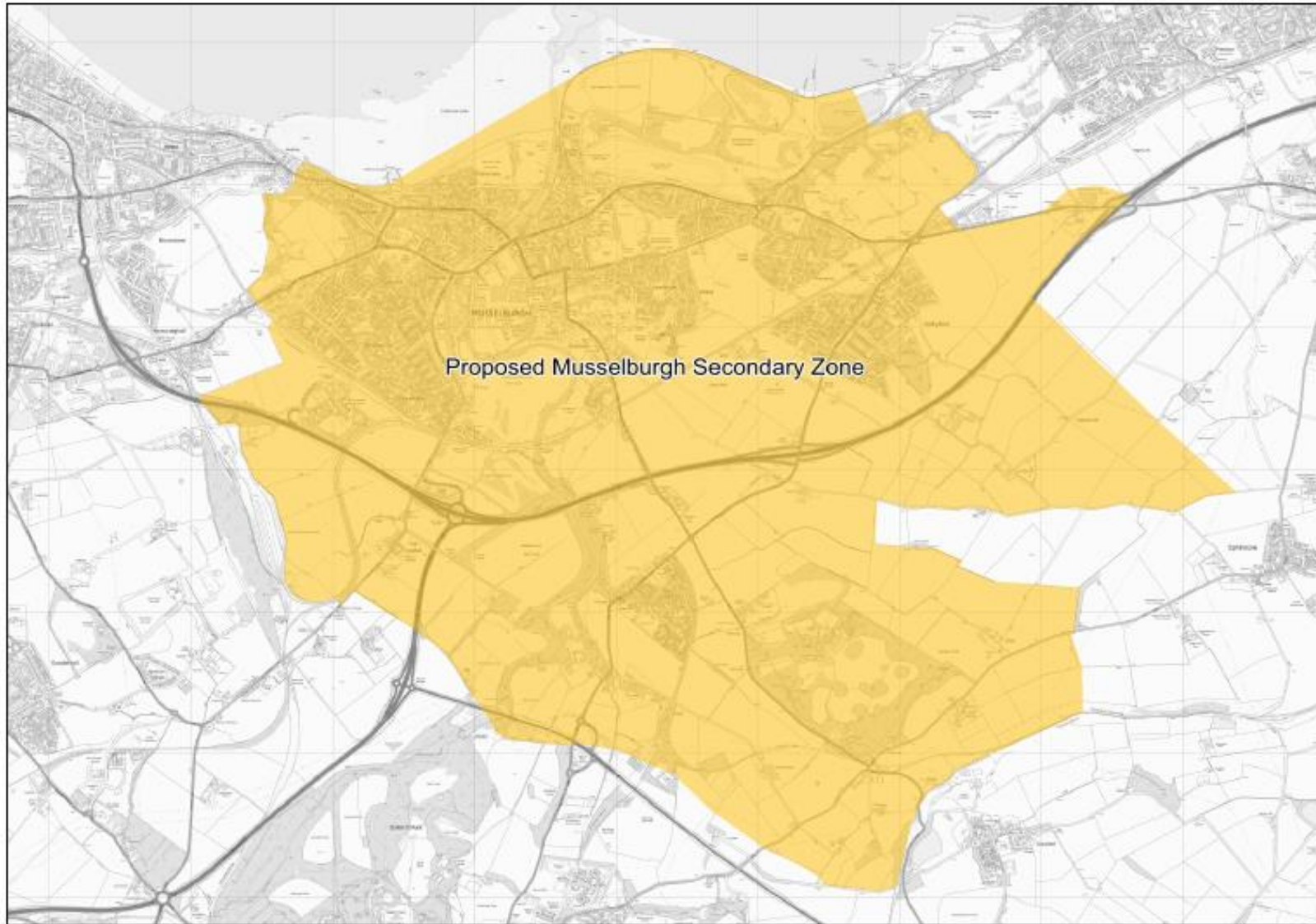
Developer contributions will always be used to deliver the mitigation for which they were originally intended.

Planning conditions and/or legal agreements will be used as appropriate and required to secure any necessary provision from developers, which could include land and/or a capital contribution.

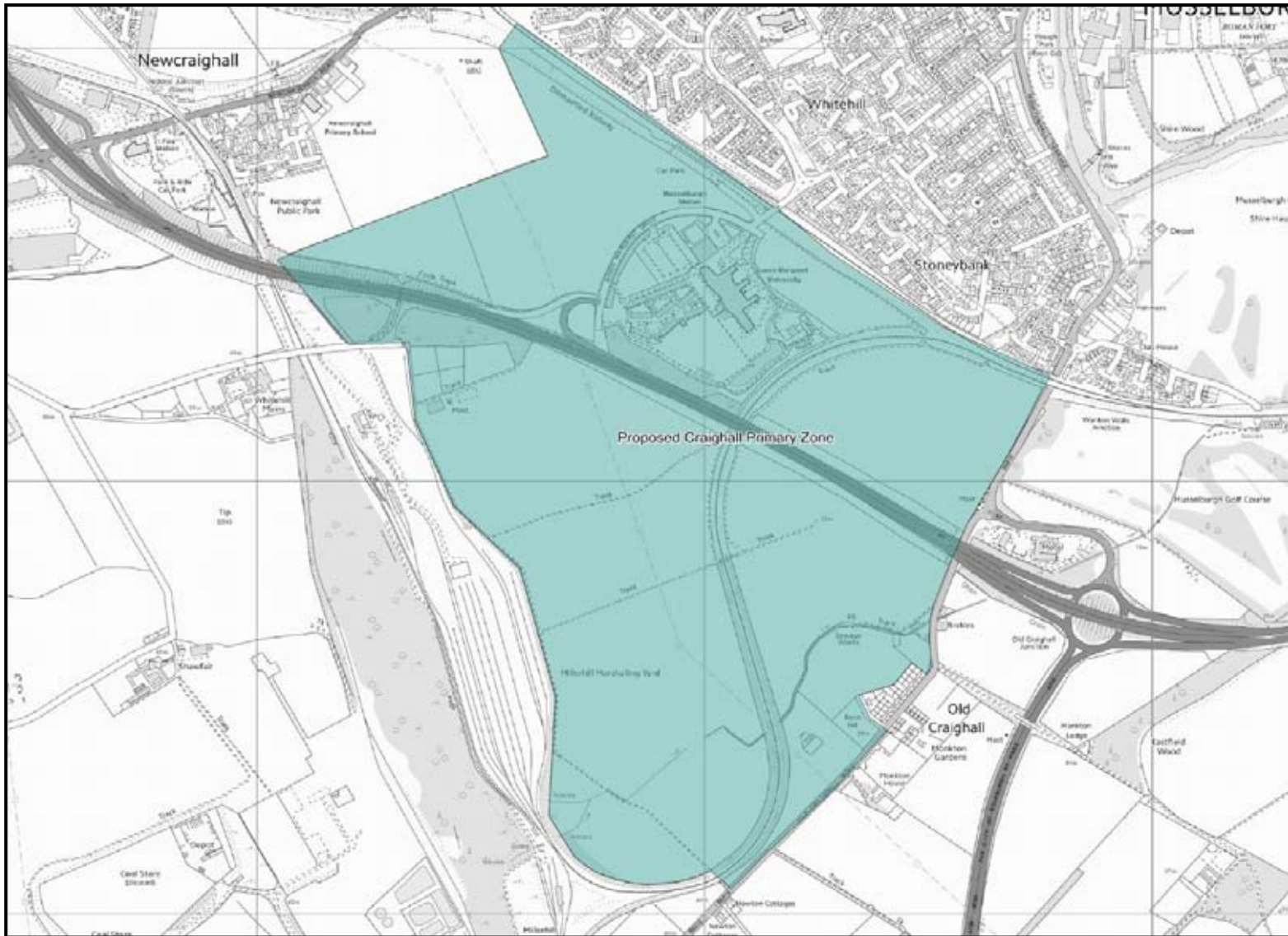
Appendix 1 - Developer Contribution Zones

Developer Contribution Zones: Education

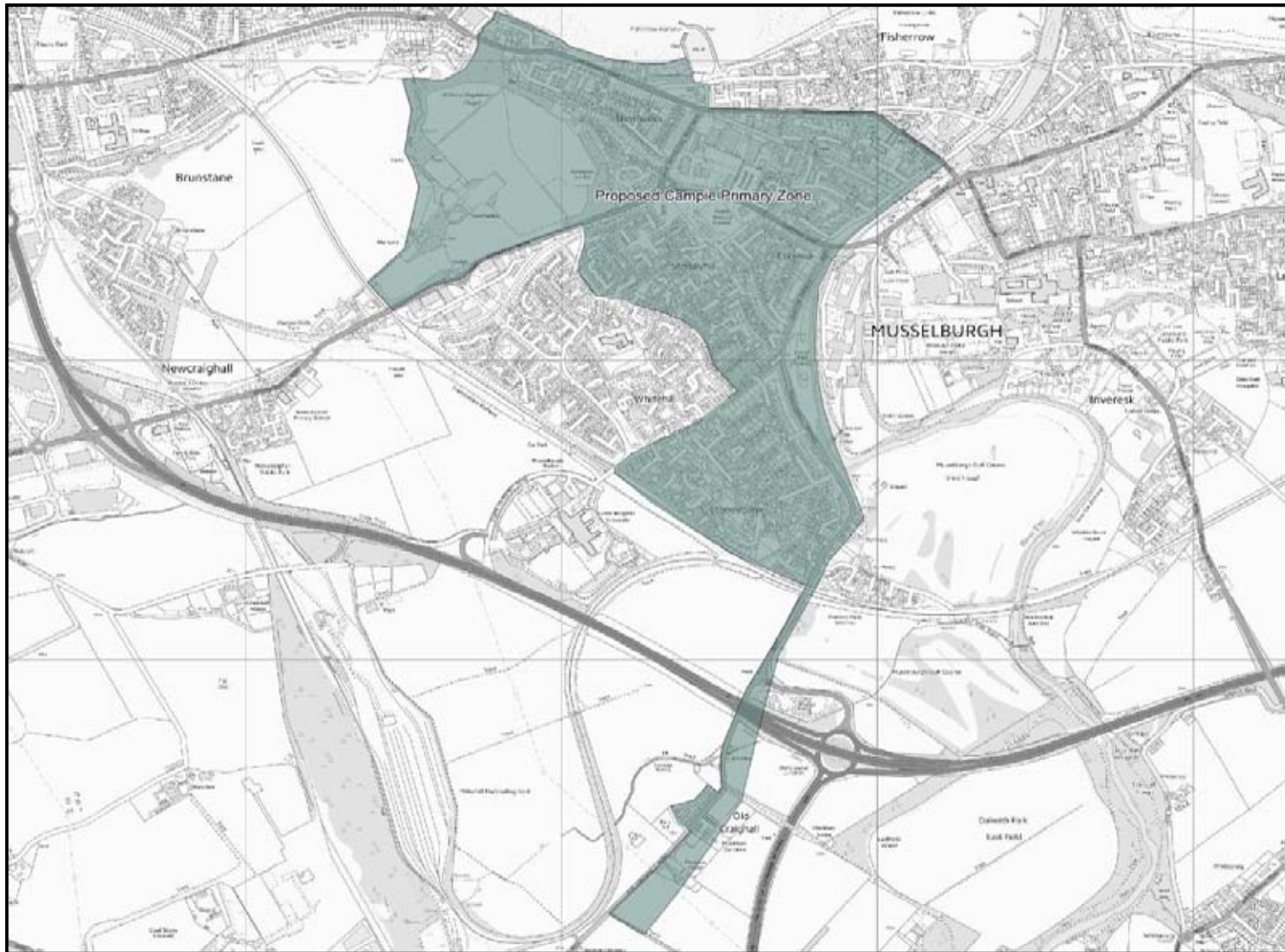
Proposed Musselburgh Secondary Education Contribution Zone



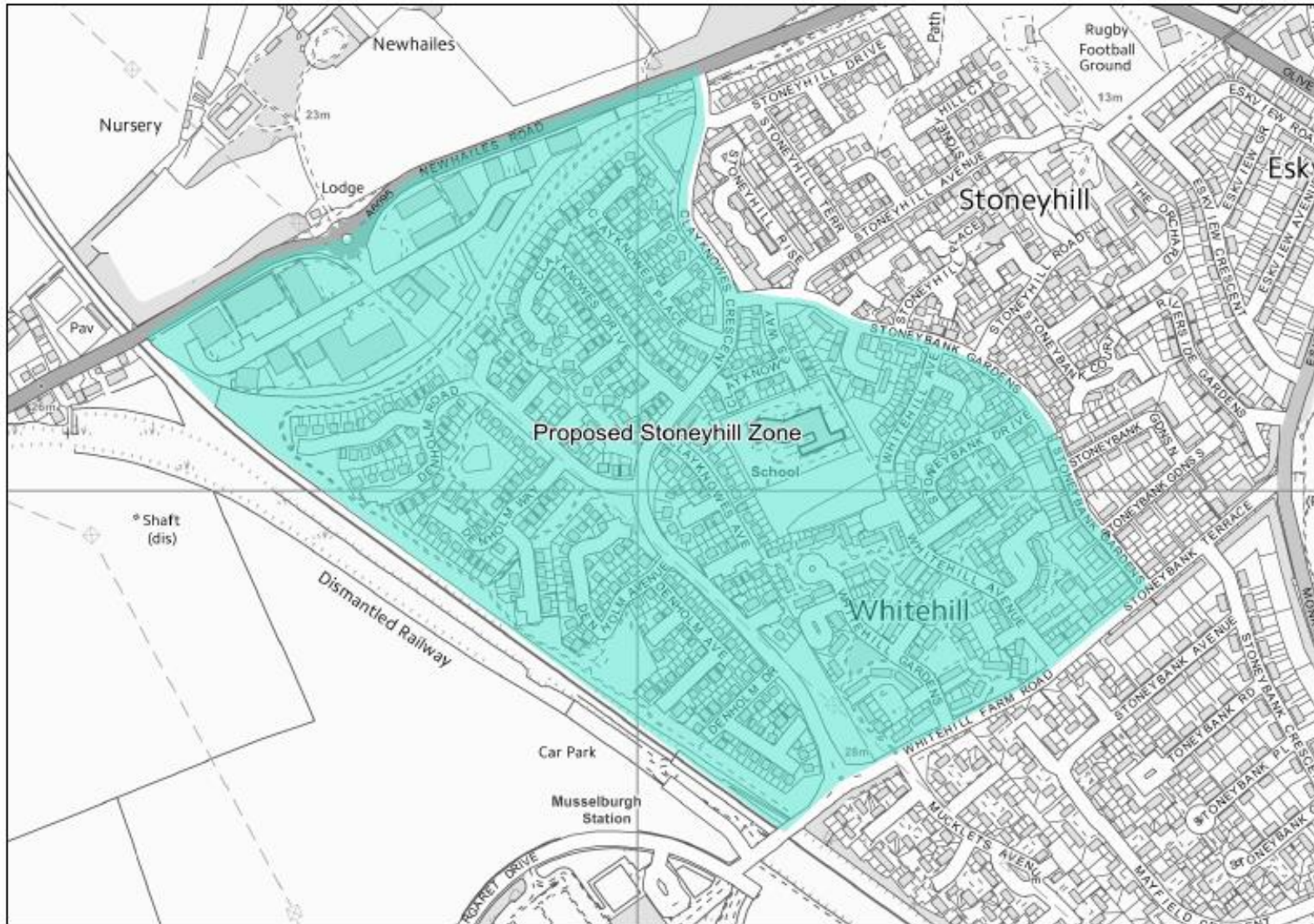
Proposed Craighall Primary Education Contribution Zone



Proposed Campie Primary Education Contribution Zone



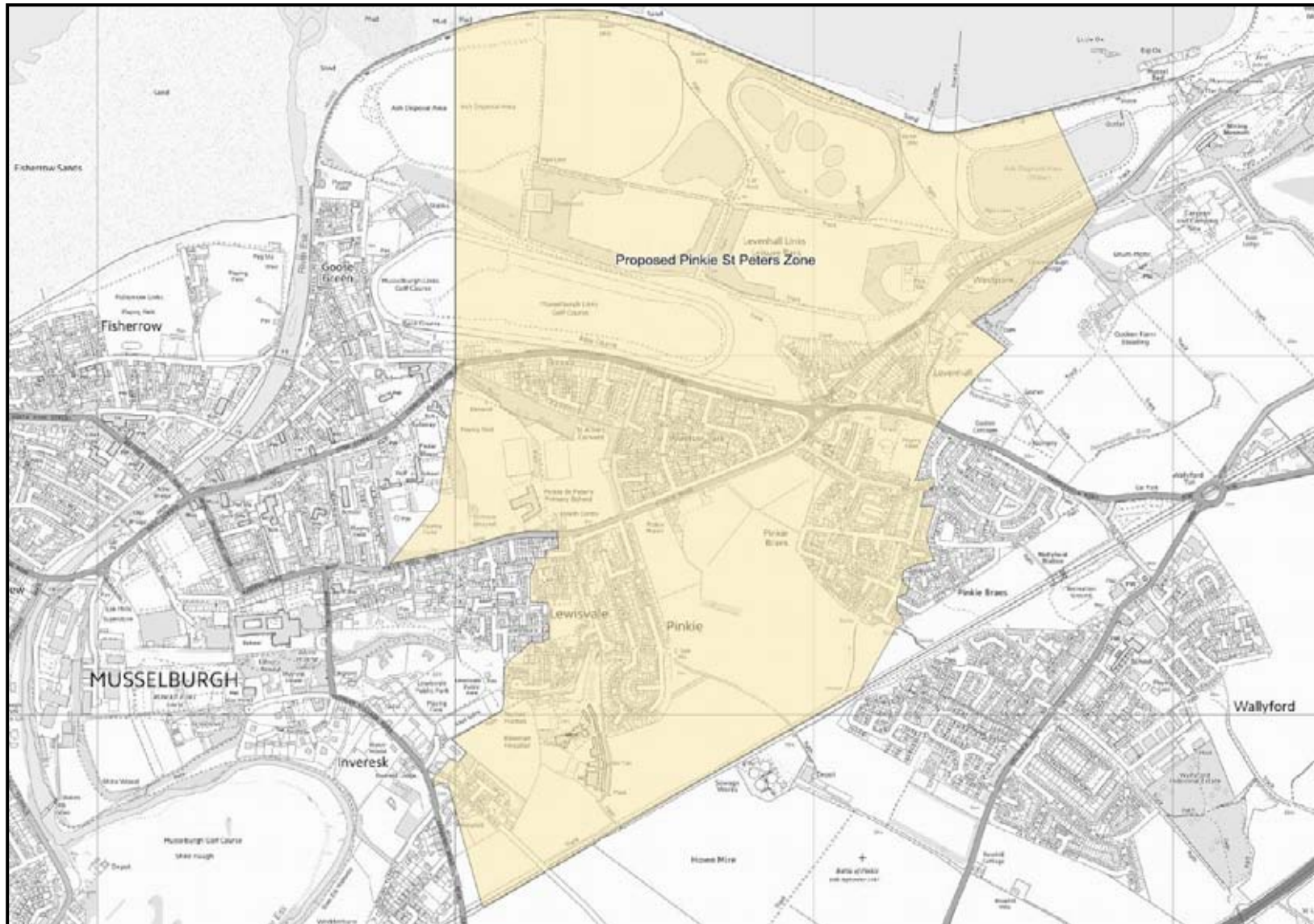
Proposed Stoneyhill Primary Education Contribution Zone



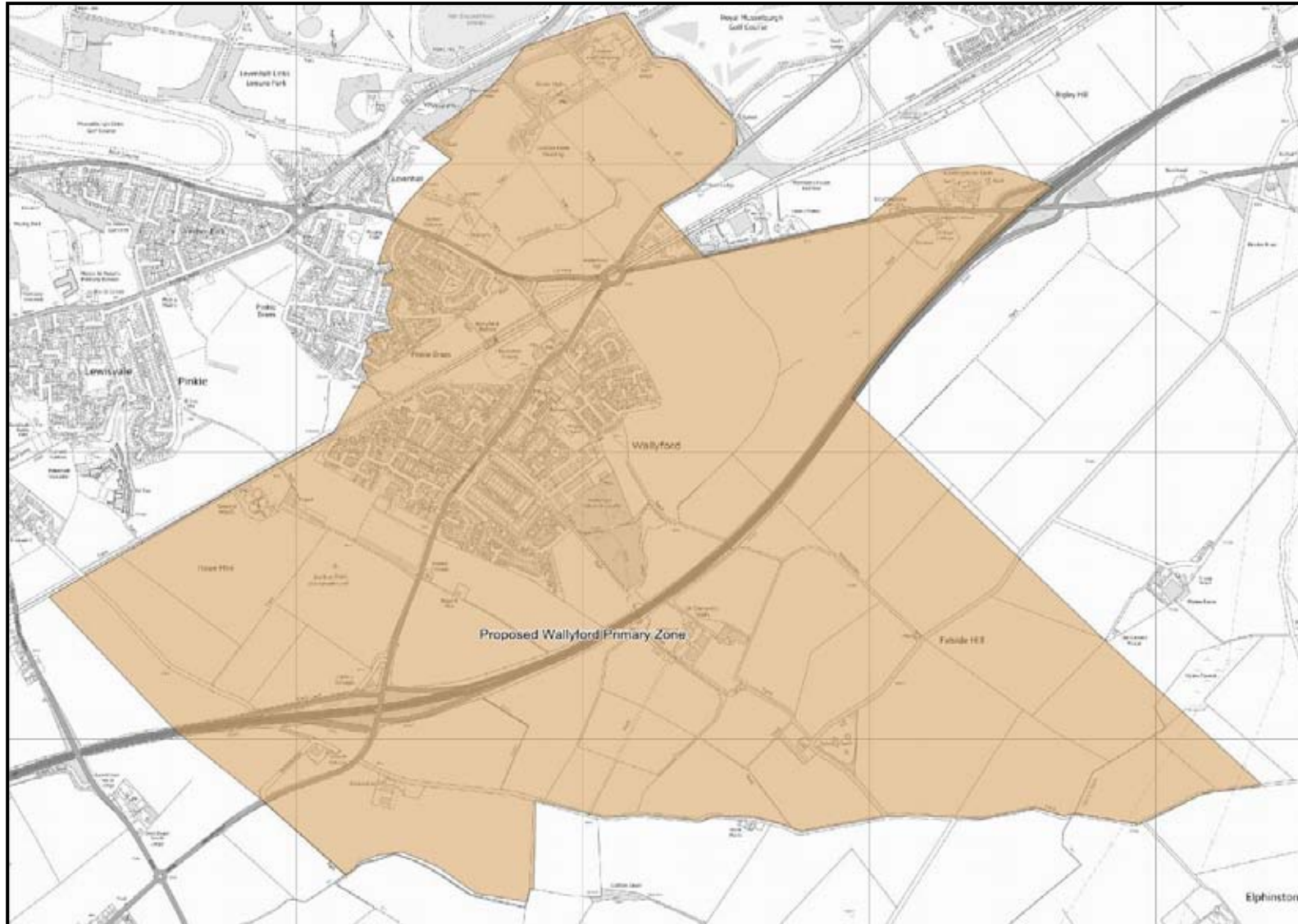
Proposed Musselburgh Burgh Primary Education Contribution Zone



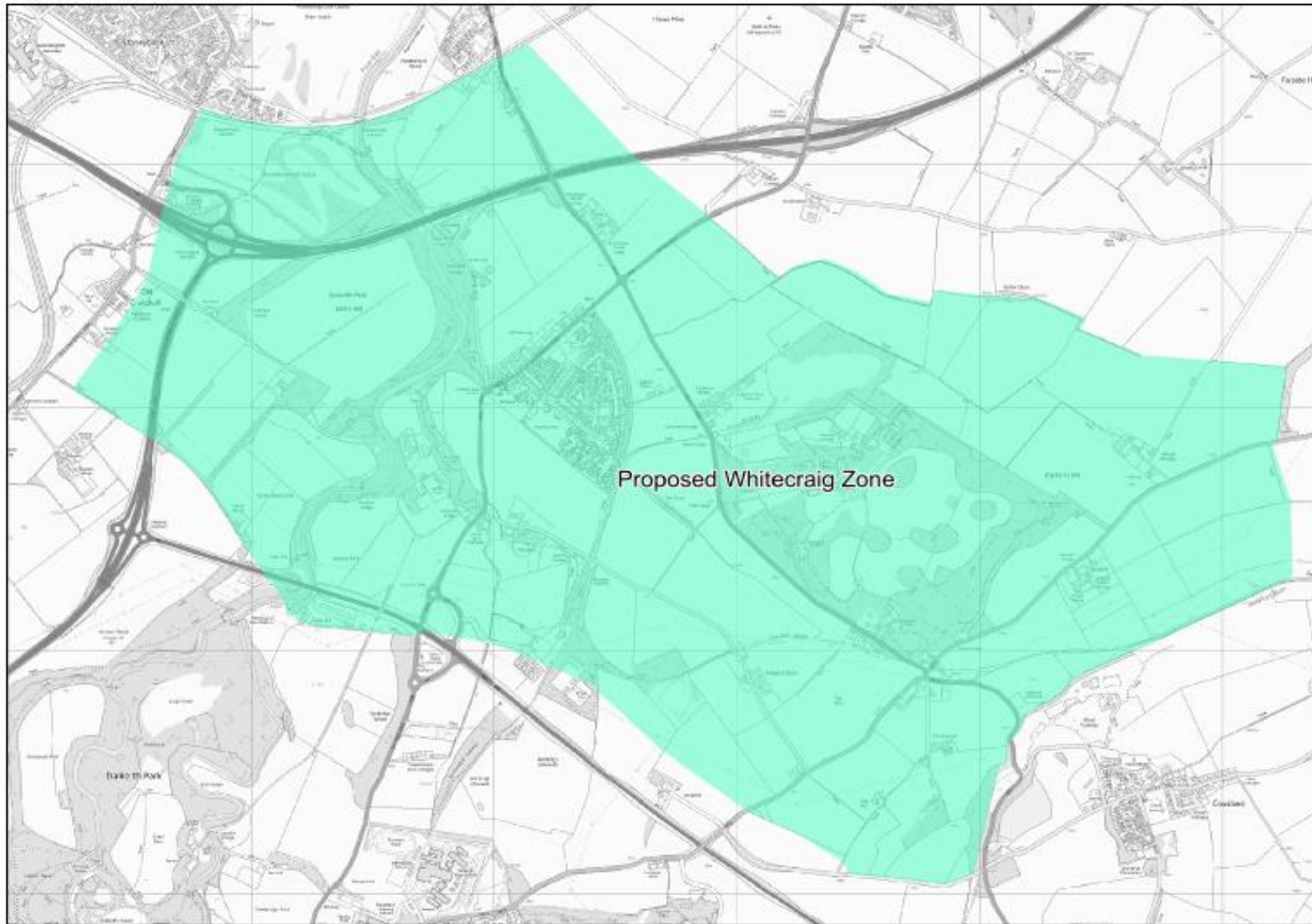
Proposed Pinkie St Peters Primary Education Contribution Zone



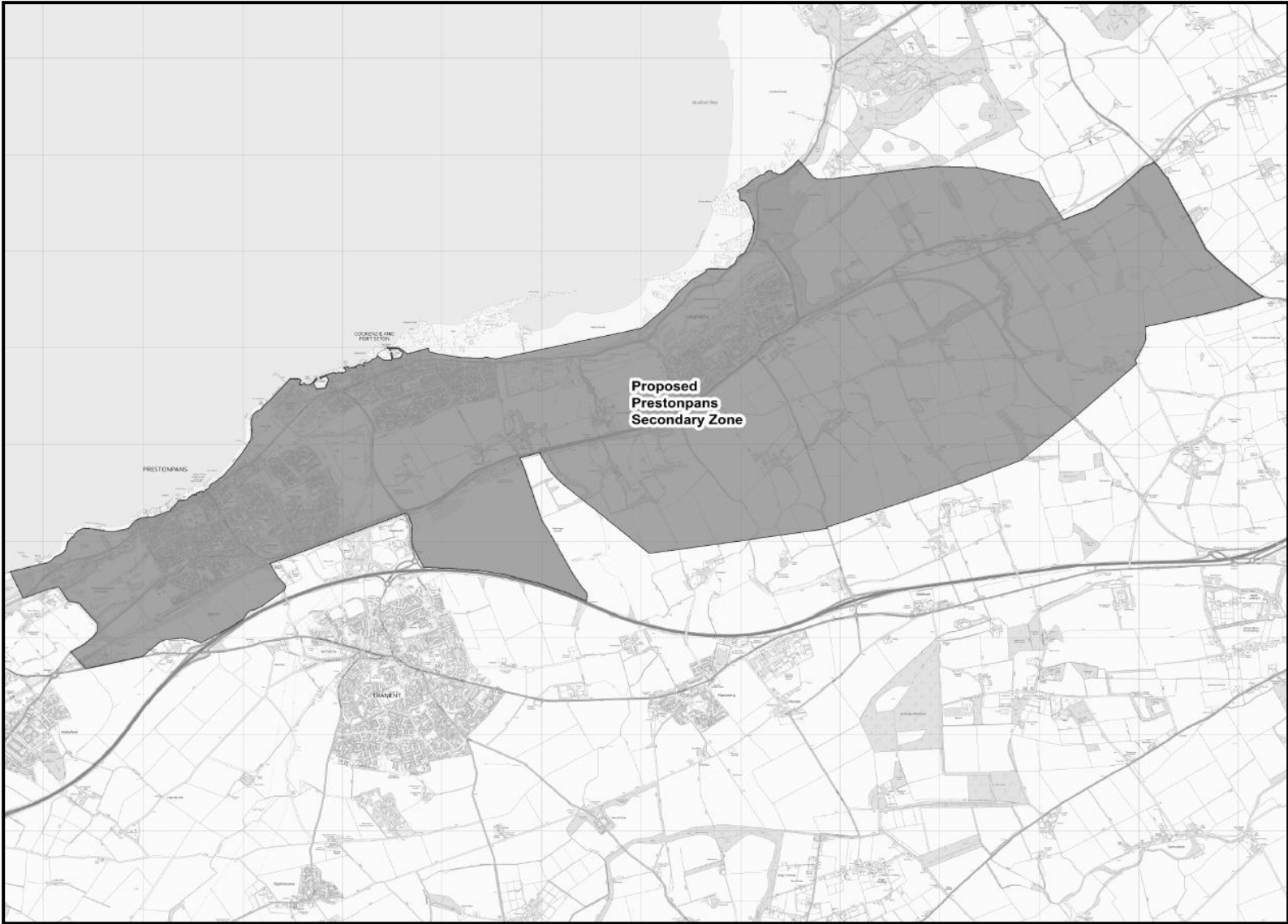
Proposed Wallyford Primary Education Contribution Zone



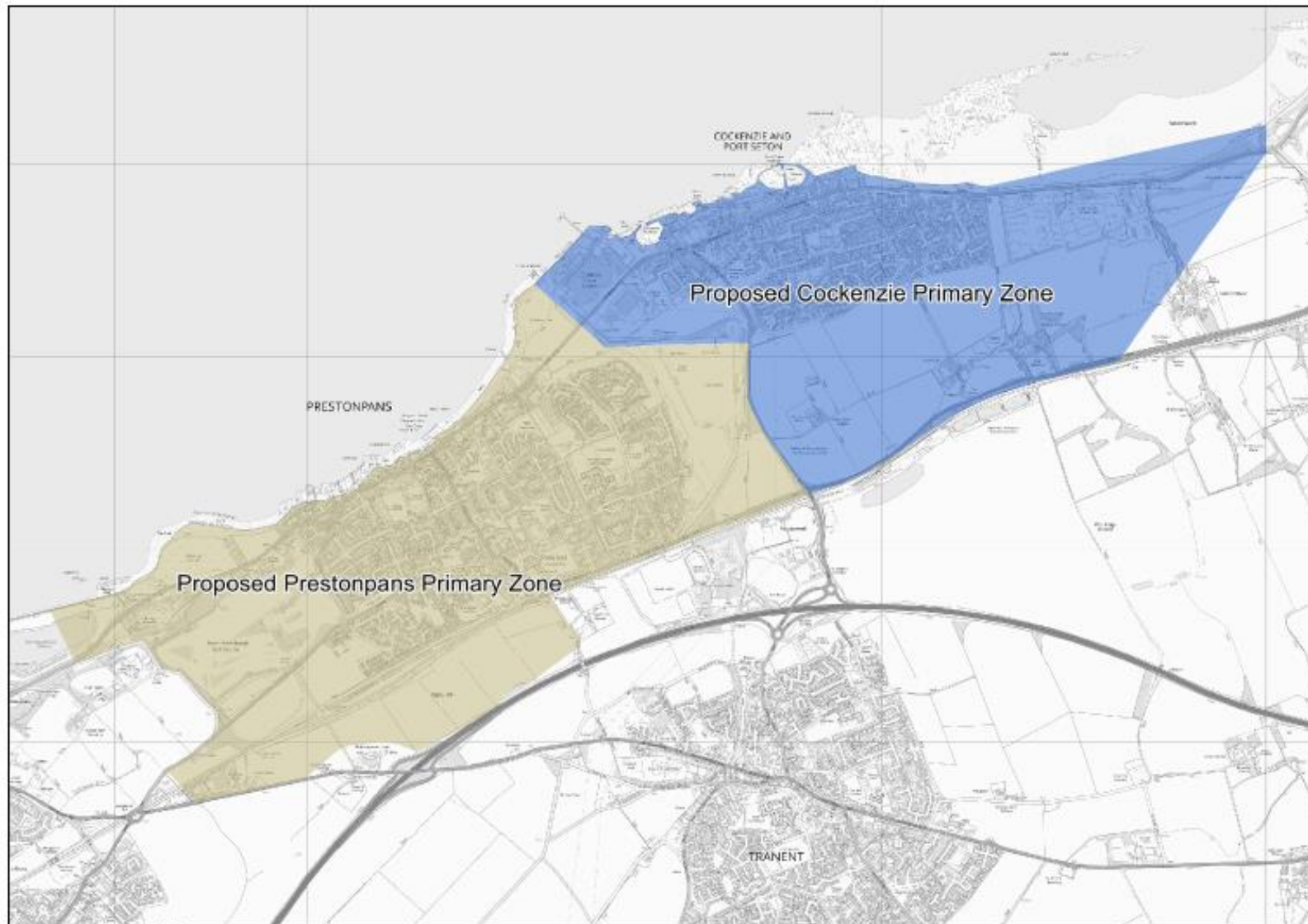
Proposed Whitecraig Primary Education Contribution Zone



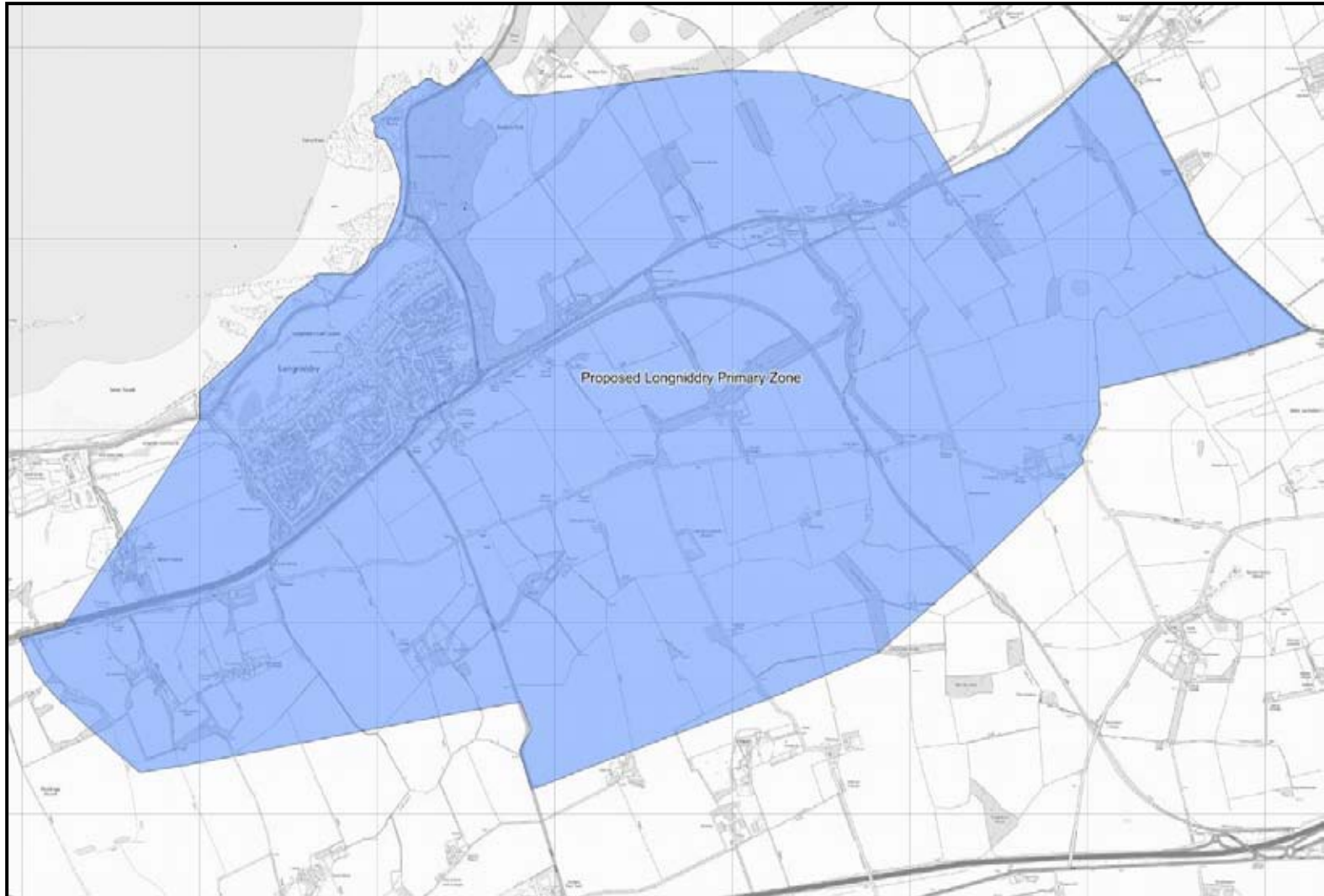
Proposed Prestonpans Secondary Education Contribution Zone



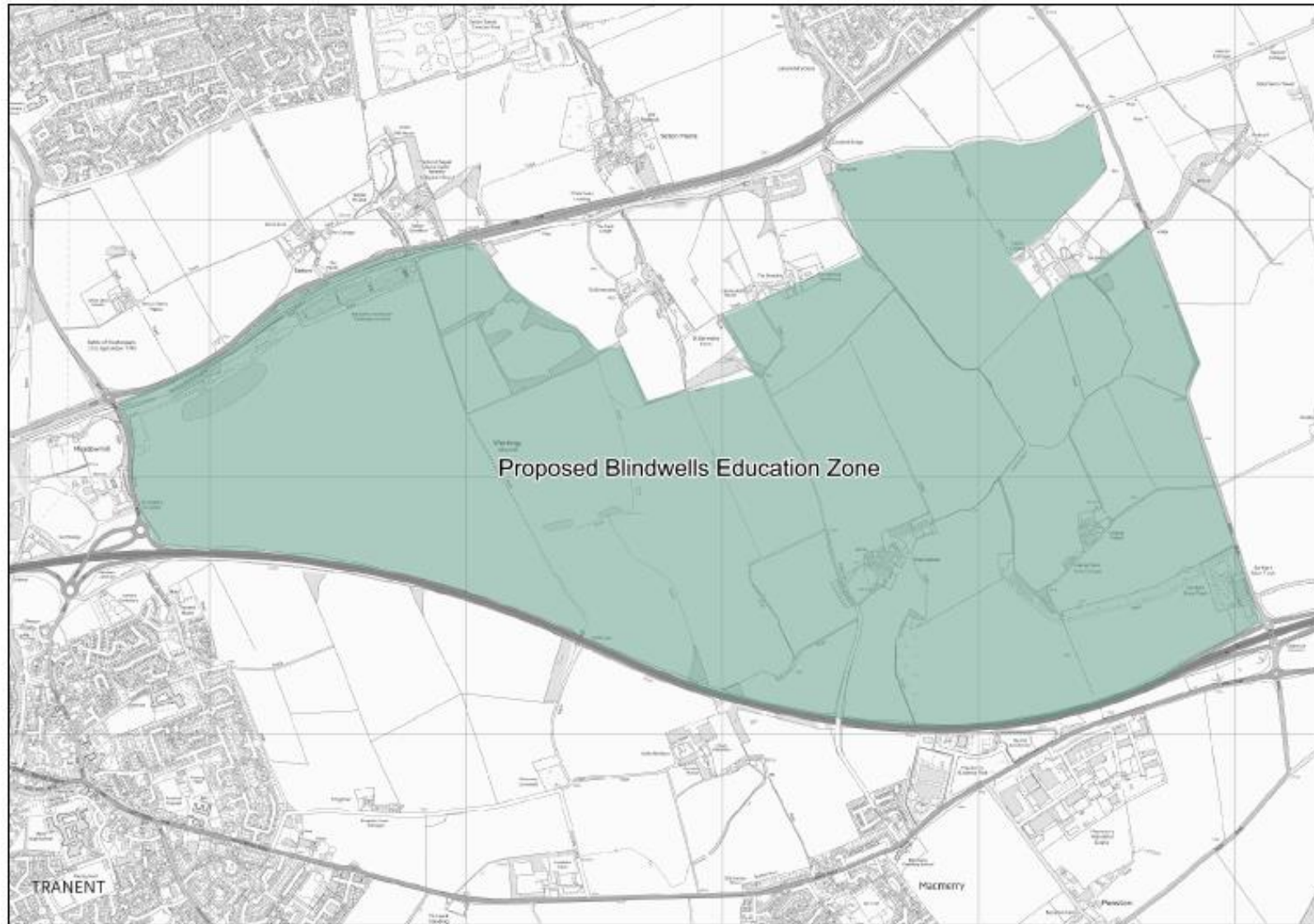
Proposed Prestonpans and Cockenzie Primary Education Contribution Zone



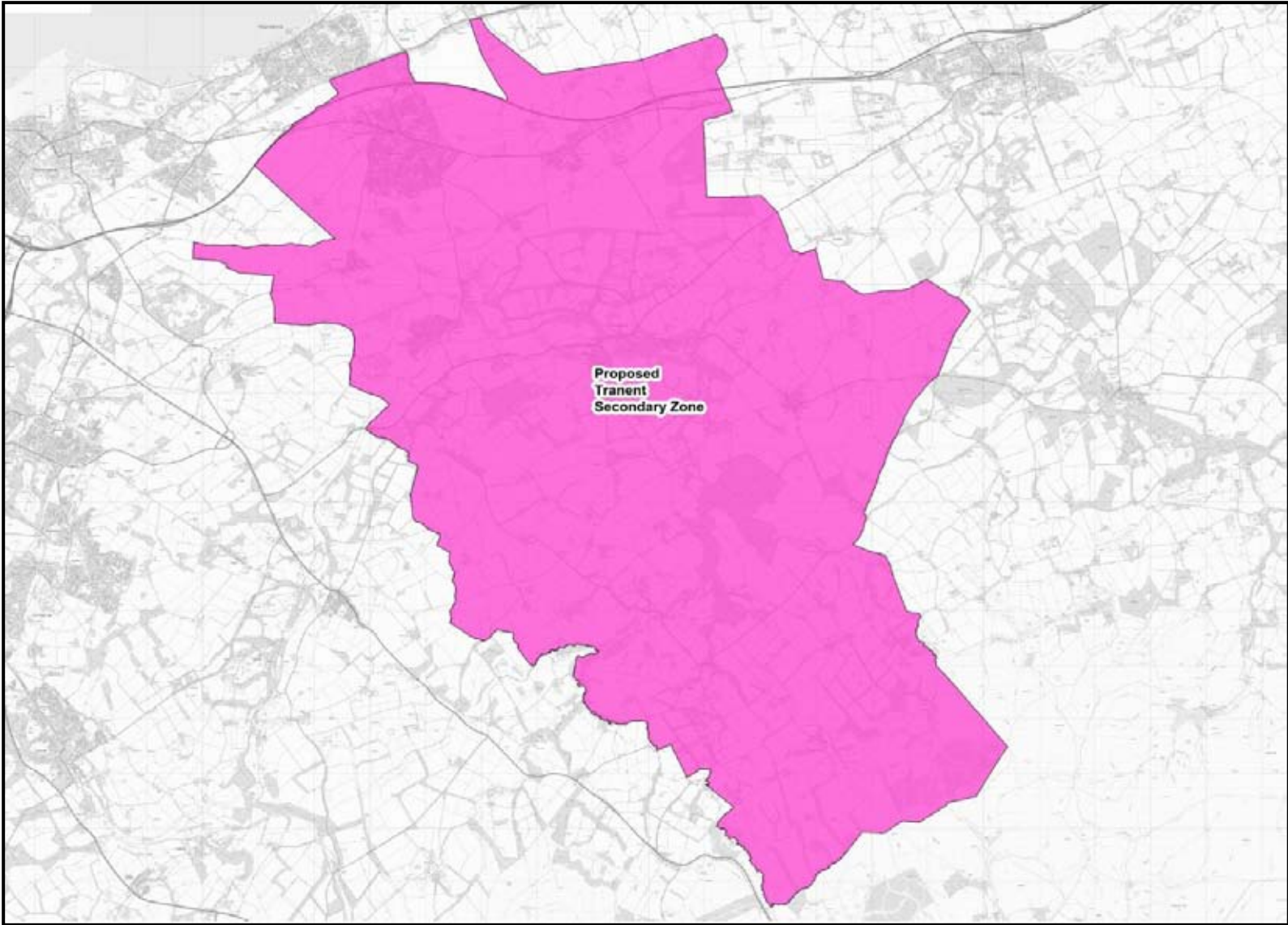
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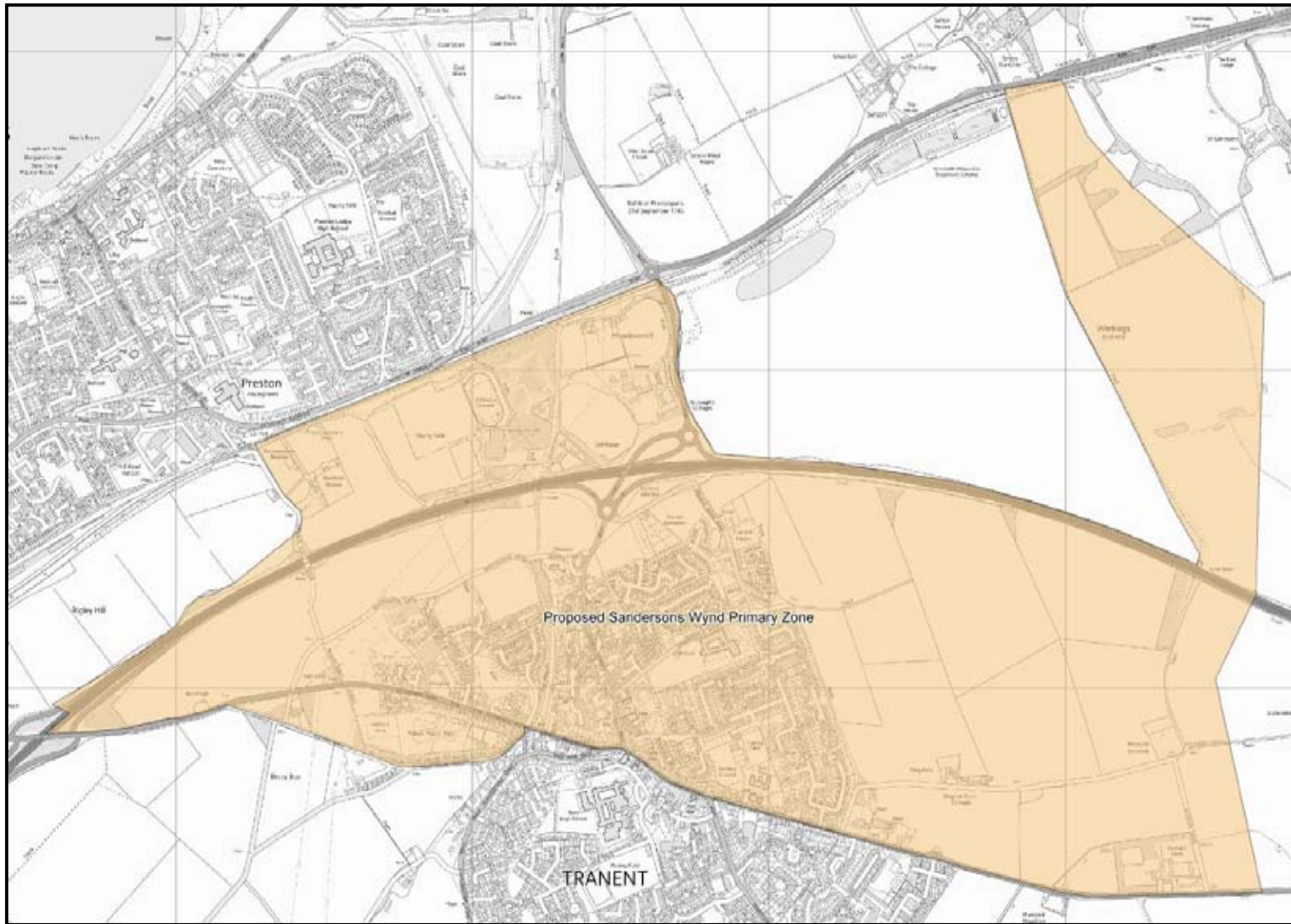
Proposed Blindwells Education Contribution Zone



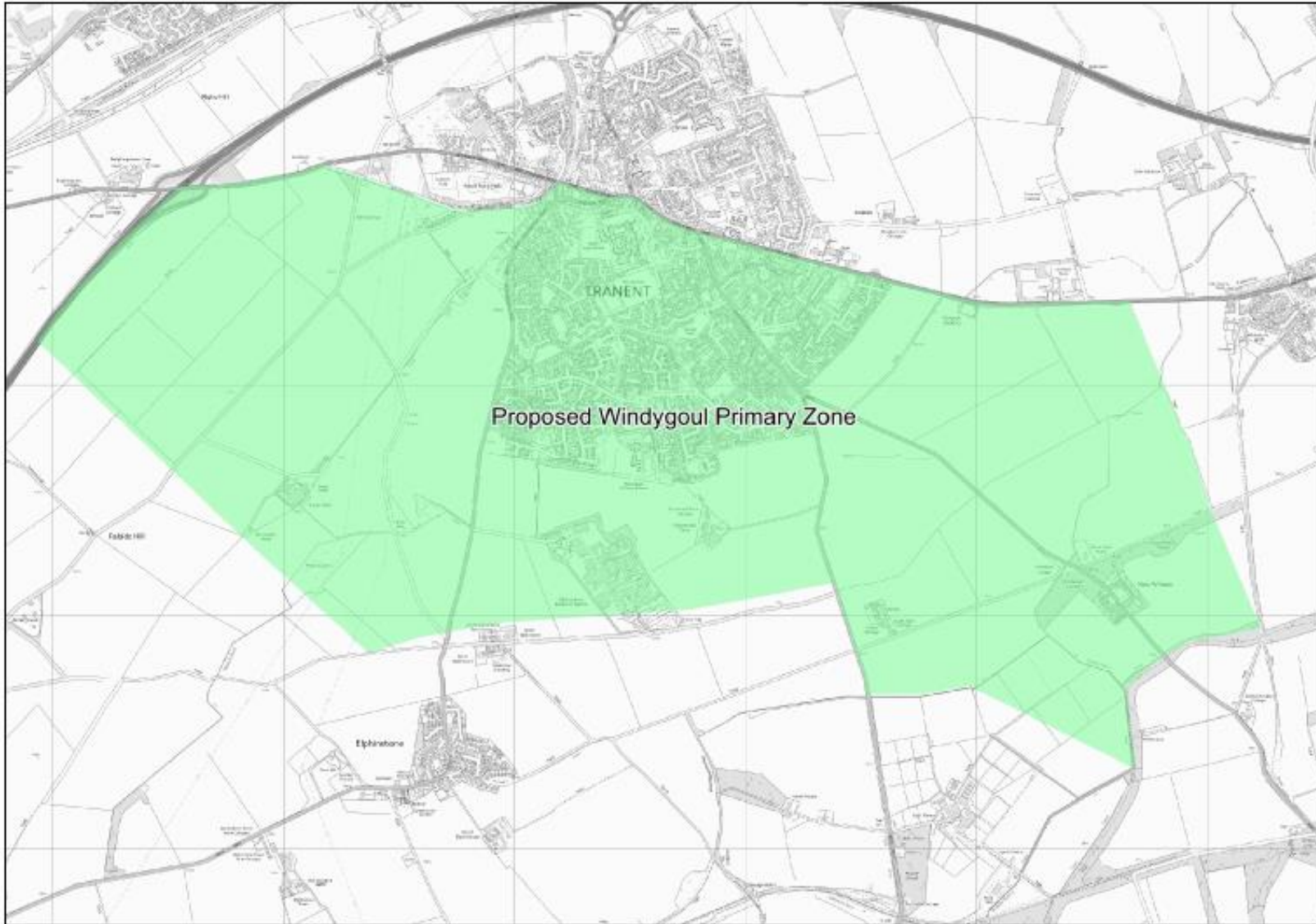
Proposed Tranent Secondary Education Contribution Zone



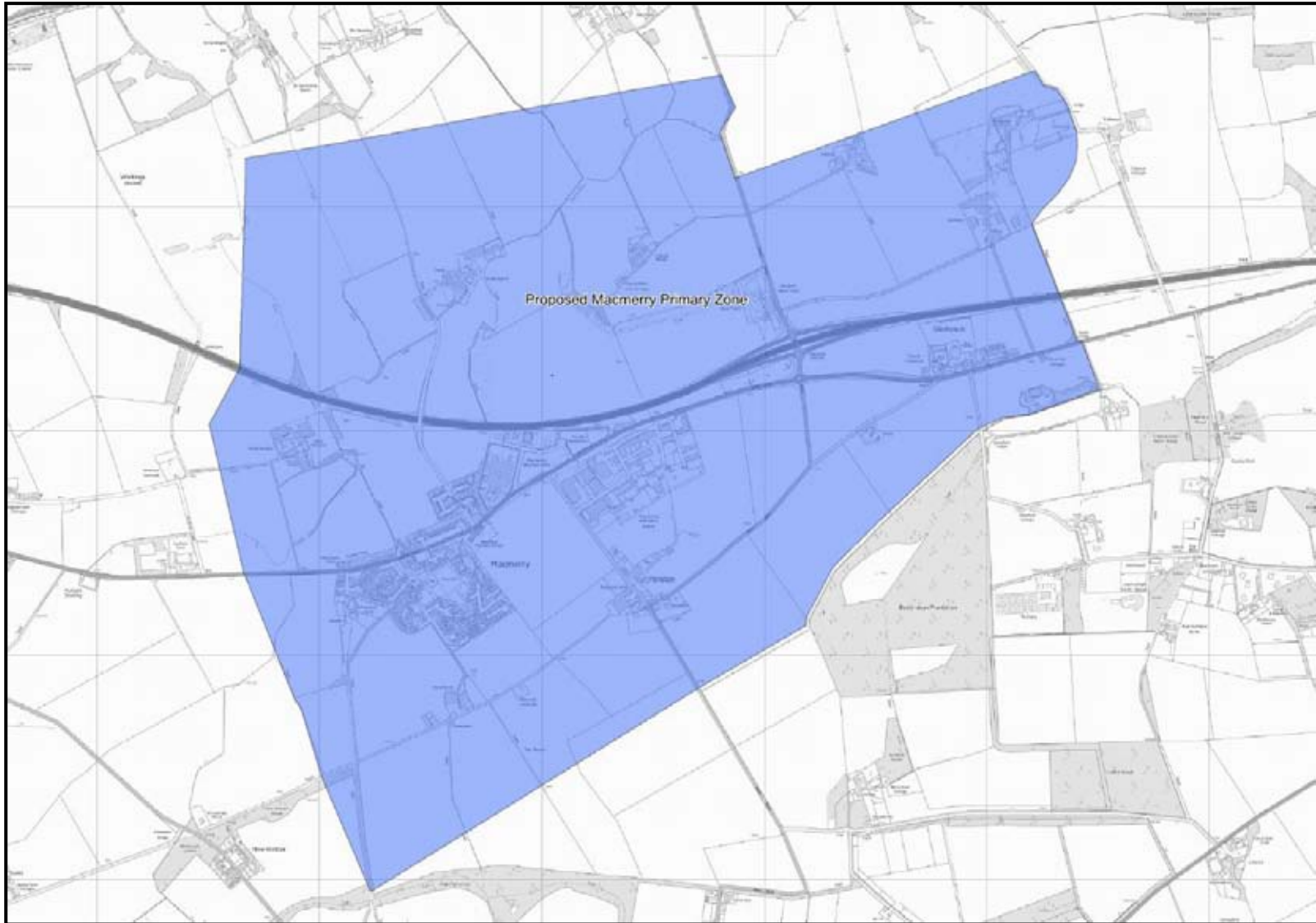
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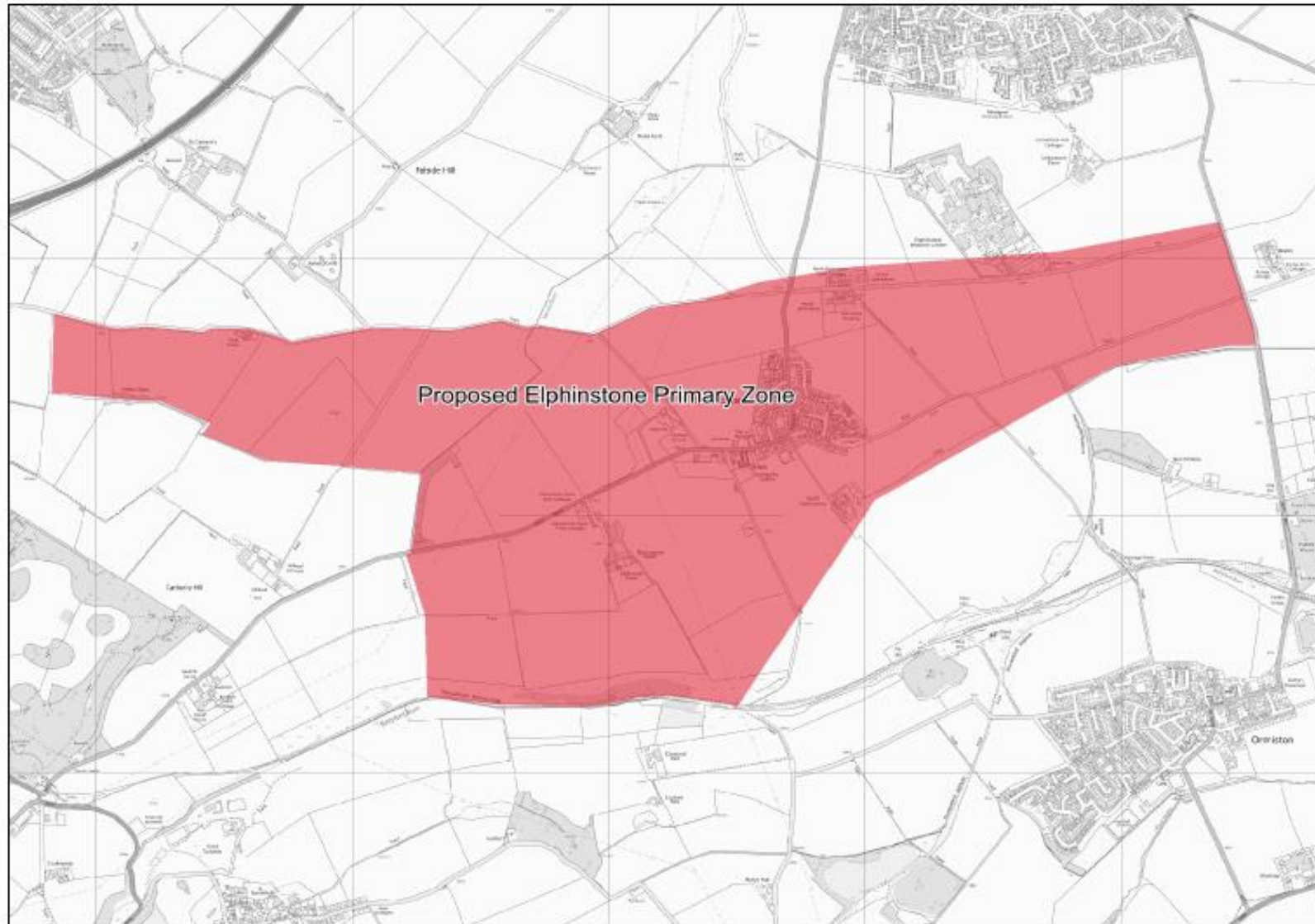
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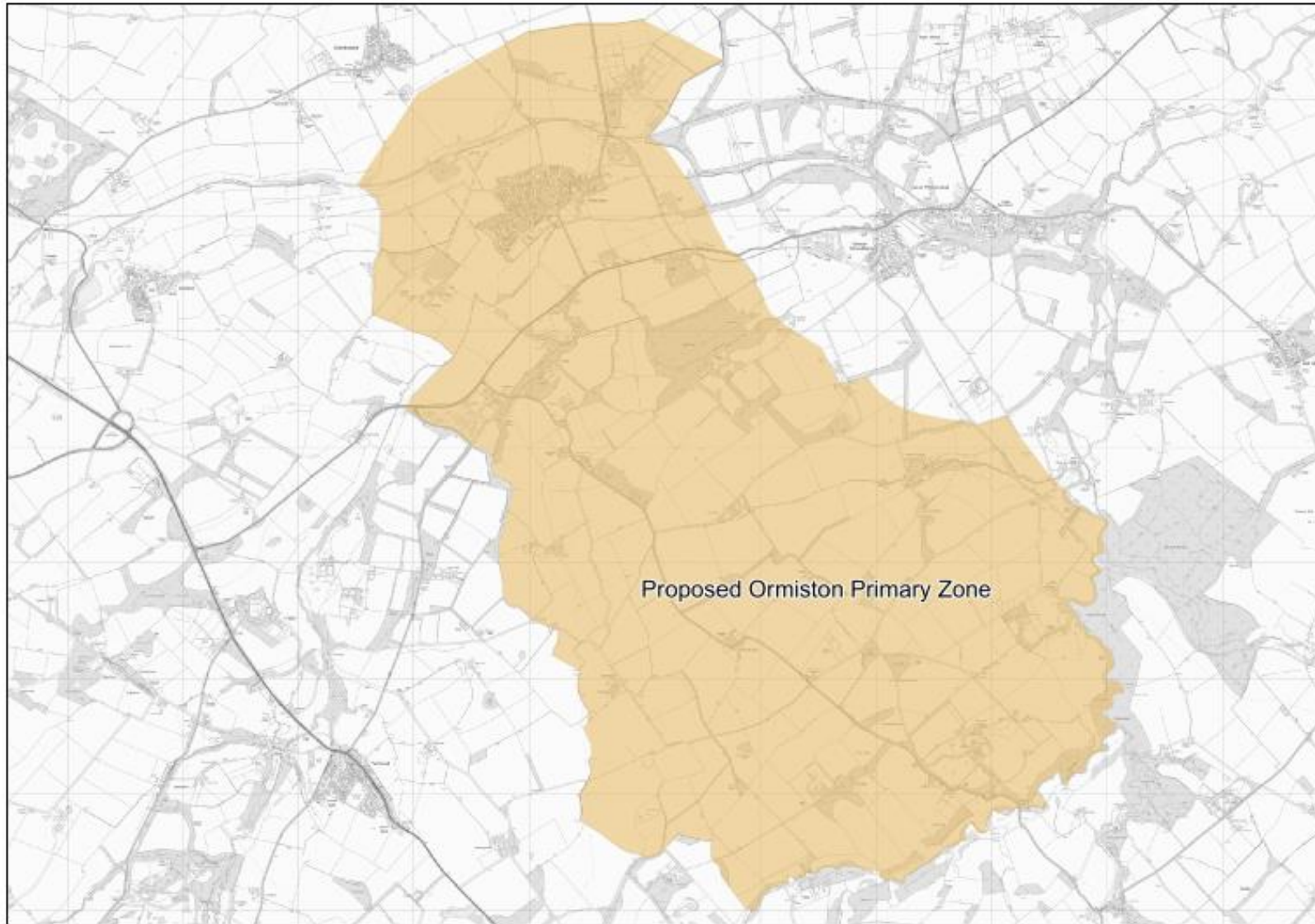
Proposed Macmerry Primary Education Contribution Zone



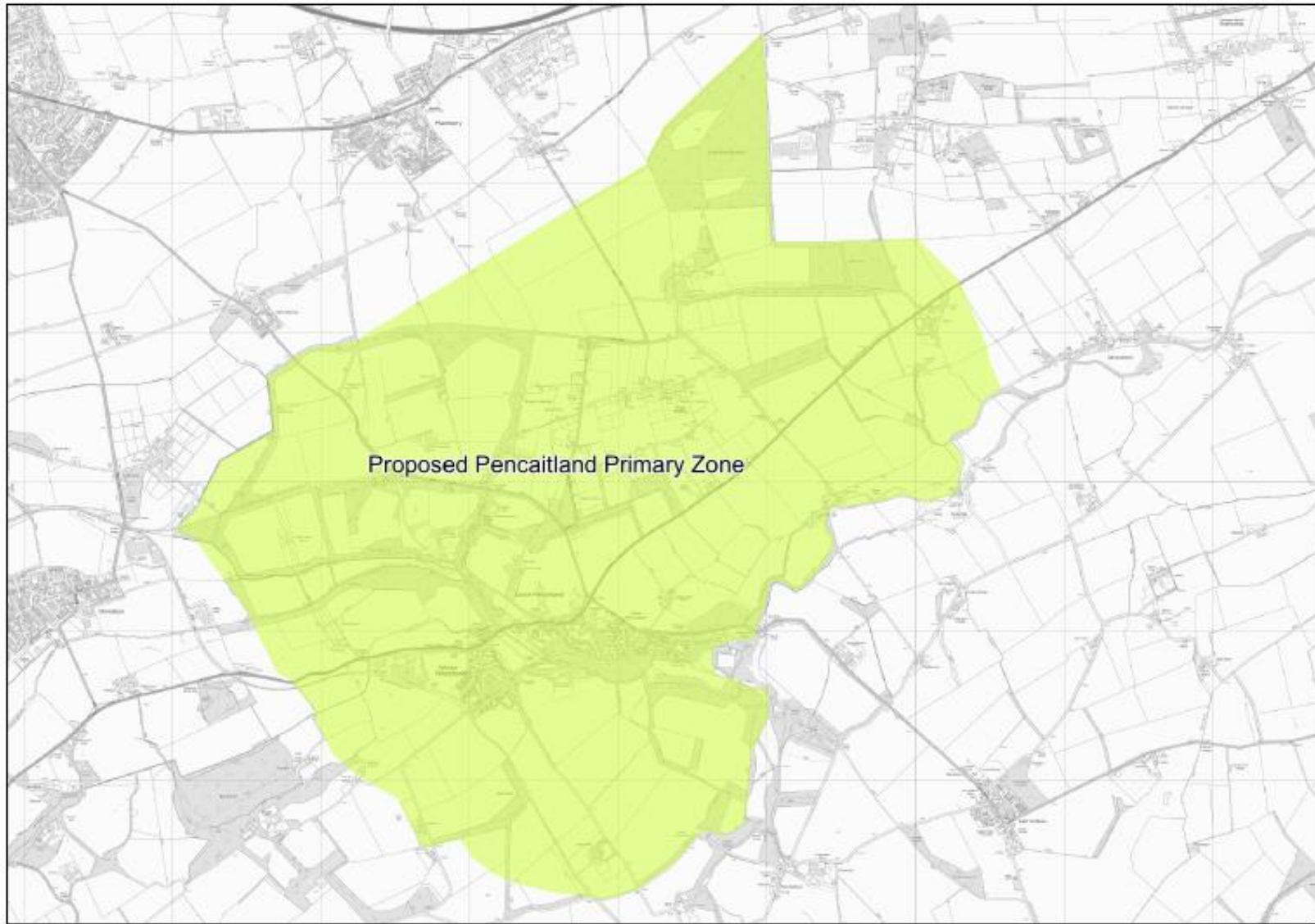
Proposed Elphinstone Primary Education Contribution Zone



Proposed Ormiston Primary Education Contribution Zone



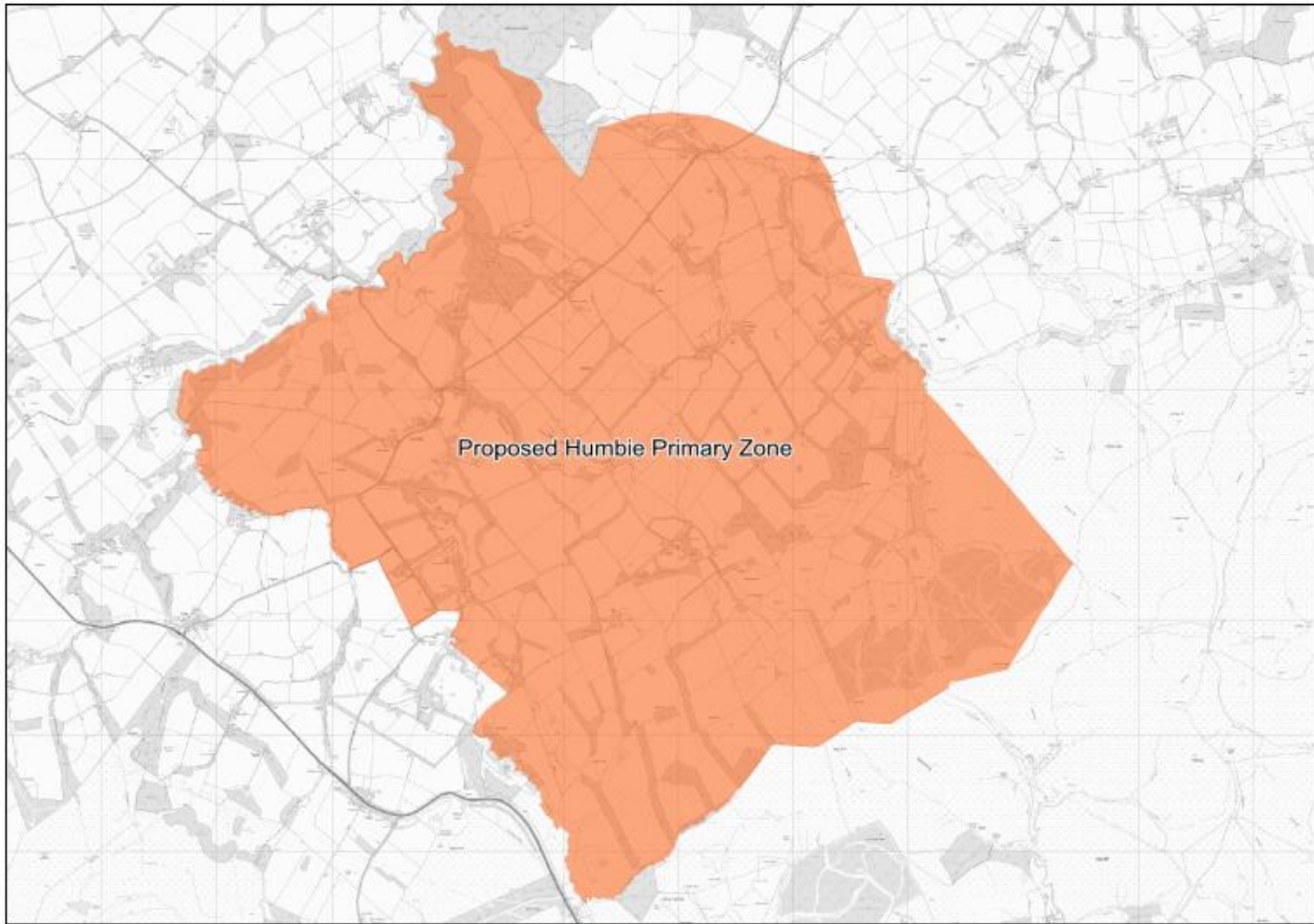
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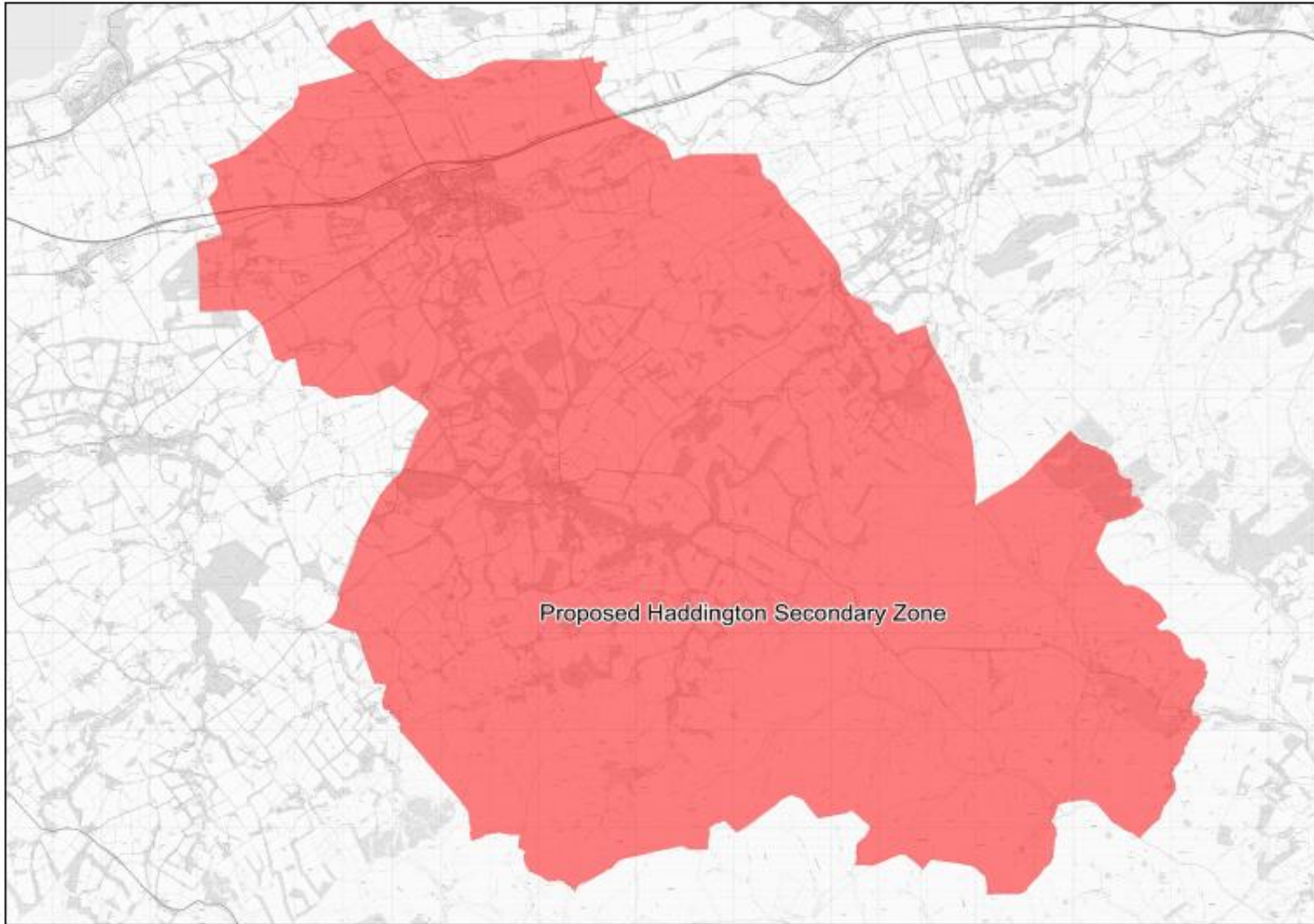
Proposed East Saltoun Primary Education Contribution Zone



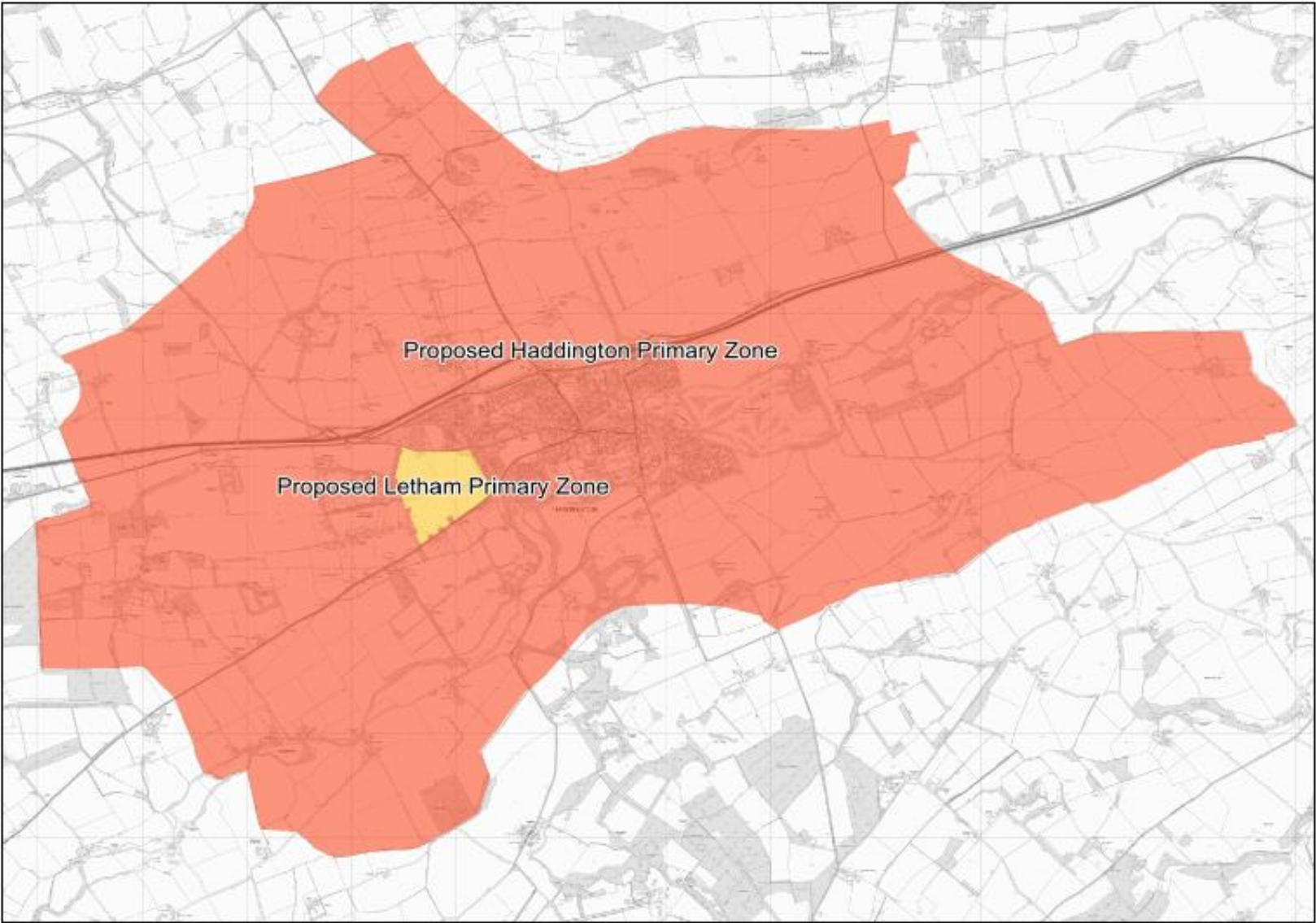
Proposed Humbie Primary Education Contribution Zone



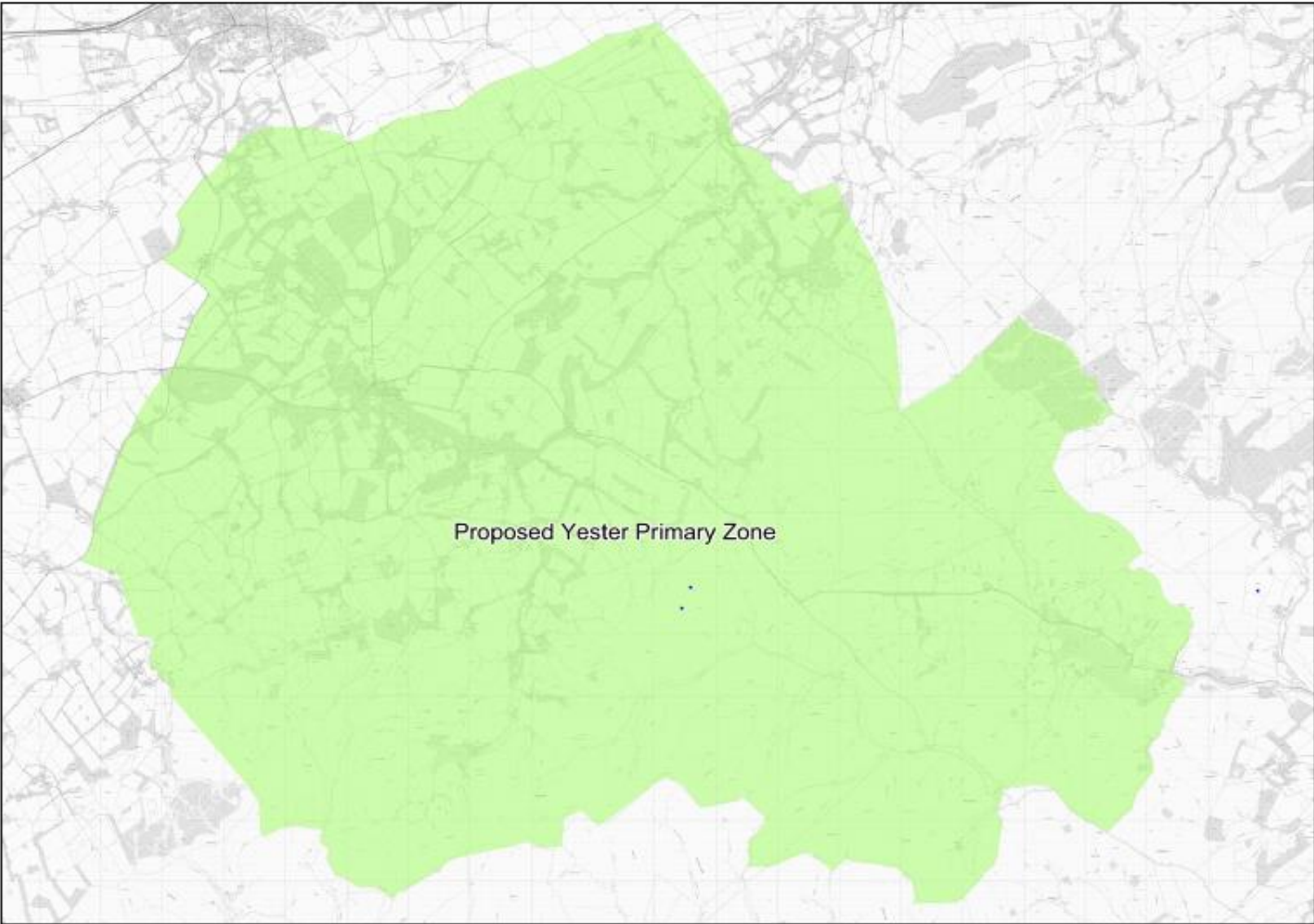
Proposed Haddington Secondary Education Contribution Zone



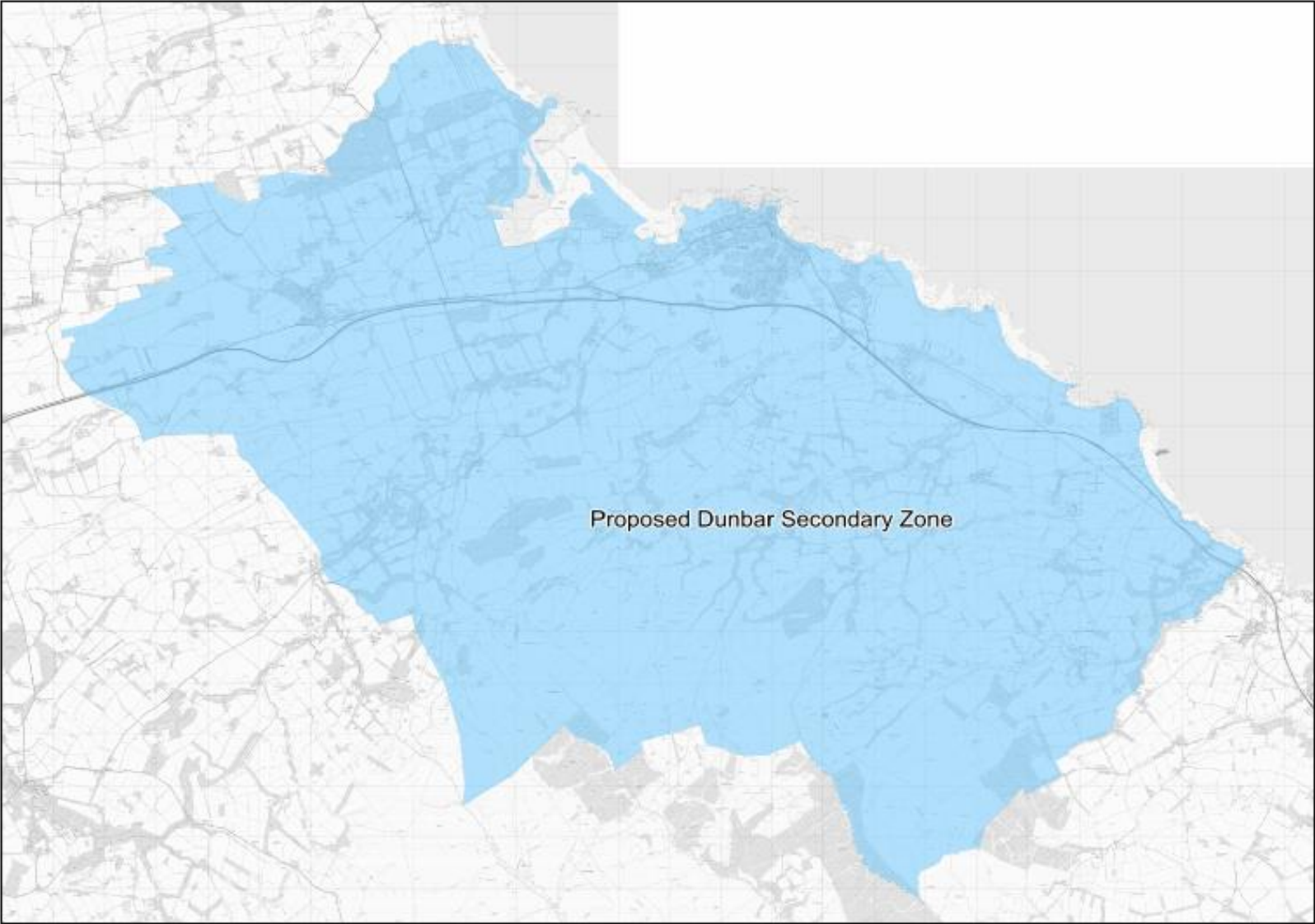
Proposed Haddington and Letham Mains Primary Education Contribution Zone



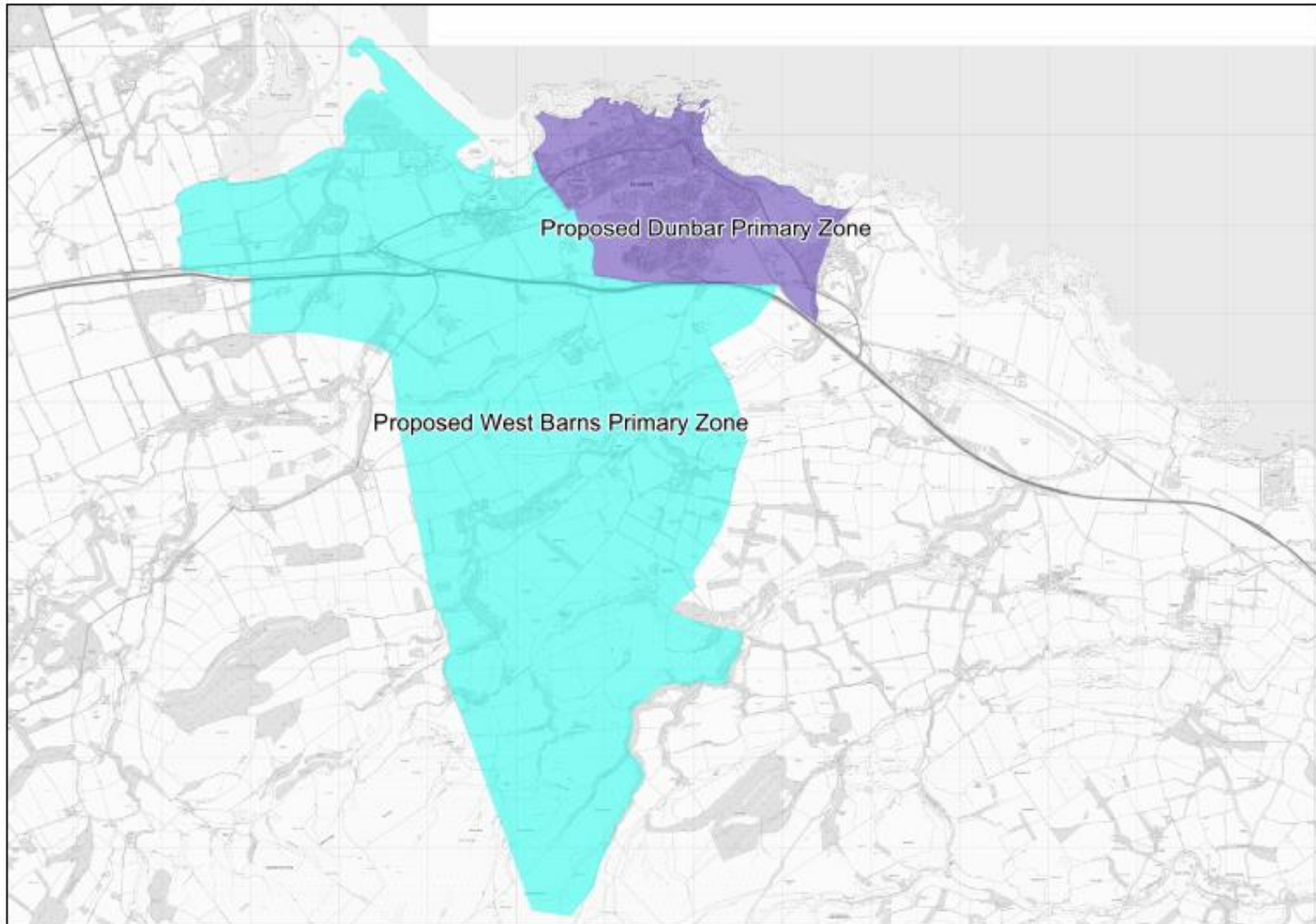
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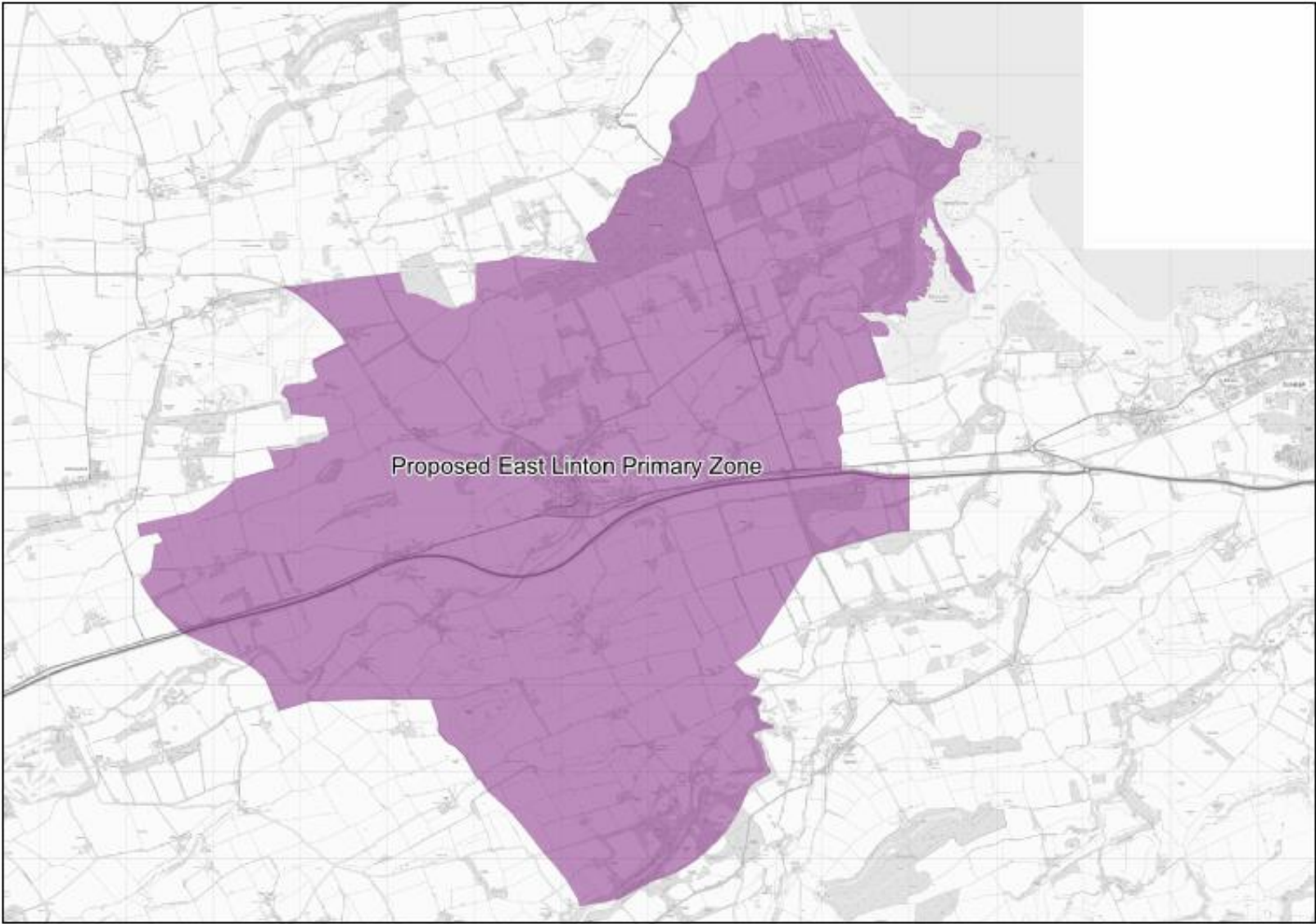
Proposed Dunbar Secondary Education Contribution Zone



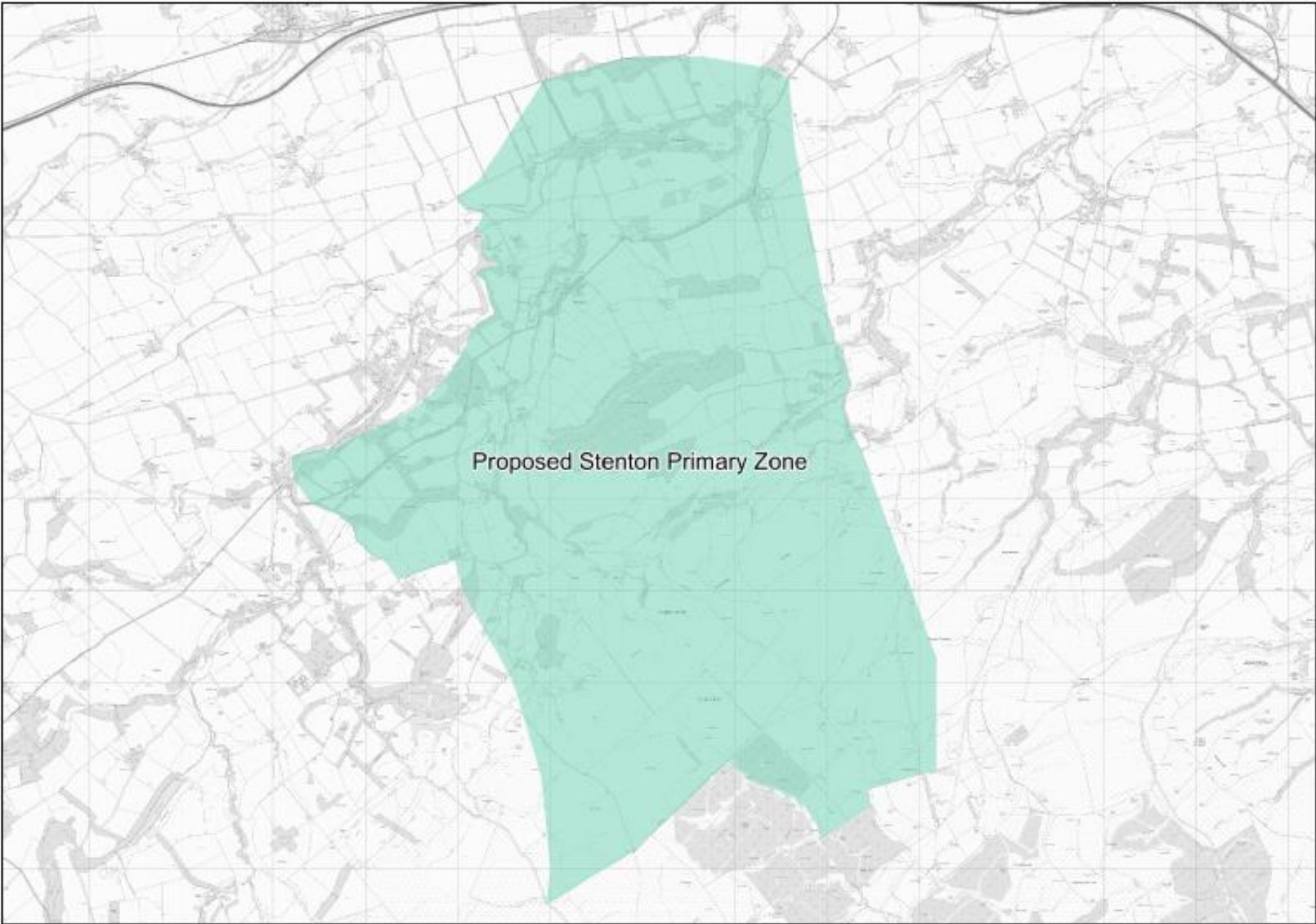
Proposed Dunbar and West Barns Primary Education Contribution Zones



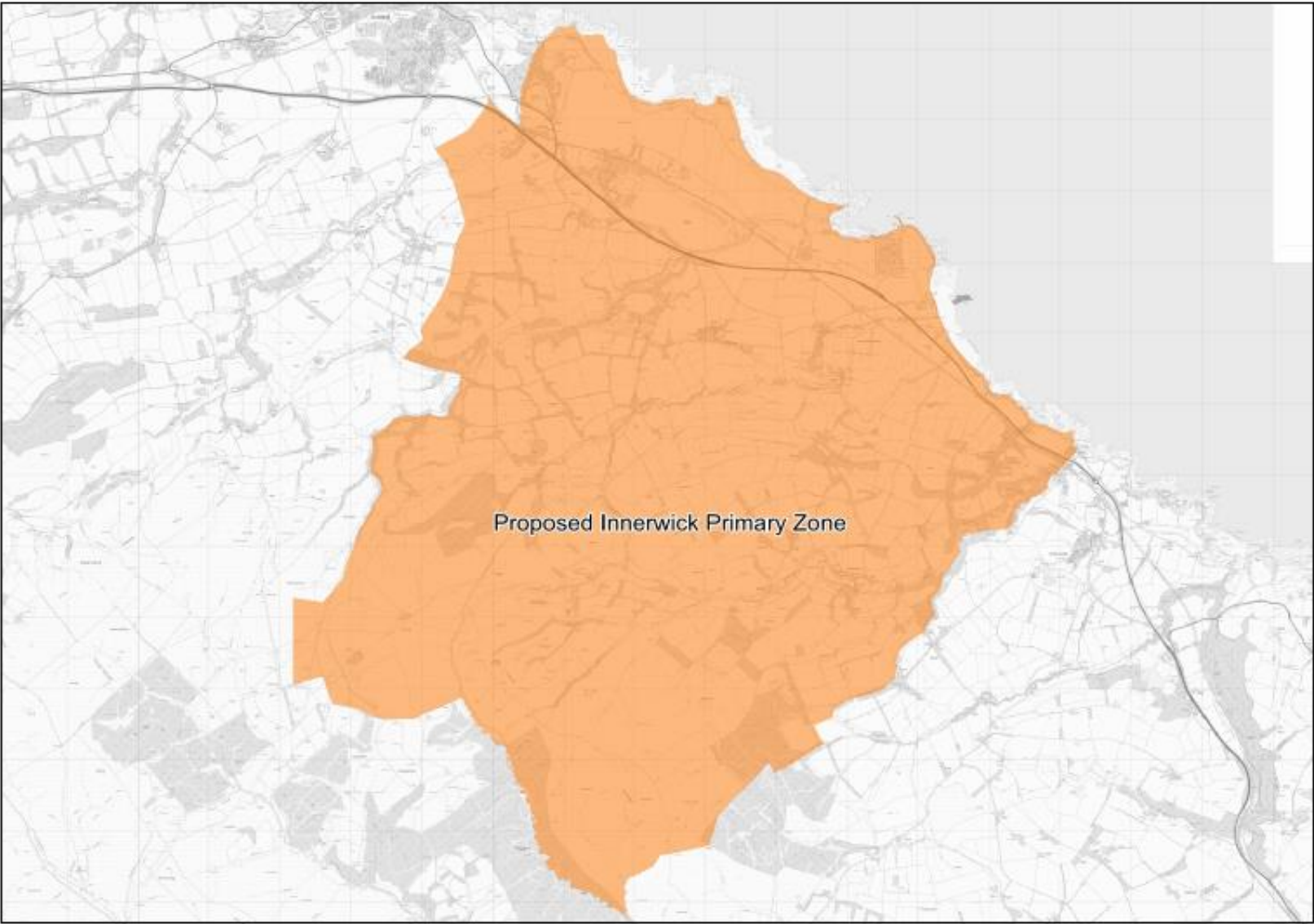
Proposed East Linton Primary Education Contribution Zone



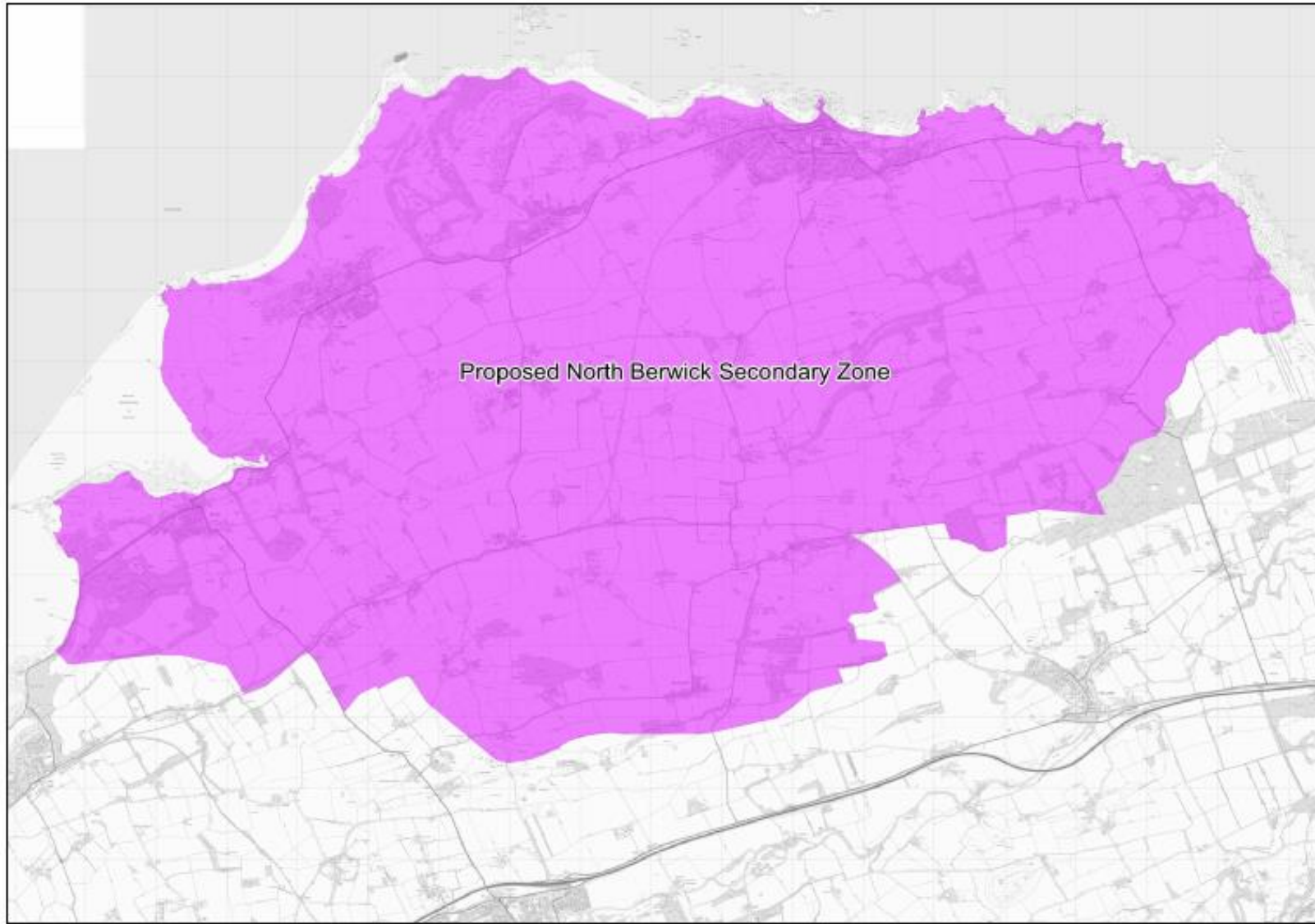
Proposed Stenton Primary Education Contribution Zone



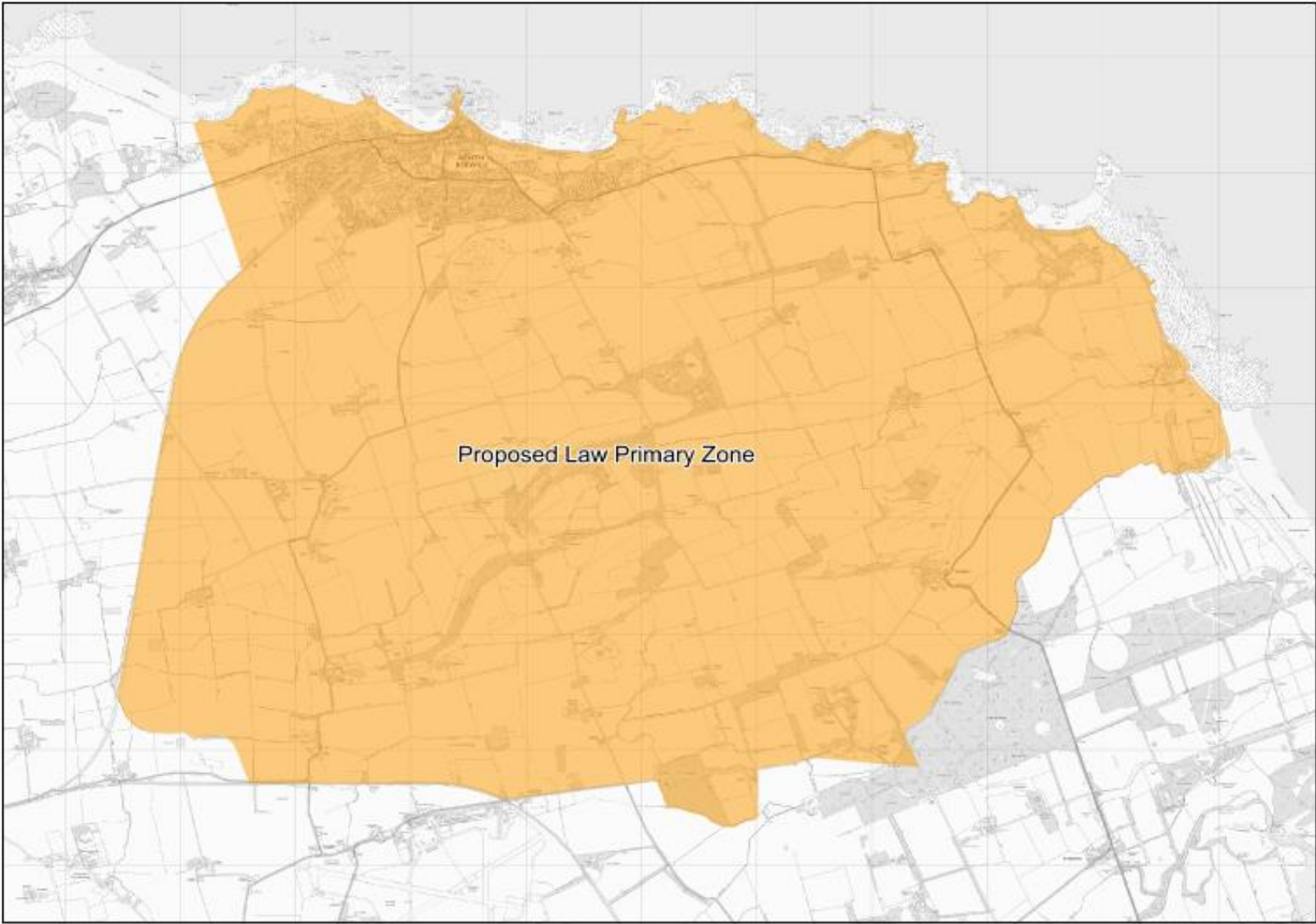
Proposed Innerwick Primary Education Contribution Zone



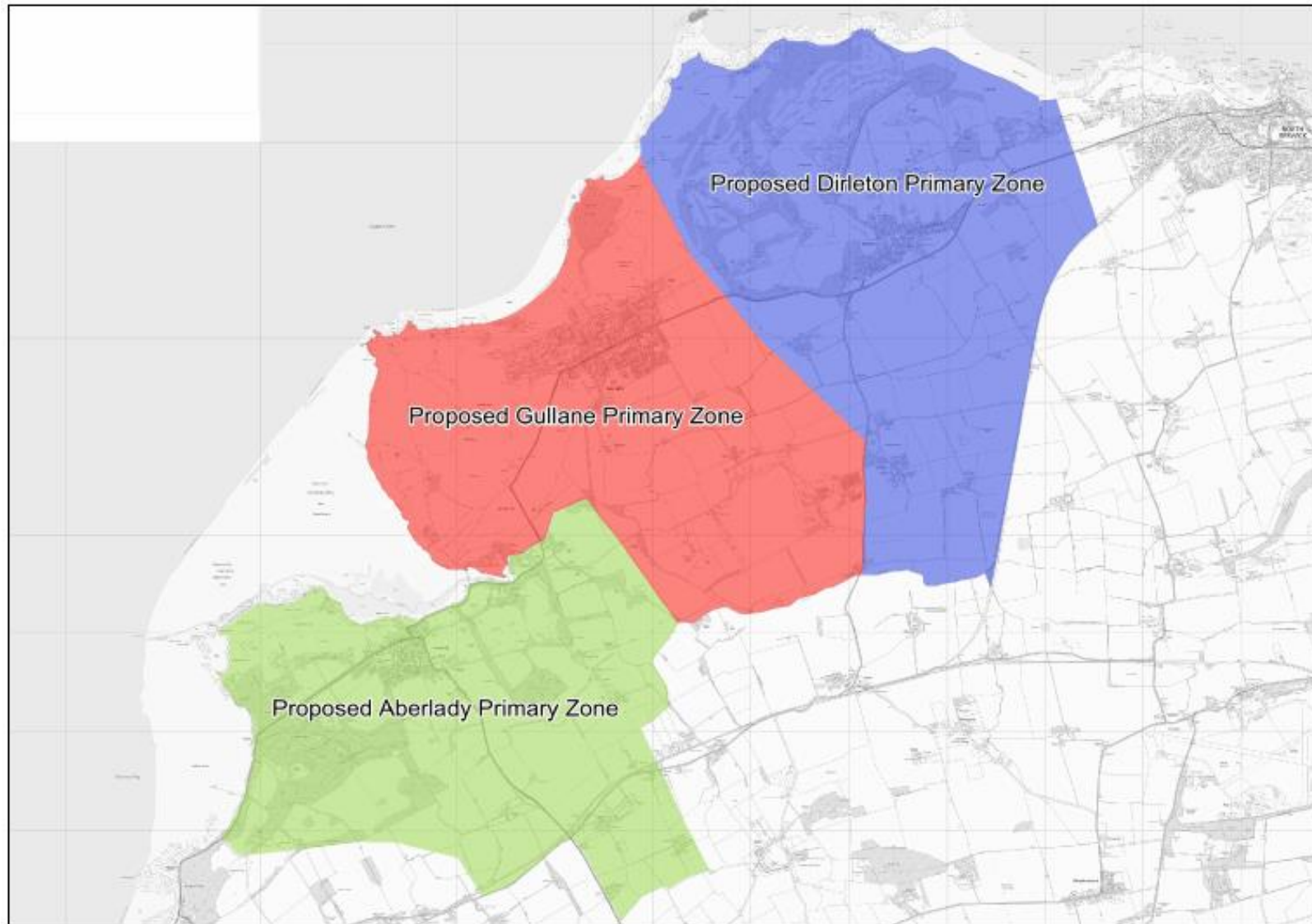
Proposed North Berwick Secondary Education Contribution Zone



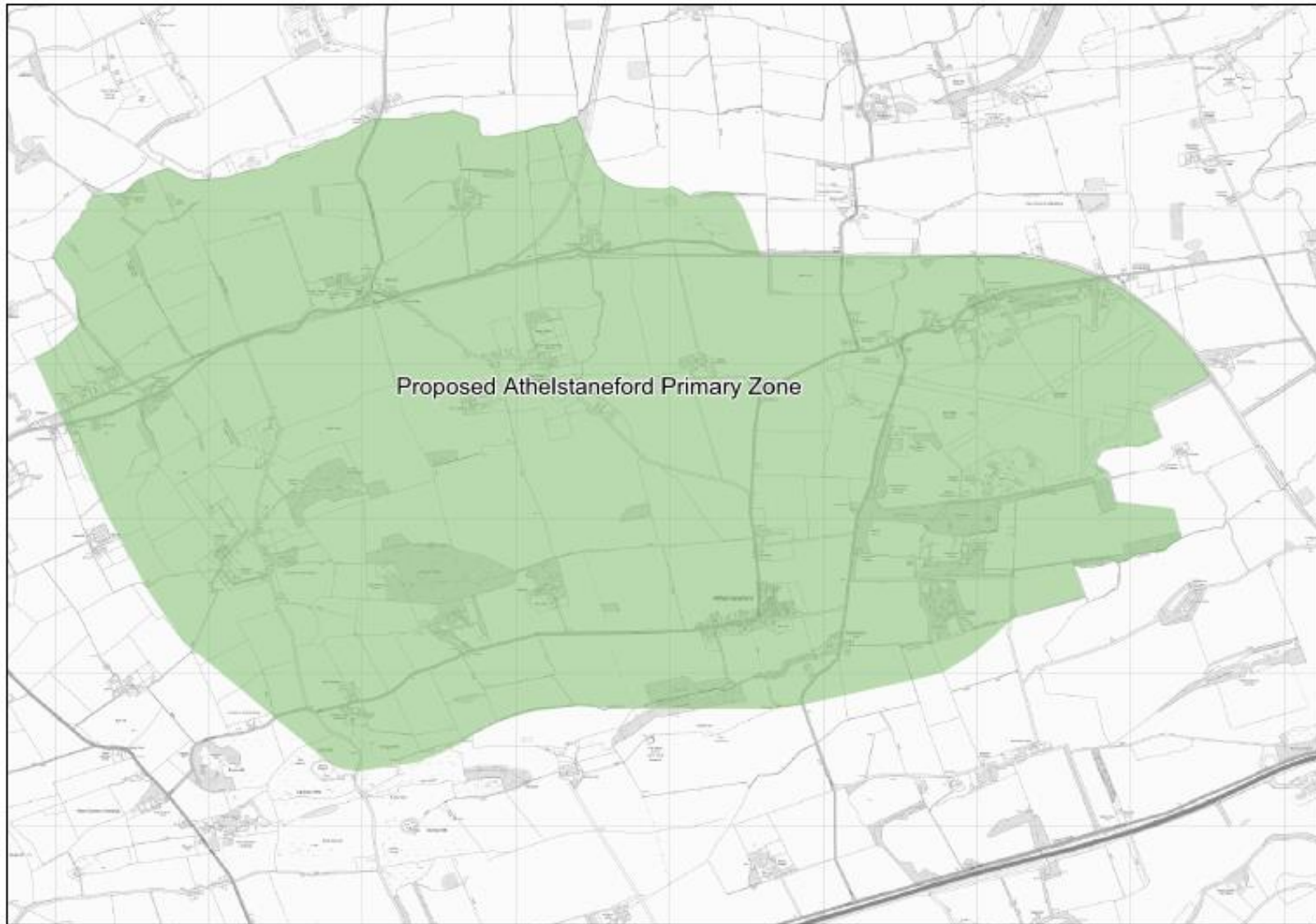
Proposed Law Primary Education Contribution Zone



Proposed Dirleton, Gullane and Aberlady Primary Education Contribution Zones

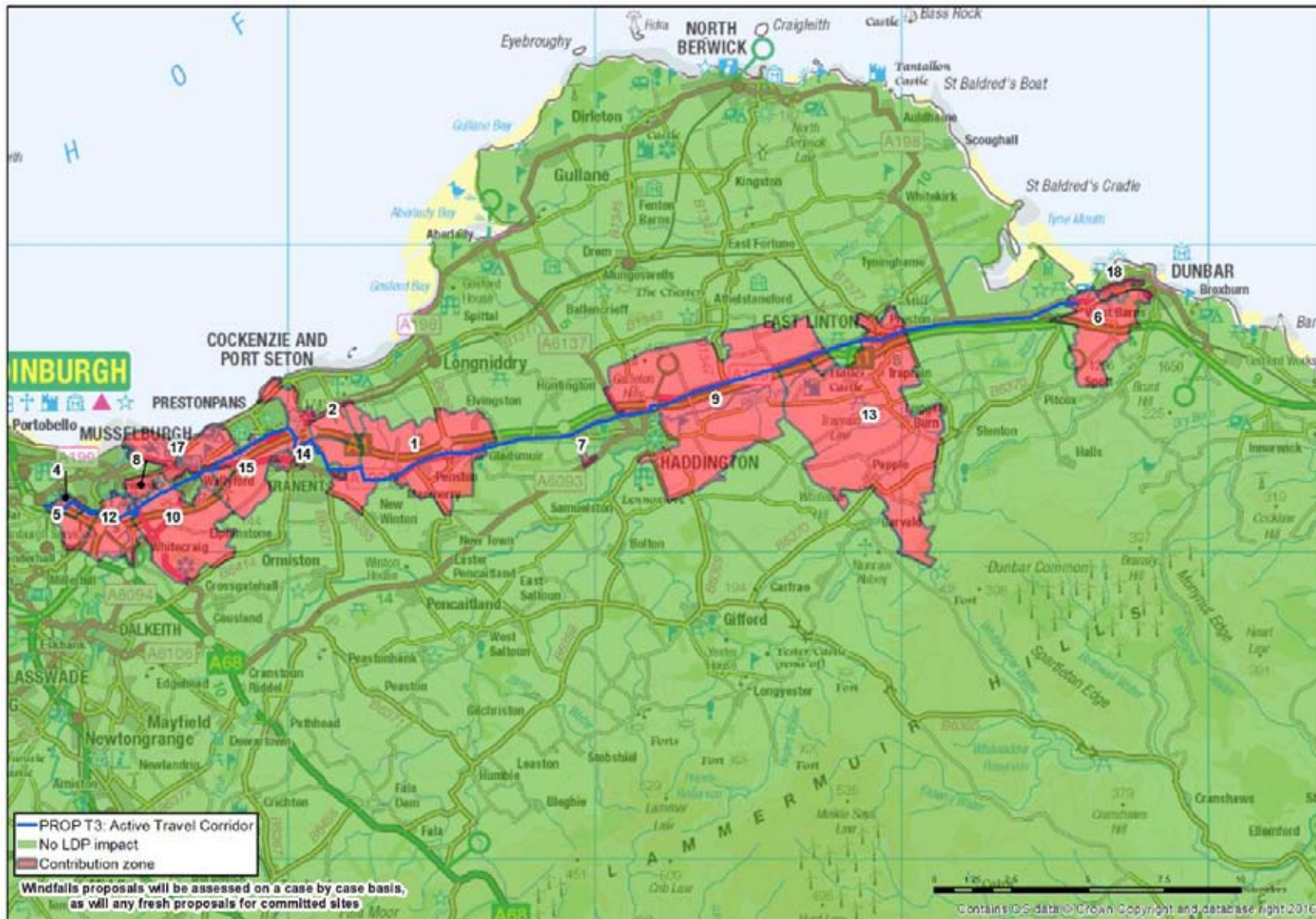


Proposed Athelstaneford Primary Education Contribution Zone

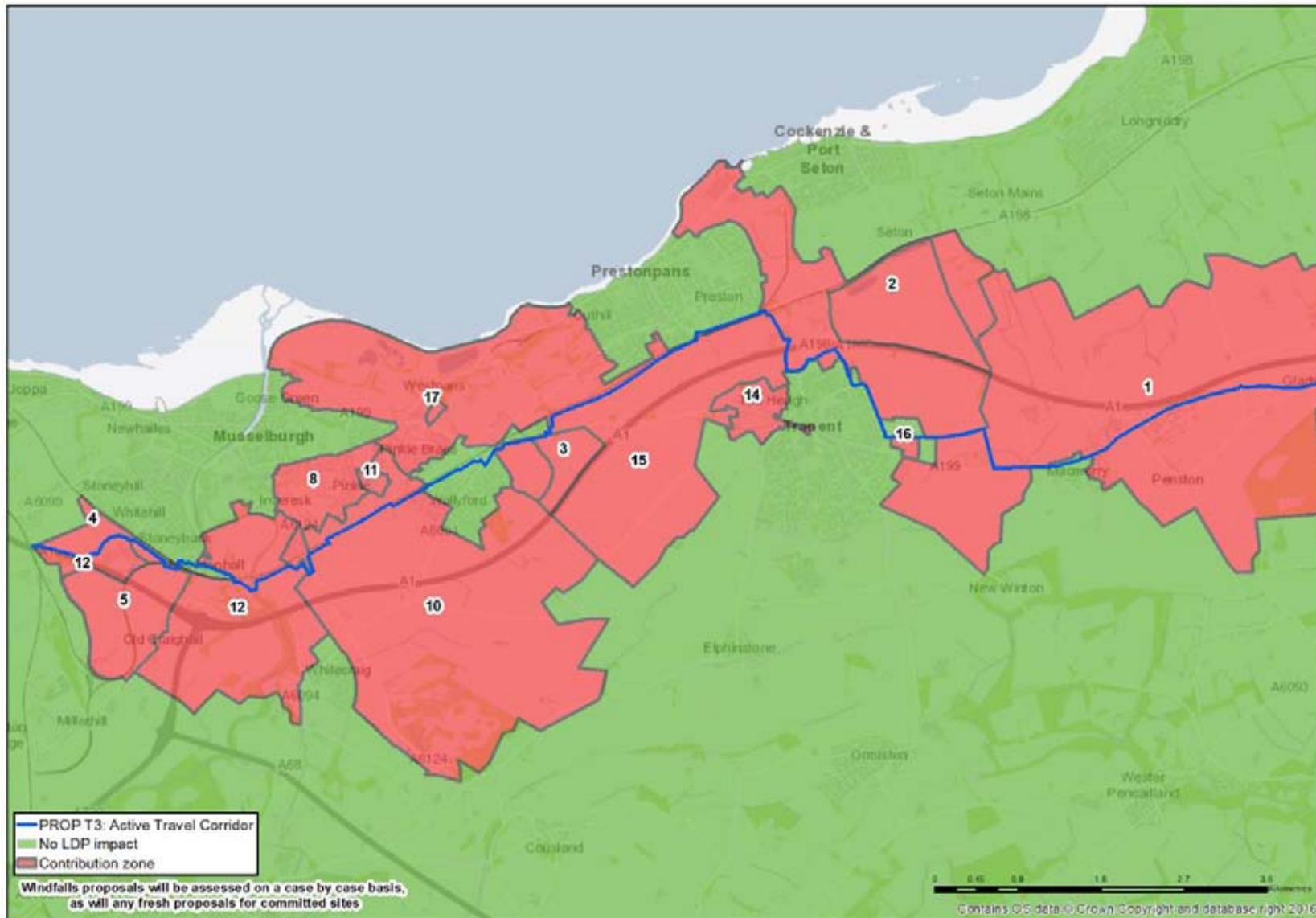


Developer Contribution Zones: Transportation

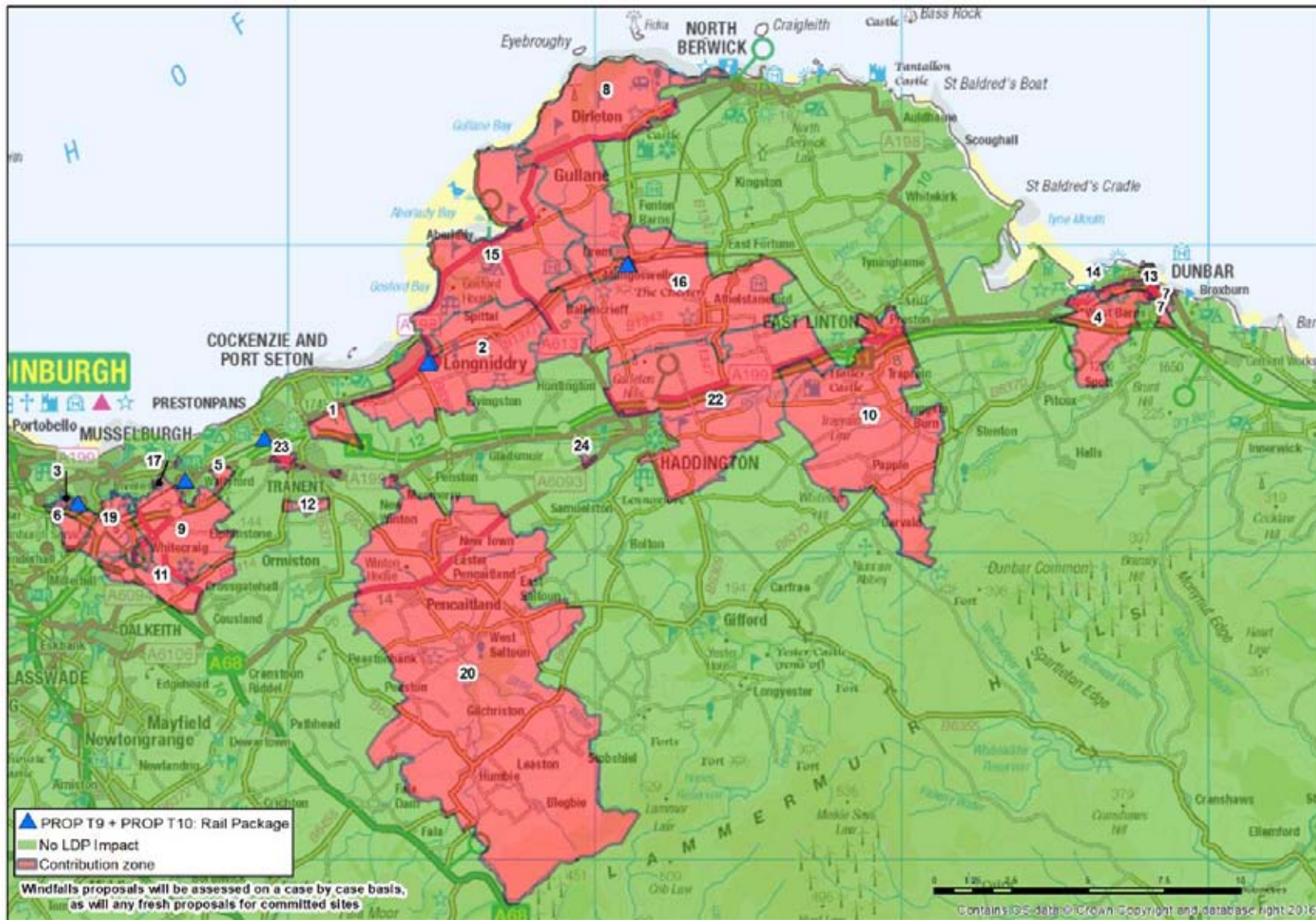
Segregated Active Travel Corridor Contribution Zones



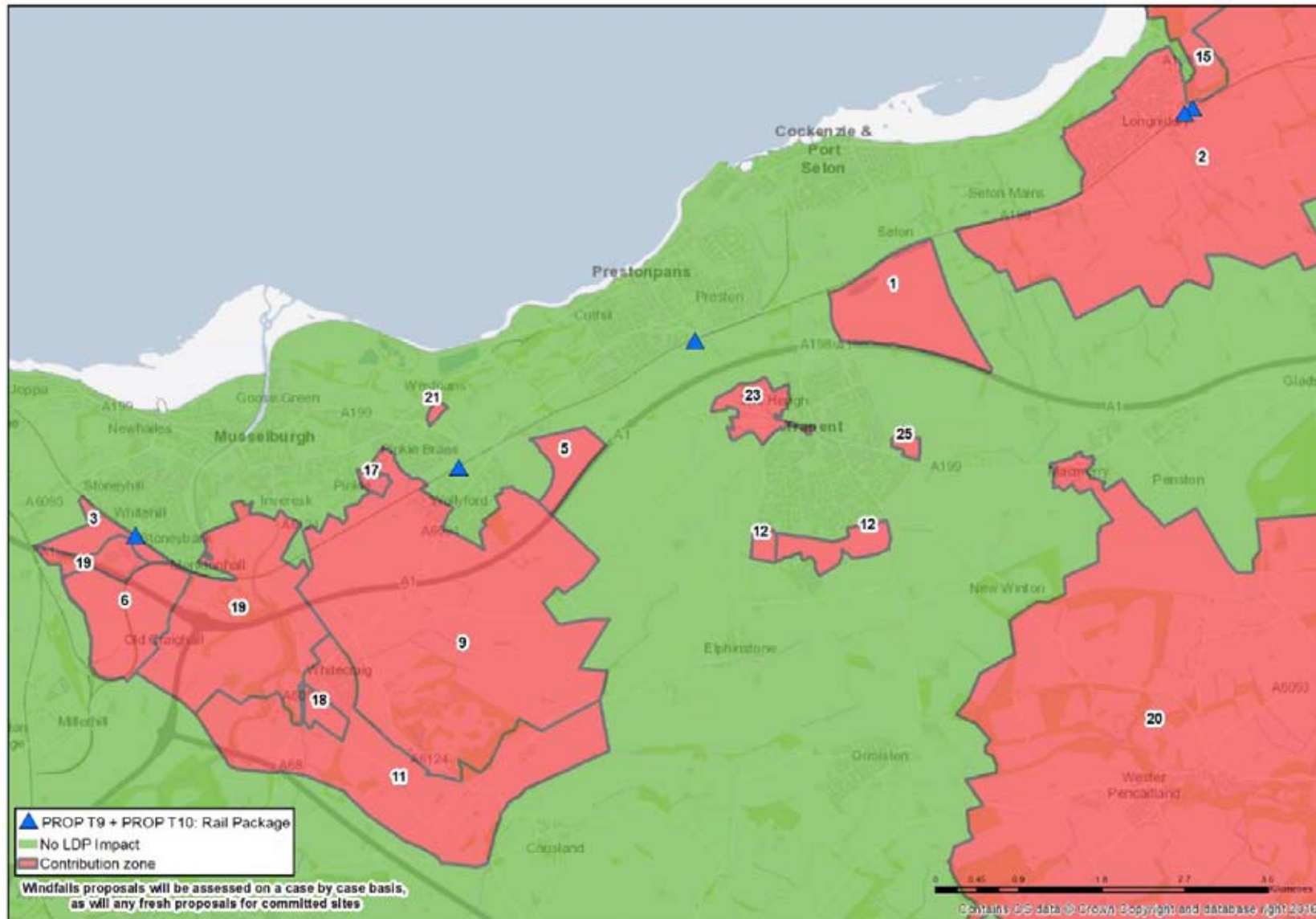
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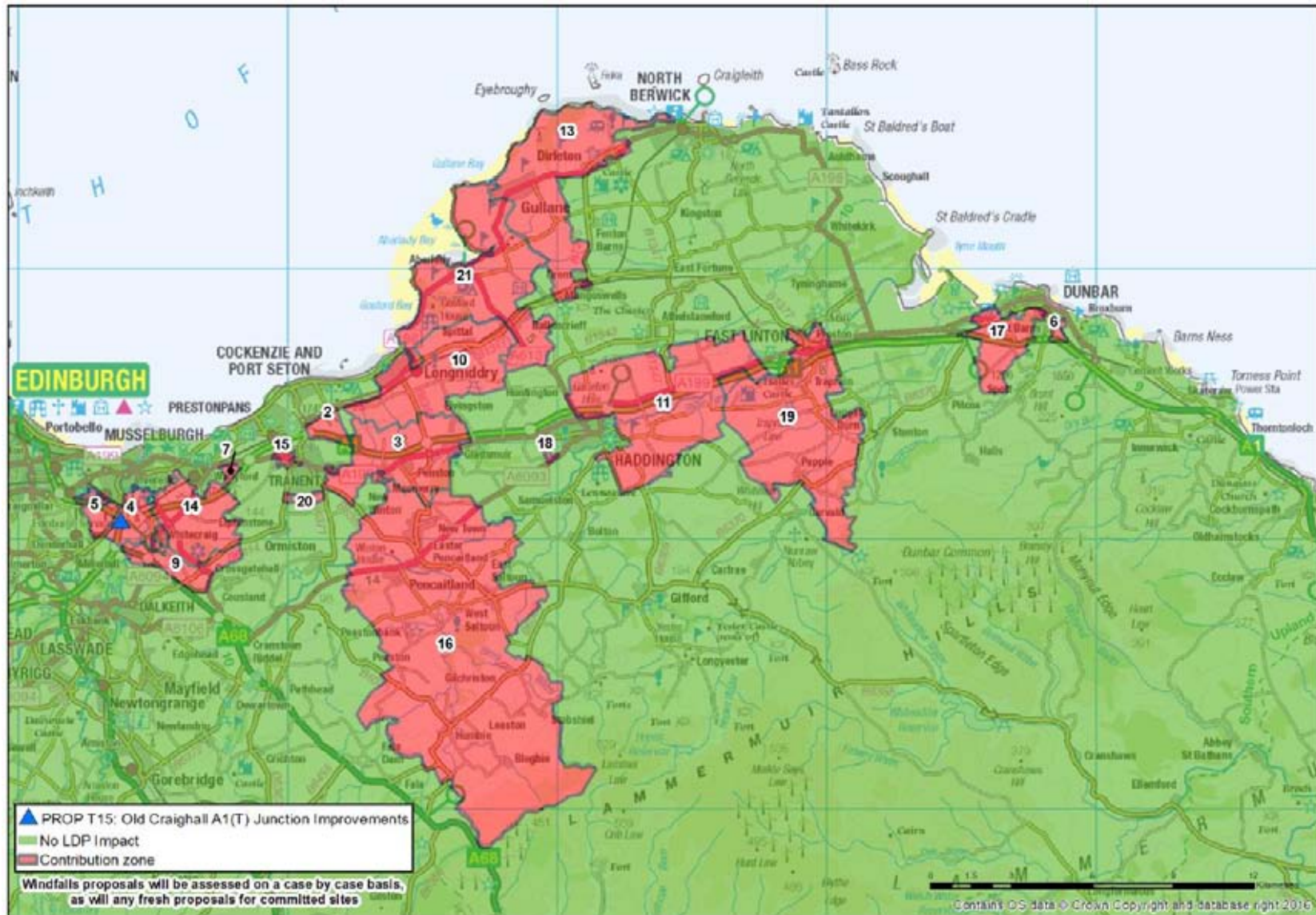
Rail Network Contribution Zones



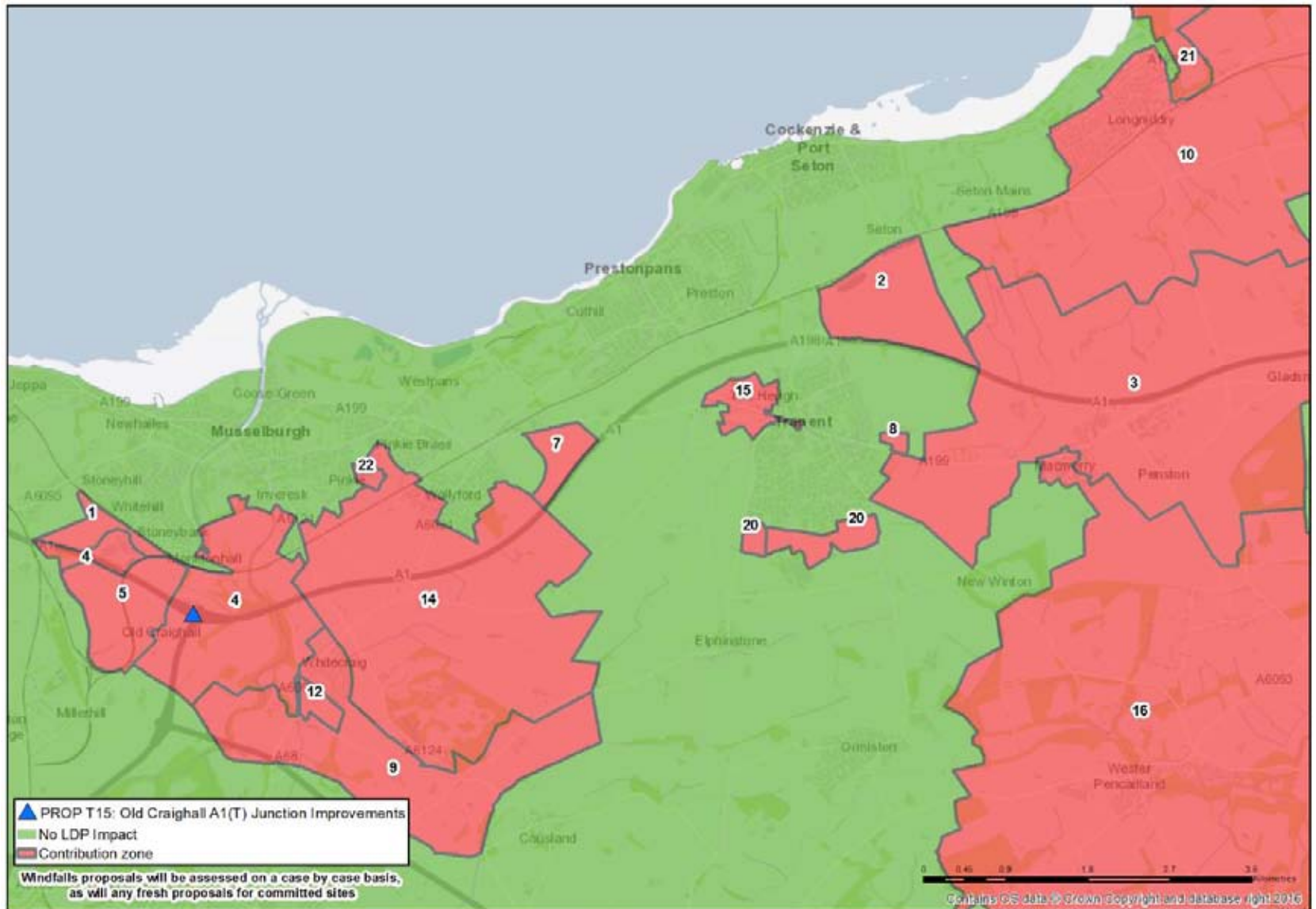
Rail Network Contribution Zones Inset



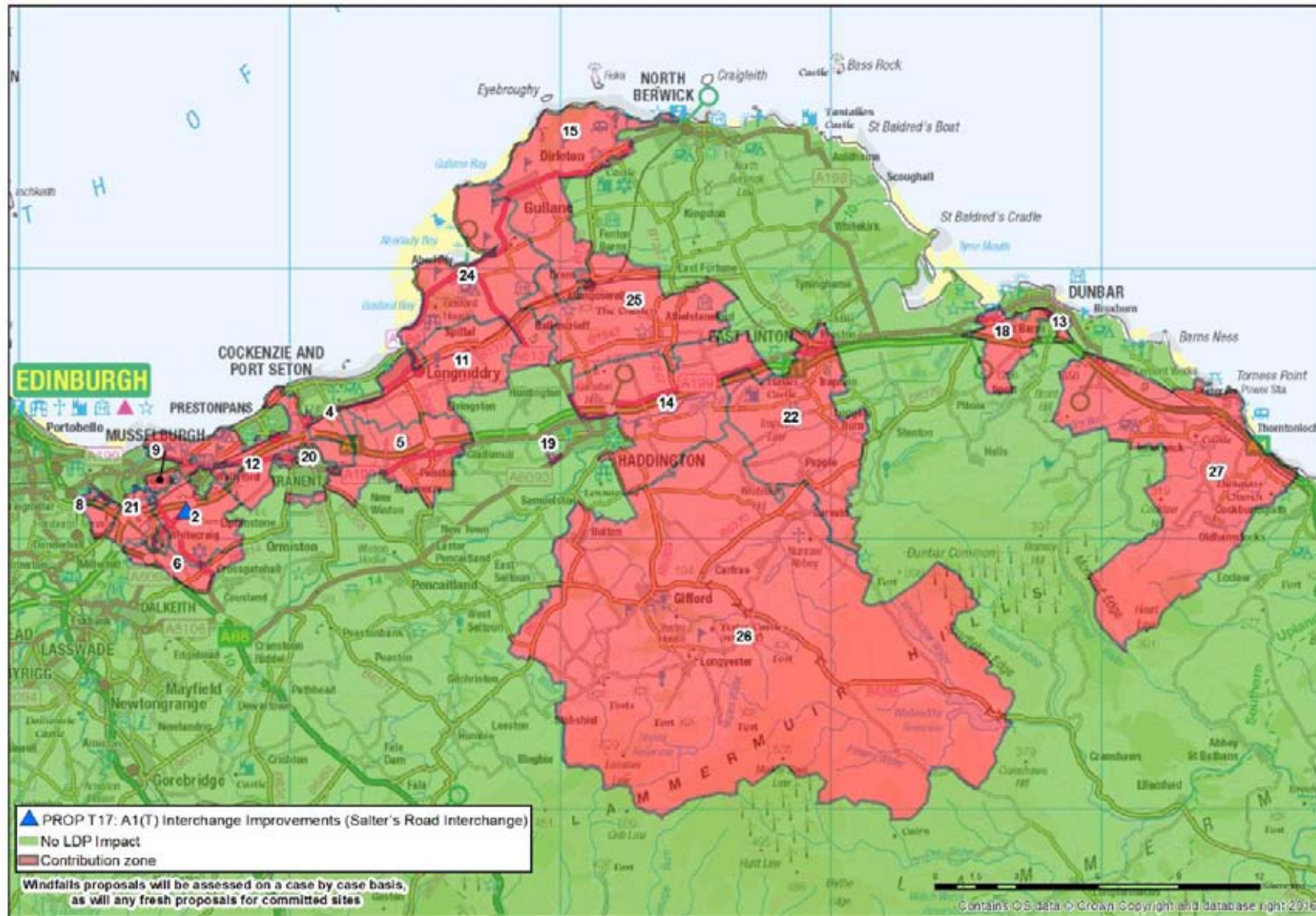
Old Craighall A1(T) / A720 Junction Developer Contribution Zones



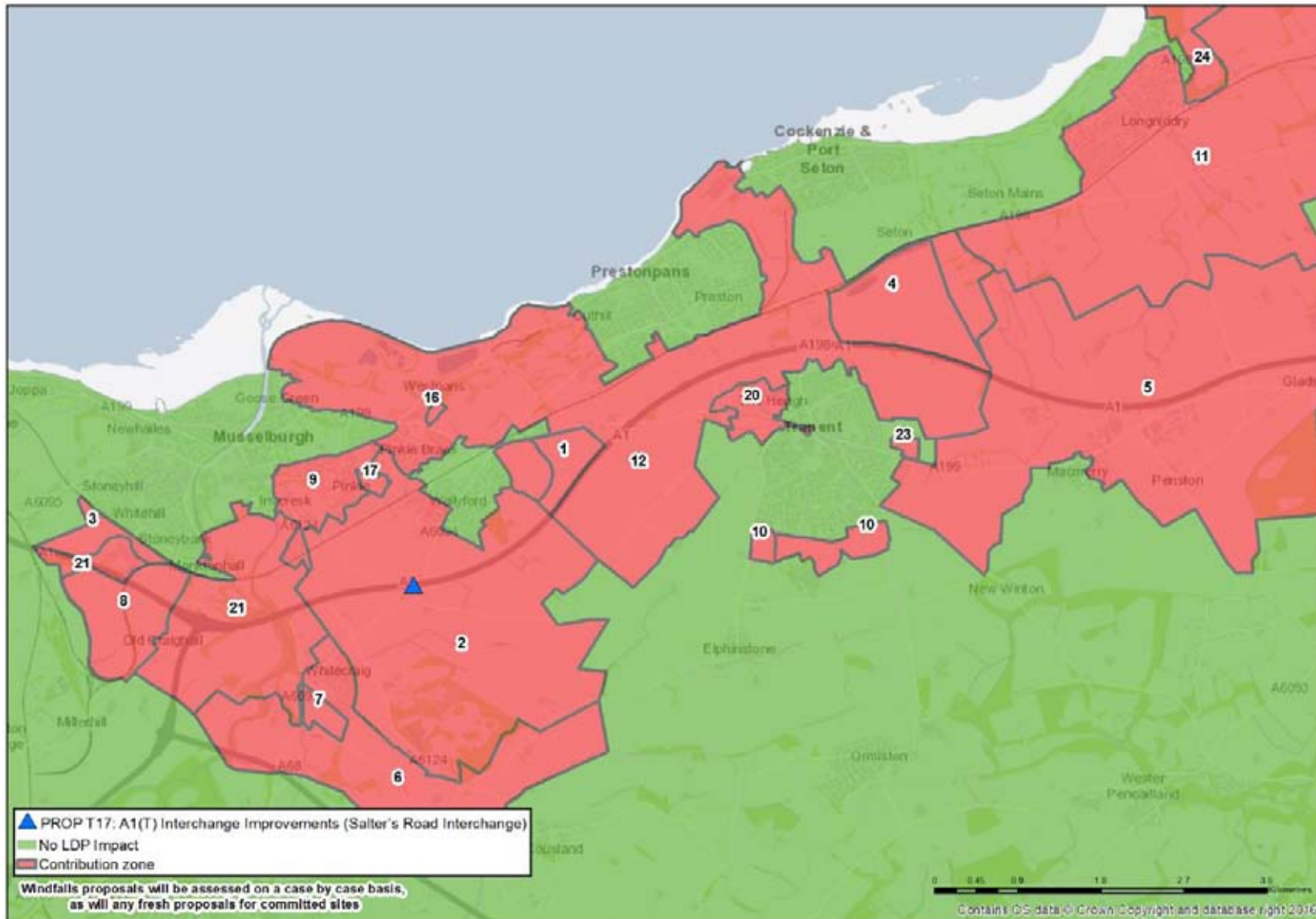
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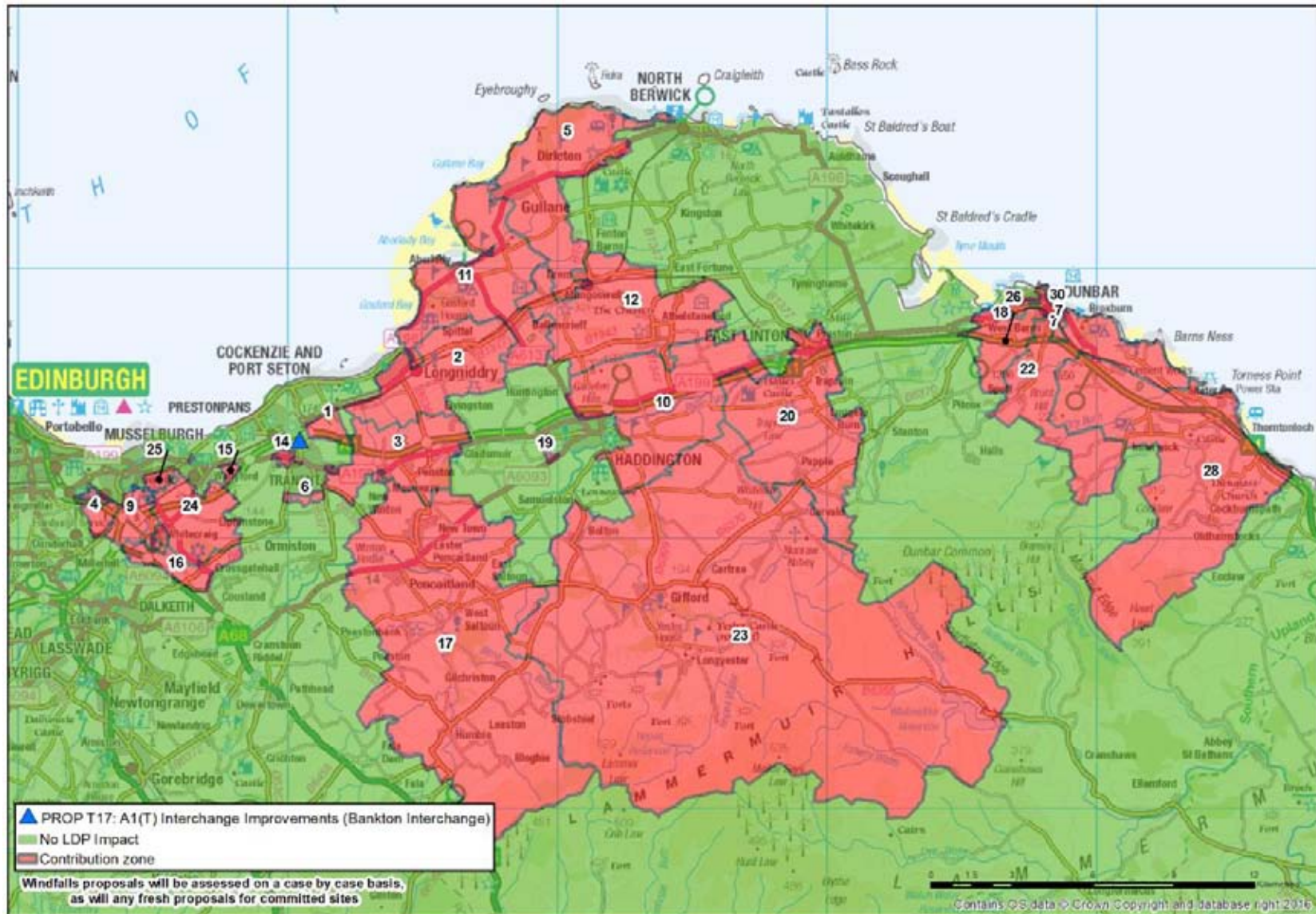
Salter's Road Interchange A1(T) Contribution Zones



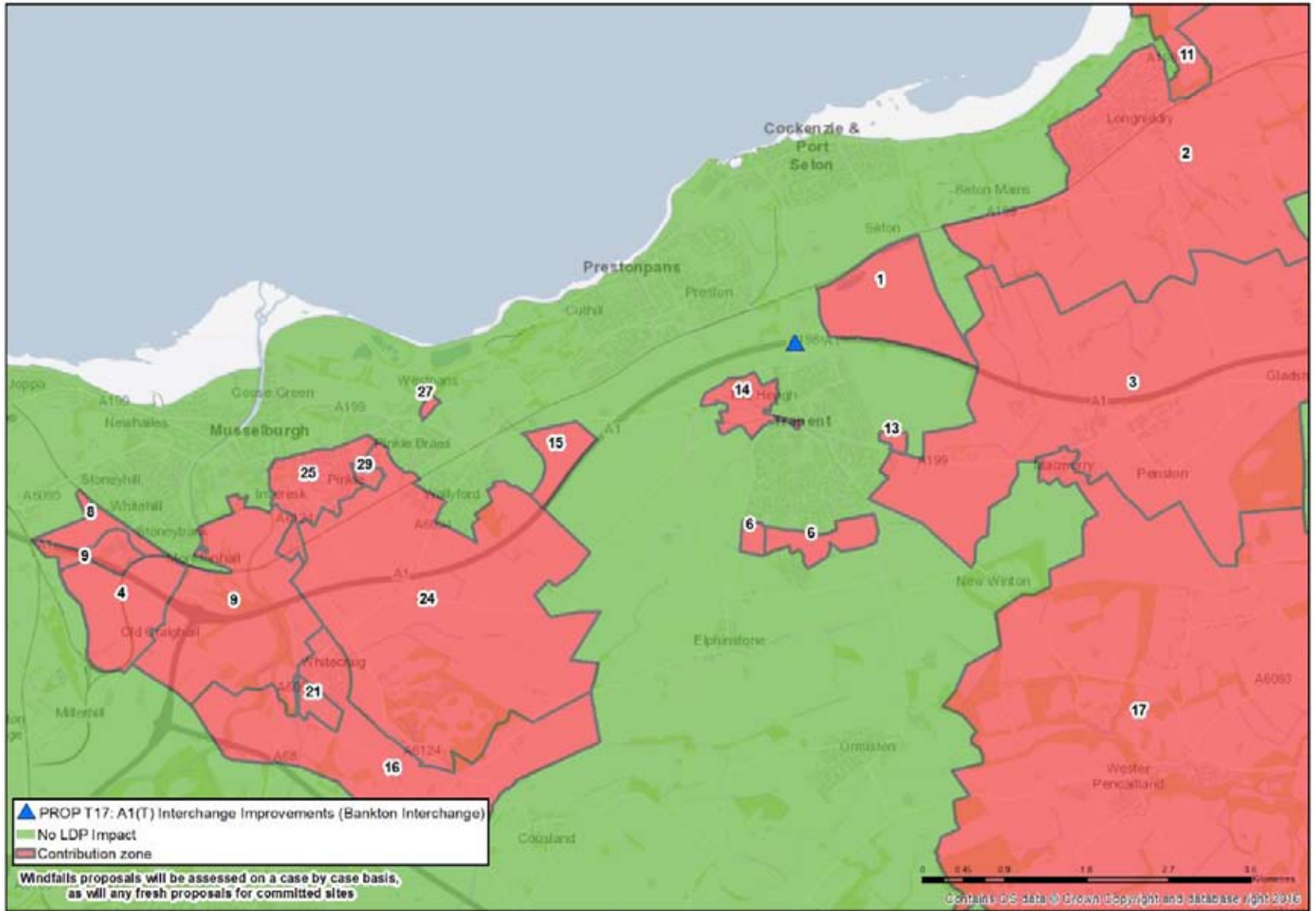
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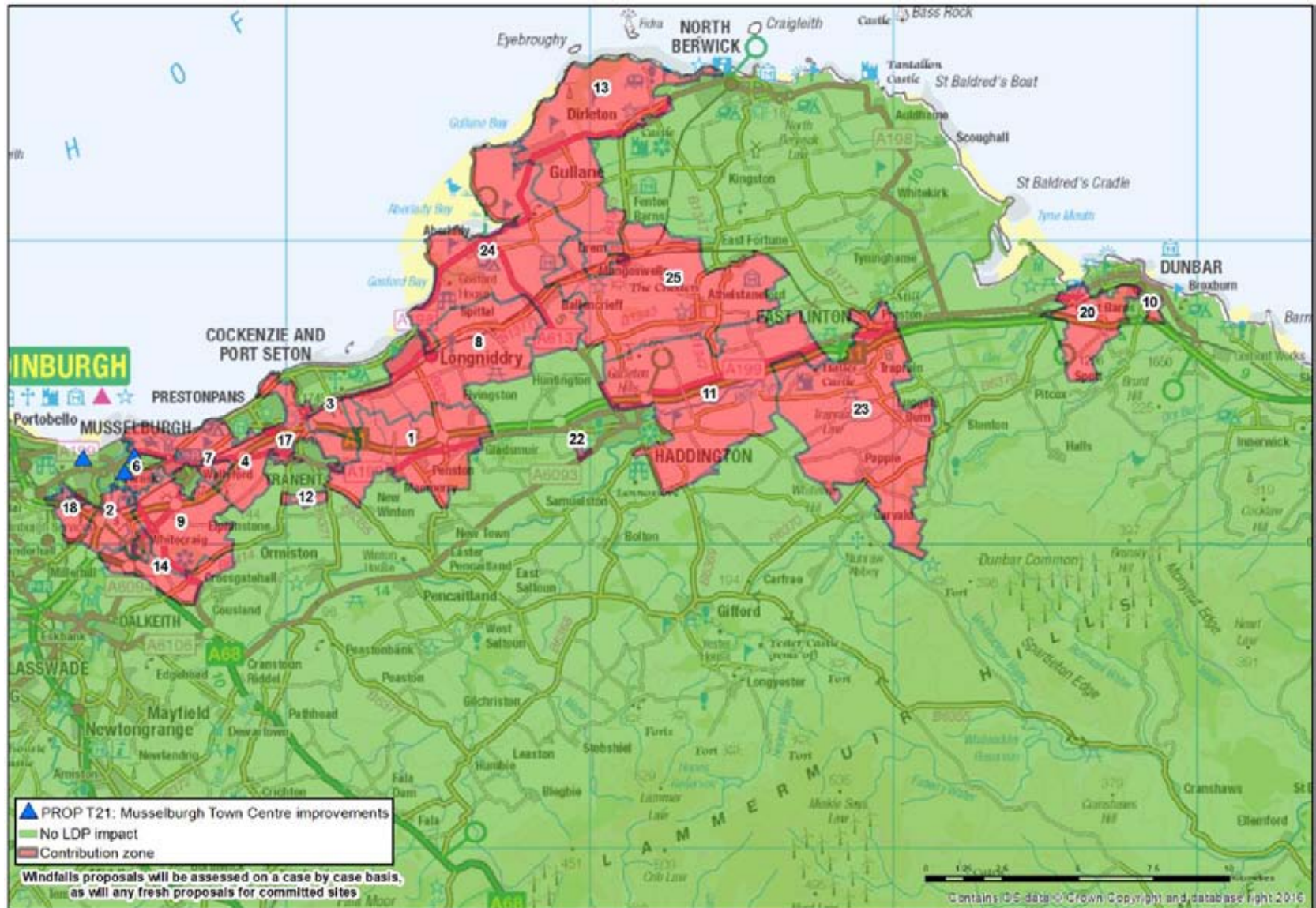
Bankton Interchange A1(T) Contribution Zones



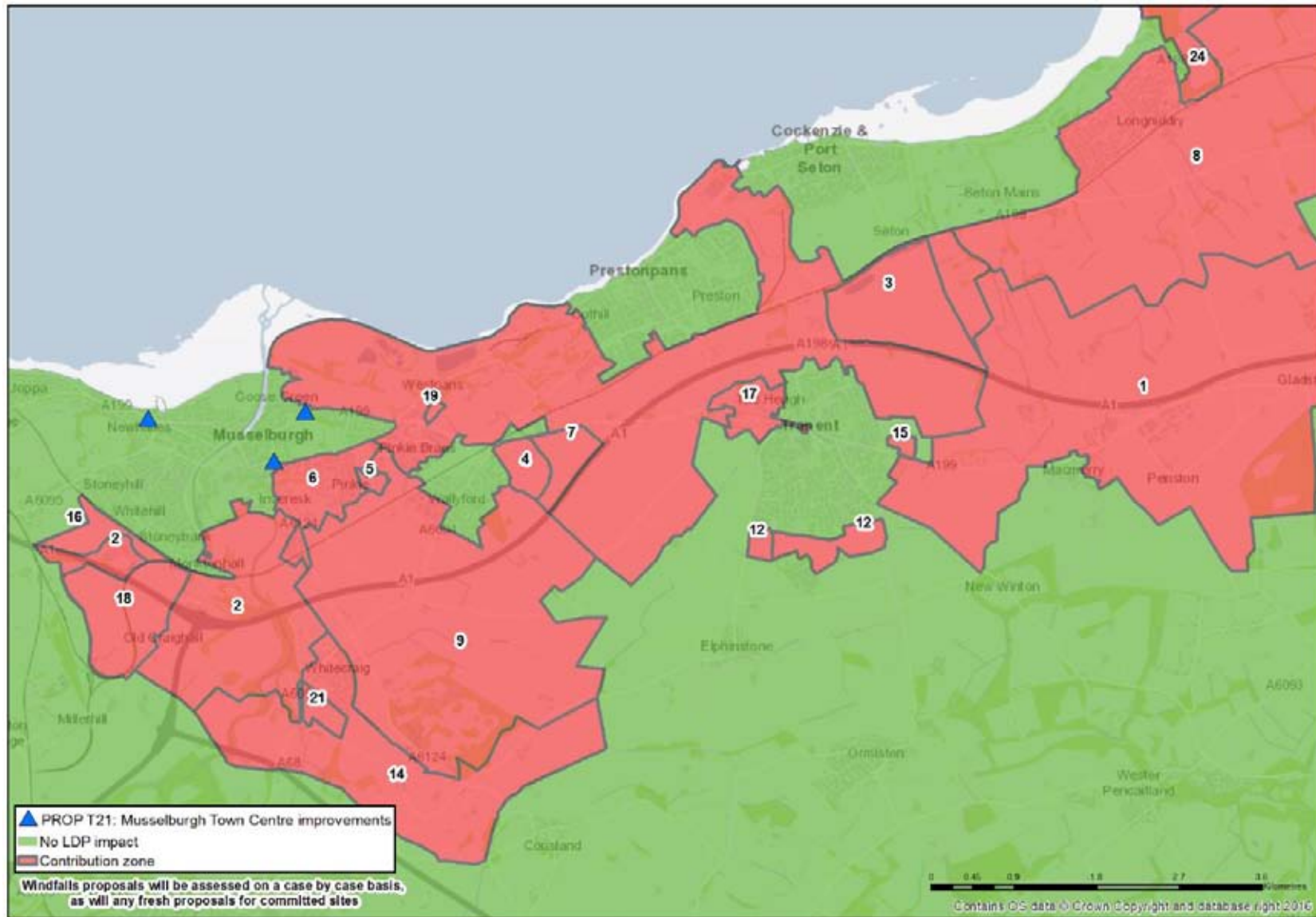
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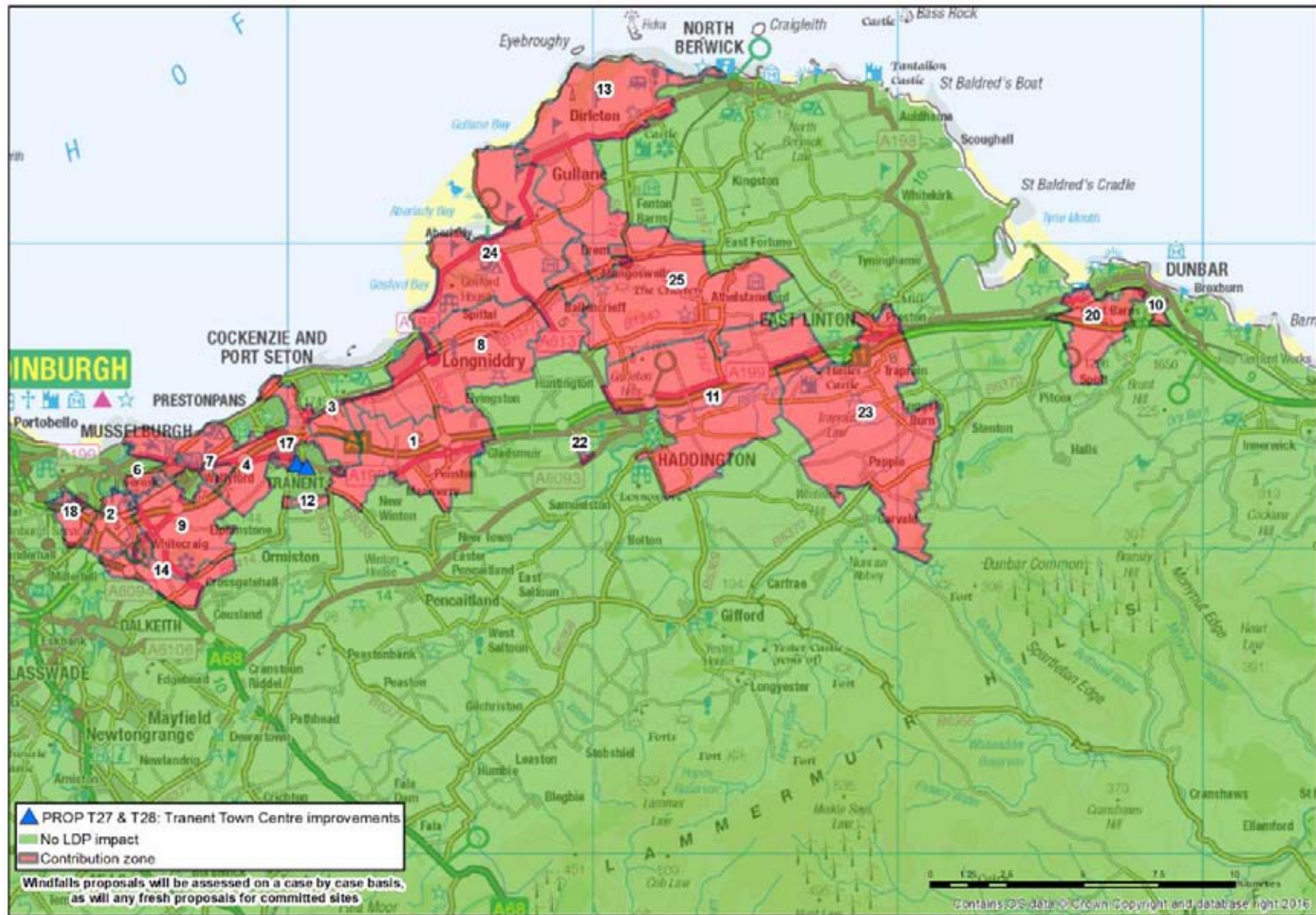
Mitigation of Cumulative Impacts in Musselburgh Contribution Zones



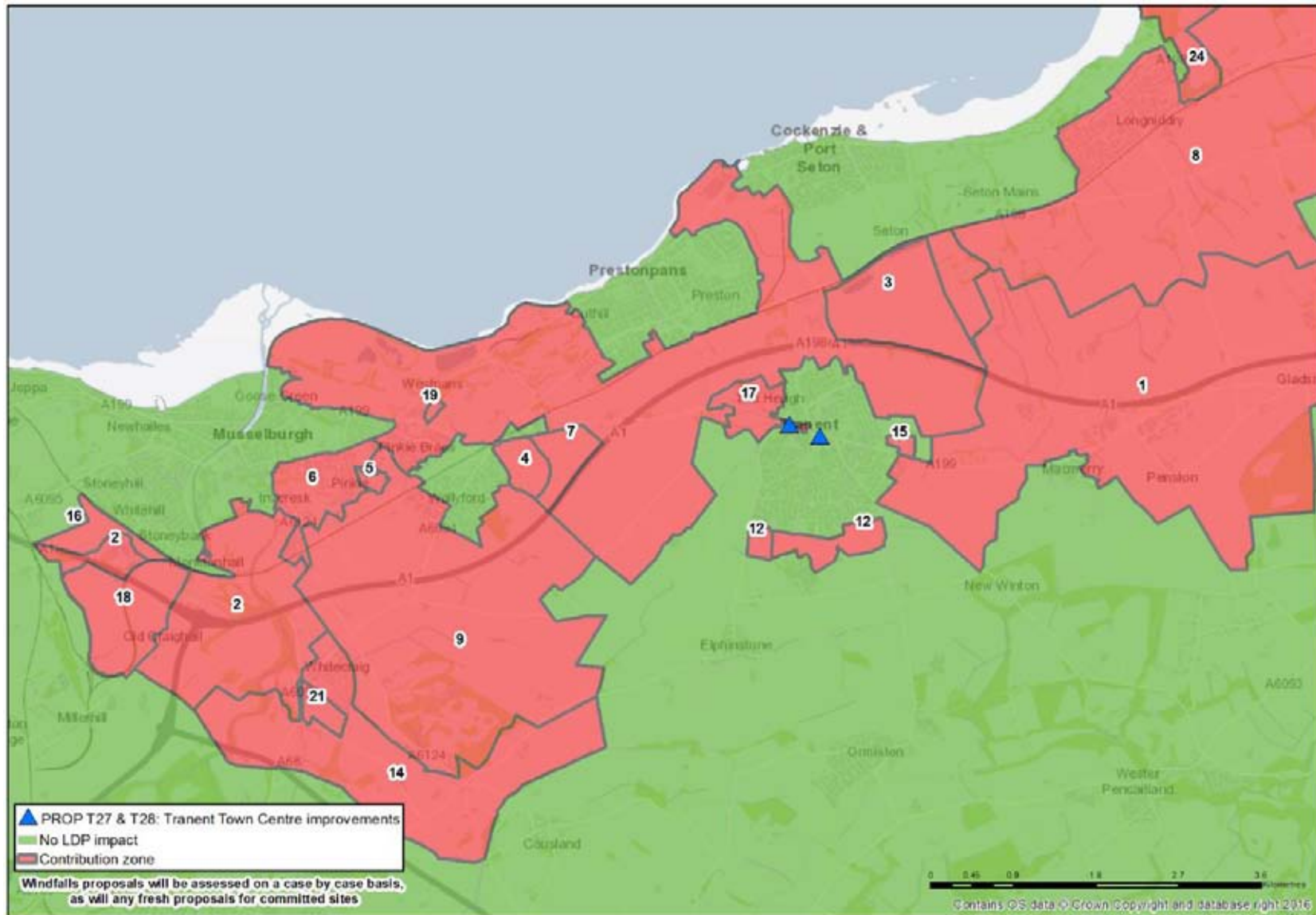
Mitigation of Cumulative Impacts in Musselburgh Contribution Zones Inset



Mitigation of Cumulative Impacts at Tranent Contribution Zones

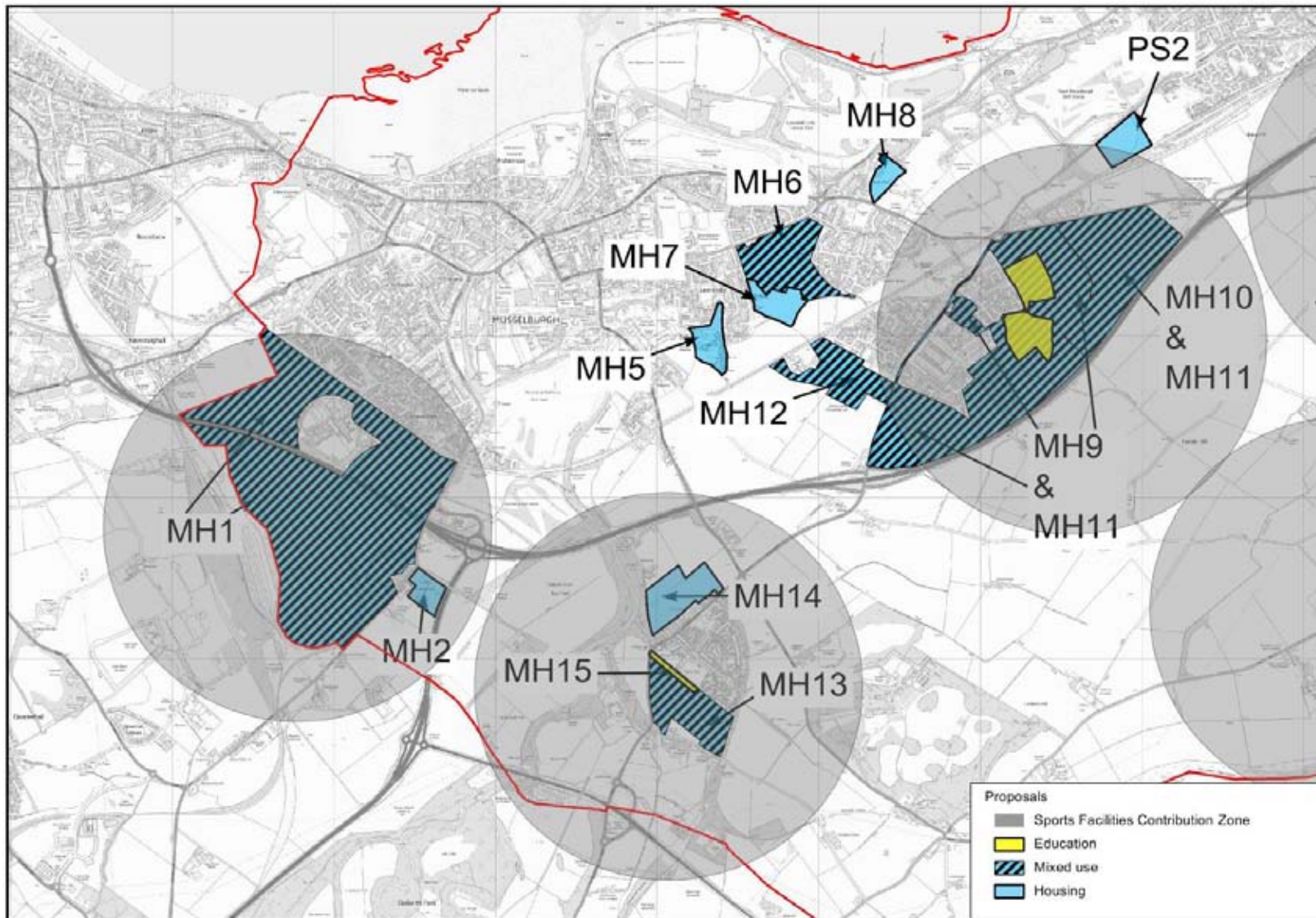


Mitigation of Cumulative Impacts at Tranent Contribution Zones

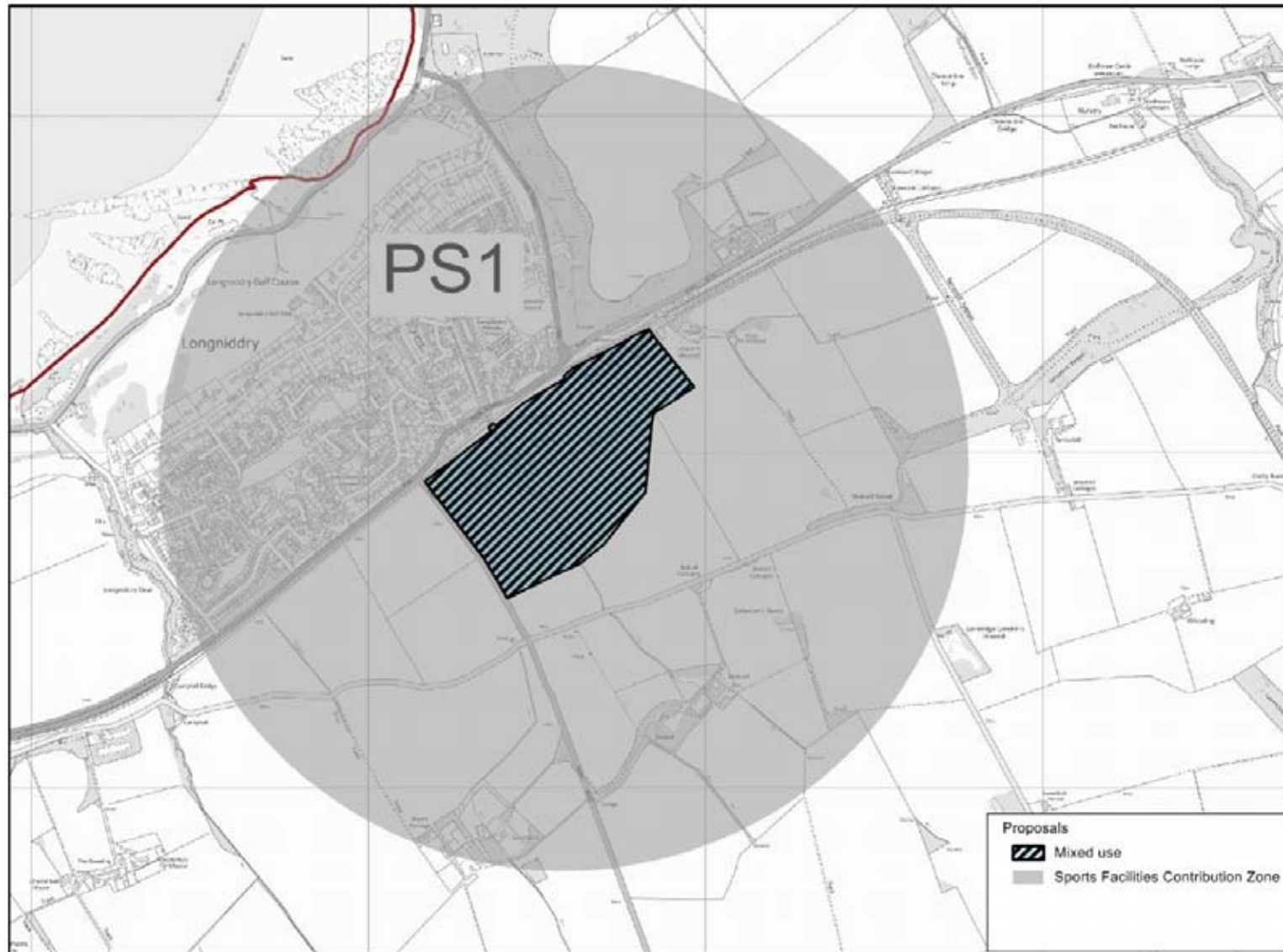


Developer Contribution Zones: Sports Facilities

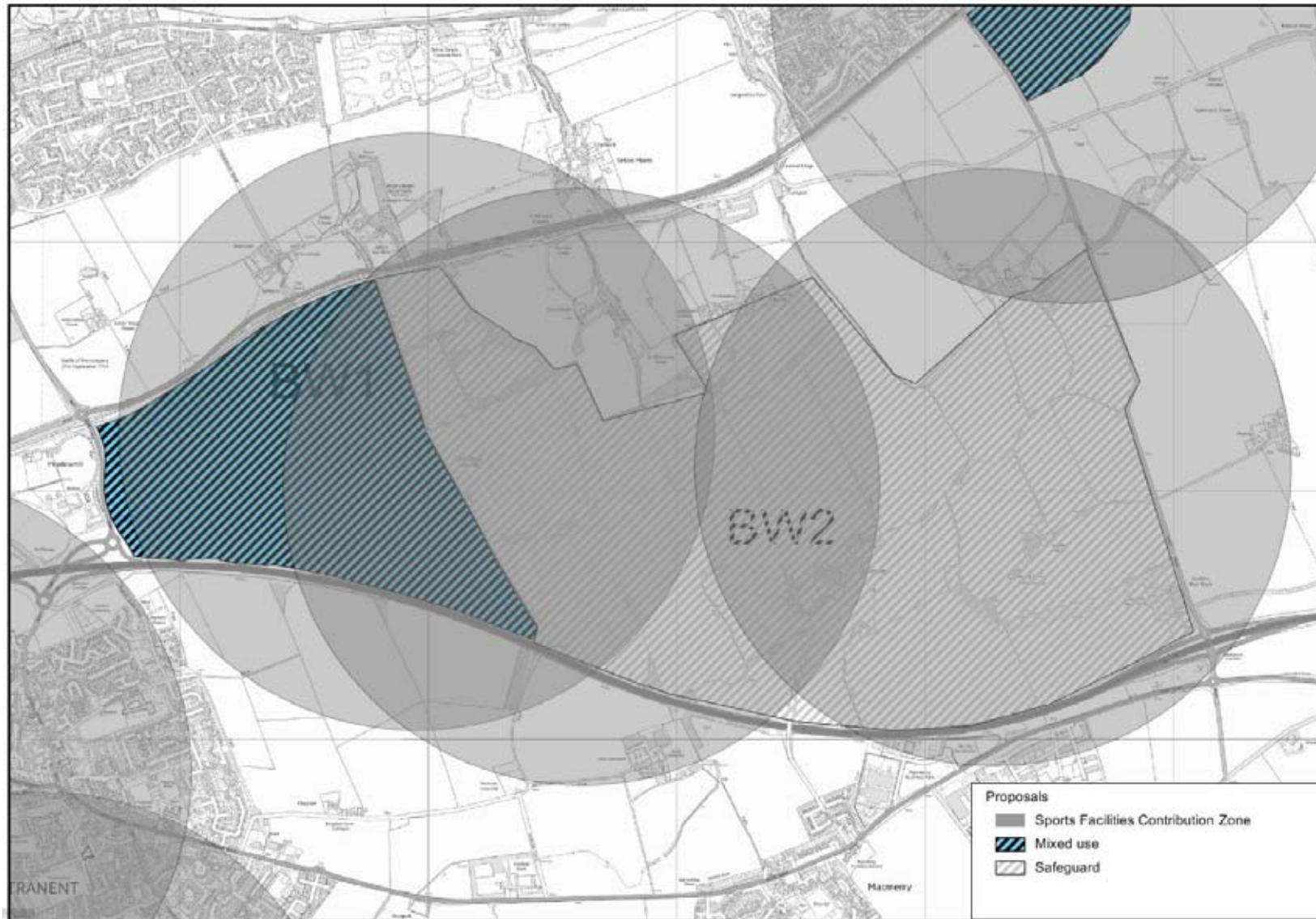
Proposed Musselburgh Sports Facilities Contribution Zones



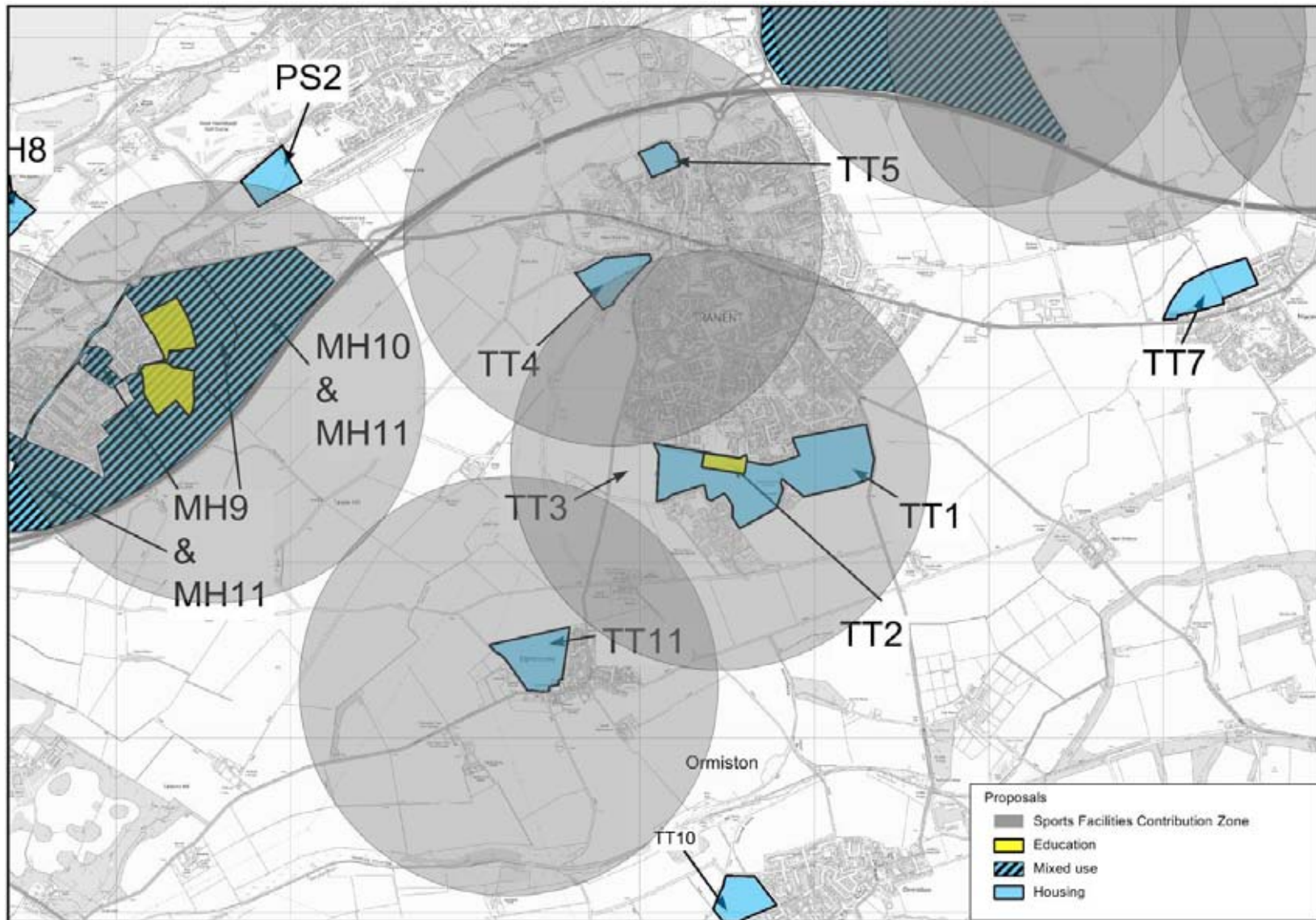
Proposed Prestonpans Sports Facilities Contribution Zone



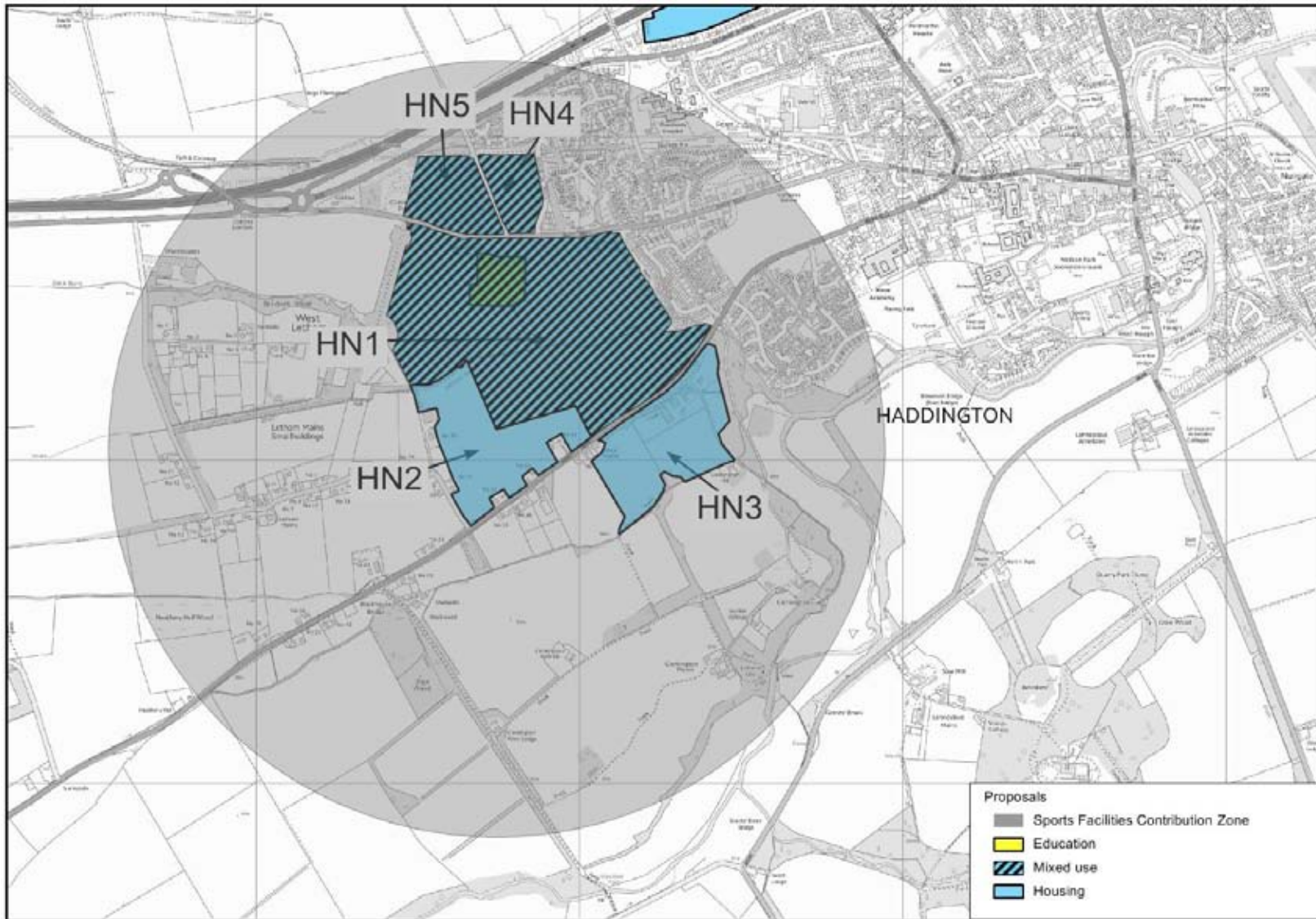
Proposed Blindwells Sports Facilities Contribution Zone



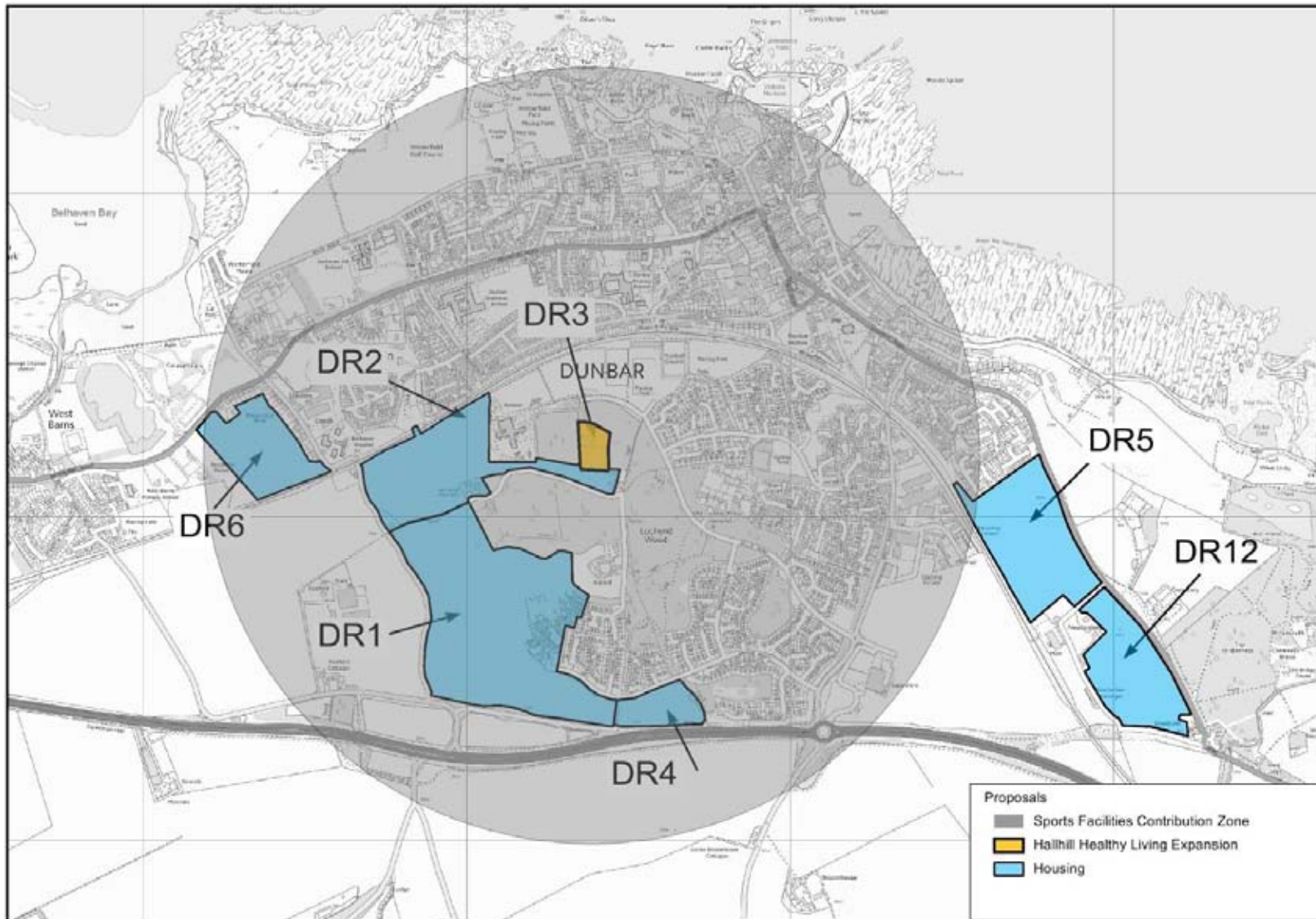
Proposed Tranent Sports Facilities Contribution Zone



Proposed Haddington Sports Facilities Contribution Zone



Proposed Dunbar Sports Facilities Contribution Zone



Proposed North Berwick Sports Facilities Contribution Zone



Appendix 2- Cumulative Wind Turbine Issues

Cumulative issues will be considered with regard to SNH Guidance 'Siting and Designing of Windfarms in the Landscape 2014', 'Siting and Design of Small Scale Wind Turbines of between 15 and 50 metres in height - March 2012' and 'Assessing the Cumulative Impact of Onshore Wind Energy Development' and successor guidance. Cumulative issues will also be considered with regard to the following:

Proposals in or near Areas of Strategic Capacity: Areas of Strategic Capacity are those with long-term potential for generation of wind energy at strategic scale. It is important that the potential for large scale development with significant energy generation benefits in these areas is not compromised by smaller scale proposals which take up or impact on the landscape capacity of these areas.

Retention of distinctiveness of lowland and upland areas: there is a strong, established pattern of wind turbine development in East Lothian, with clustered large scale development in the expansive upland landscapes, and smaller scale development in the lowlands. Wind development at the wrong scale would reduce this distinctive pattern: this applies to large scale (in terms of height) development in the lowlands, and smaller scale development in the Lammermuir areas. Large scale development in the lowlands as well as the uplands could lead to East Lothian being defined by wind development instead of wind turbines being a component of the landscape.

Retention of distinctiveness within Scotland: it is important for the different landscapes of Scotland to remain distinctive both within their locale as well as regionally and nationally. The existing pattern of development in East Lothian is different from the other similar east coast landscapes of Fife, Scottish Borders and Moray. This distinction should be retained. The Lothian Edge provides a boundary between the central belt and the upland areas within the Scottish Borders, with panoramic views at the fault line across central lowland Scotland. The distinction of these different landscapes is obvious to walkers and road travellers alike. This distinction would be compromised by larger scale wind development in the lowlands of East Lothian.

Pattern of existing development and Relief from development: existing large scale windfarms in the Lammermuirs around East Lothian are set back from the East Lothian edge of the Lammermuir Hills and have some degree of containment. They are in a 'cluster and space' pattern. Further wind farm development within the Lammermuir area, especially stand alone development, risks there being few or no areas within the East Lothian Lammermuirs which are not significantly impacted

on or dominated by windfarm development. It is important that some part of the landscape is retained free from windfarm development for existing and future generations to enjoy. The Lammermuirs contain some of East Lothian's wildest land in terms of remoteness, naturalness and lack of modern artefacts, which could be lost by further wind turbine development between existing turbines.

Visual relief is provided by a general lack of visibility of windfarm development at the Whiteadder and Hopes valleys and this should be retained. Most if not all of the summits in the East Lothian Lammermuirs have been affected by views of windfarms, with some summits being overlooked by turbines or having them in very close proximity, including Wester Dod, Heart Law, Bransly Hill, Meikle Says Law and Spartleton. It is therefore important that some summits should remain which are relatively unaffected by wind development and that the main summits which have wind development in close proximity retain some of their character and clear views outwards. Further encroachment towards the summits of Wester Dod, Bransly Hill, Meikle Says Law, Spartleton, Lammer Law, Harestane Hill, and Moss Law in particular should therefore be carefully considered.

Visual relief is also important in the lowland context.

Containment of existing windfarm development: this applies particularly to development at Dun Law/Pogbie where the rim of the scarp is an important 'edge' and Aikengall/Crystal Rig and Fallago, where the East Lothian edge of the Lammermuir Hills provides some containment.

Lammermuir Skyline: windfarm development on the skyline can be prominent. From parts of the East Lothian Plain a considerable proportion (over half) of the skyline is affected by wind development. There are three main issues; firstly, the horizontal skyline should continue to appear as the dominant feature; secondly, wind development should continue to appear set back from the East Lothian edge of the Lammermuir Hills; and thirdly, physical and visual spacing between windfarms should be maintained. Different design, scale and speed of turbines on a prominent or important skyline can become a visual distraction and affect visual amenity.

Oldhamstocks Conservation Area: the area in and around Oldhamstocks Conservation Area is affected by existing and consented wind development. Cumulative impact on this village is a matter of concern and the Council is seeking to resist further proposals that would have an adverse effect on the setting of the Conservation Area.

Clutter: capacity for visual clutter in association with large and complex industrial buildings such as the cement works, or Torness Power Station, quarries, power lines and transmission masts (such

as on the Garleton Hills, Blackcastle Hill or at Stevenson) and related impact on the landscape pattern and scenic attraction of the area. This could occur with an individual wind turbine in association with other existing development or if turbines were associated with the majority of land holdings.

Domination of local character: effect on the scenic attraction of different character areas: e.g. the simplicity and openness of the agricultural plain, intricacy of river valleys; or on pattern of woodland and trees within the North Lammermuir Platform. The larger the turbine, the harder it is likely to be to accommodate a number of them without them becoming the dominant features. Inter-visibility of developments limits capacity in open and highly visible areas. The Tyne valley between Haddington and Pencaitland now contains several medium scale clearly visible turbines which are widely visible in the local area. The coastal plain around Dirleton/Gullane/Drem has several different design, scale and speed of turbine as well as visibility of turbines in the Lammermuirs and Fife. The cumulative impact of further development here must be carefully considered.

Fragmentation of existing pattern of development: Where turbines do not relate well to existing buildings and point features in the landscape this affects the robust, recognisable, consistent and characteristic pattern of built development. Turbine siting can affect the appearance of spread of built development; for example turbine development in the open spaces north of the A1 in the Musselburgh Prestonpans fringe and along the A1 corridor could affect the perception of where built/industrial development ends.

Sequential effects: there are potential sequential effects on the experience of travelling throughout East Lothian, including the A1 corridor, the East Coast Mainline Railway and the John Muir Way.

Noise: Some noise sensitive receptors both in East Lothian and Scottish Borders area are affected by noise from one or more East Lothian windfarms. These are in particular dwellings close to Crystal Rig and Aikengall cluster of wind turbines. Conditions are in place to secure acceptable levels of noise however a small number of these properties are approaching the limit of what is considered acceptable. Guidance "The assessment and rating of noise from windfarms" Final Report, 1996, DTI gives a base for considering noise impacts, including cumulatively. With multiple windfarms the position can become complex, and conditions will be carefully worded so it is clear what the responsibilities of each windfarm in relation to noise are.

Black Grouse: Black grouse are one of the species which can be significantly impacted by wind turbine development. Black grouse are a priority species under the UKBAP, and are also on the

Scottish Biodiversity List. It is also one of only four birds on SNH's species action list. Wind turbine development in East Lothian has restricted the amount of habitat available for the Black Grouse, in particular potential lek sites. While several areas within East Lothian contain suitable habitat for Black Grouse, development within an area in the east of the Plateau Grassland Landscape Character Areal (south of Stobshiel) would effectively mean the Black Grouse becoming extinct from East Lothian, and this is undesirable.

Appendix 3 - Glossary

A

ACCESSIBILITY

Having access to goods, services, employment and other facilities.

ACTION PROGRAMME

A document which identifies the timescale, roles, responsibilities and actions of those partners and stakeholders involved in implementing the Local Development Plan spatial strategy.

ACTIVE TRAVEL

Travel characterised by physical activity such as walking and cycling

ACTIVE FRONTAGE

Ground Floor building frontage designed to allow people to see and walk inside and out.

AFFORDABLE HOUSING

Housing of a reasonable quality that is affordable to people on relatively modest incomes.

AGGREGATES

Sand and gravel, crushed rock and other bulk materials used in construction industry for purposes such as the making of concrete, mortar and asphalt for roadstone, drainage or bulk filling.

AIR QUALITY MANAGEMENT AREAS (AQMA)

Designated parts of East Lothian where the Council considers that air quality objectives are unlikely to be achieved.

ALLOCATION

Areas of land or sites identified in the Local Development Plan for development.

ANCIENT WOODLAND

Woodland and related habitat identified and included in the Forestry Commissions 'Native Woodland Survey of Scotland' and/or SNH's Ancient Woodland Inventory.

APPROPRIATE ASSESSMENT

An assessment carried out by the Competent Authority required under the Conservation (Natural Habitats &c) Regulations 1994 (as amended), where there is a Likely Significant Effect on a Natura 2000 site.

AREA OF STRATEGIC CAPACITY

Area where there is long term potential for large scale wind development

B

EAST LOTHIAN BIODIVERSITY ACTION PLAN (ELBAP) HABITAT

UK BAP habitats that occur in East Lothian, along with habitats of local significance. See the East Lothian Biodiversity Action Plan for details of which habitats are included.

BATTLEFIELD (see Historic Battlefield, below)

BIODIVERSITY

The range and extent of animal and plant species within an area.

BROWNFIELD LAND

Land which has been previously developed. The term may cover vacant or derelict land, infill land or land occupied by redundant or unused buildings and developed land within the settlement boundary where redevelopment is acceptable.

BUSINESS USE

Class 4 of the Town and Country Planning (Use Classes) (Scotland) Order 1997 which includes general office, light industry or research and development which can be carried out without detriment to the amenity of any residential area.

C

CARBON CAPTURE AND STORAGE

Carbon capture and storage (CCS) (or carbon capture and sequestration) is the process of capturing waste carbon dioxide (CO₂) from large point sources, such as fossil fuel power plants, transporting it to a storage site, and depositing it where it will not enter the atmosphere, normally

an underground geological formation. The aim is to prevent the release of large quantities of CO2 into the atmosphere (from fossil fuel use in power generation and other industries).

CENTRAL SCOTLAND GREEN NETWORK

Programme intended to deliver a step change in environmental quality, woodland cover and recreational opportunities, comprising a strategic network of woodland and other habitats, active travel routes, greenspace links, watercourses and waterways, providing an enhanced setting for development and other land uses and improved opportunities for outdoor recreational and cultural activity.

COALESCENCE

When development occurs to make settlements no longer physically or visually separate from each other.

COMMITTED DEVELOPMENT

Development proposals that are contained in previous Local Plans and are carried forward to the Local Development Plan or have received Council support through subsequent planning permissions.

CONSERVATION AREA

An area designated under the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 as being of special architectural or historic interest, the character and interest of which it is desirable to preserve or enhance.

CONSTRAINED (NON EFFECTIVE SITE)

A site within an established housing land supply that at the time of any audit is not assessed as being effective, that is, it will not be programmed to contribute housing completions in that audit.

COMPETENT AUTHORITY

Any Minister, Government Department, public or statutory undertaker, public body of any description or person holding a public office responsible for carrying out Appropriate Assessment under the Conservation (Natural Habitats, &c) Regulations 1994

CORE PATHS

Under the terms of the Land Reform (Scotland) Act 2003, the Council has prepared a plan for a system of 'core paths' to give people reasonable access throughout their area for walking, cycling, horse riding and to inland water.

COUNTRYSIDE AROUND TOWNS

A planning policy applied to countryside adjacent to a settlement to protect the character of the settlement (including its landscape setting) and the local area or to prevent coalescence between settlements.

COUNTRYSIDE RECREATION

Passive or active outdoor recreational pursuits or land uses, which do not, of themselves, harm the character or amenity of the countryside (or neighbouring urban area) or threaten the character or appearance of the landscape and its enjoyment by others.

CIVIL INFRASTRUCTURE

Hospitals, fire stations, emergency depots, schools, care homes, ground-based electrical and telecommunications equipment.

CLIMATE CHANGE ADAPTION

The adjustment in economic, social or natural systems in response to actual or expected climatic change, to limit harmful consequences and exploit beneficial opportunities.

CLIMATE CHANGE MITIGATION

Reducing the amount of greenhouse gases in the atmosphere and reducing activities which emit greenhouse gases to help slow down or make less severe the impacts of future climate change.

CUMULATIVE IMPACT

A developments impact in combination with other development(s). That includes existing developments of the kind proposed, those which have permission, and valid applications which have not been determined. The weight attached to undetermined applications should reflect their position in the application process.

D

DENSITY AND MIXED USE

Development density relates to the amount of development on a given piece of land, and mixed use the variety of land uses on it. Density influences the intensity of development and, when combined with the mix of land uses, can affect a place's vitality and viability. For the purposes of this local plan, a net dwelling per hectare density measure (dph) will be used. The net dwelling per hectare density level is calculated by dividing the total number of houses to be developed on the site by the area of land that will accommodate housing and directly associated development.

Directly associated development will include: secondary and tertiary access roads; private gardens; car parking areas; incidental open space and landscaping, such as roadside verges. It will exclude land required to provide for: primary roads; schools and other non-housing land uses; open spaces serving a wider area, such as local, town and linear parks and play areas etc; large SUDS features, including attenuation ponds; and significant landscape buffer strips at site boundaries and within sites. In situations where one side of a road has a developed frontage, only half of that road should be included in the area to be measured.

Where dwellings are to be provided above commercial premises they can contribute towards the net density measure without incorporating the land area they occupy. Some sites may be subject to minor constraints unknown at the time of allocation and the exact area of land suitable for development will only be known after any such areas are subtracted from the total site area, leaving only land to be developed for housing and directly associated development. For this reason a degree of flexibility is built in to the allocated site areas.

Use of a net density measurement is more refined than gross. It ensures that the effect of any such undevelopable land will not be to increase housing density beyond the minimum requirement, as would be the case if a gross density measurement were to be used.

DEVELOPMENT BRIEF OR FRAMEWORK

A document approved by the Council providing guidance on how a specific site of significant size or sensitivity should be developed in line with the relevant planning and design policies. It will usually contain some indicative vision of future development form.

DEVELOPMENT PLAN

A document(s) that sets out how places should change and what they could be like in the future. It stipulates what type of development should take place where, and which areas should not be

developed. In the Edinburgh City Region the development plan is made up of the Strategic Development Plan, Local Development Plans and any Supplementary Guidance.

DEVELOPER CONTRIBUTION

Payments made or work in kind, to help improve the infrastructure (e.g. roads, open space, wastewater treatment works) or provide other necessary mitigation so that development can go ahead.

E

EFFECTIVE HOUSING LAND SUPPLY

Effective housing land supply is the part of the established housing land supply (see below) which is free or expected to be free of development constraints in the period under consideration, and will therefore be available for the construction of housing.

EMPLOYMENT USE

Generally businesses, general industry or storage and distribution uses, as defined in the Town and Country Planning (Use Classes)(Scotland) Order 1997.

ENVIRONMENTAL REPORT

A document required under the Environmental Assessment (Scotland) Act 2005 which describes and evaluates the likely significant environmental impact on implementing a plan or programme.

ESTABLISHED HOUSING LAND SUPPLY

The total housing land supply including both unconstrained and constrained sites, plus the remaining capacity for sites under construction, sites with planning consent, sites in adopted local development plans and where appropriate other buildings and land with agreed potential for housing development.

ESSENTIAL INFRASTRUCTURE (IN A FLOOD RISK AREA FOR OPERATION REASONS)

Defined in SEPA guidance on vulnerability as 'essential transport infrastructure and essential utility infrastructure which may have to be located in a flood risk area for operational reasons. This includes electricity generating stations, power stations and grid and primary sub stations, water treatments works and sewage treatment works and wind turbines'.

EUROPEAN PROTECTED SPECIES

Species listed on Schedules 2 (animals) and 4 (plants) of the Conservation (Natural Habitats, &c.) Regulations 1994, as amended; in East Lothian the animal species which might be found are bats (all species are EPS) otter, great crested newt.

EUROPEAN SITES

A European site is one defined as set out in Section 10 (1) of the Conservation (Natural Habitats etc) Regulations 1994 as amended. They comprise Special Areas of Conservation and Special Protection Areas designated by the Habitats and Birds Directives respectively. They can also be referred to as Natura sites (see also Natura 2000 sites). Ramsar sites, classified under the Ramsar Convention on Wetlands of International Importance also form part of the Natura 2000 network of European sites, either as a Special Protection Area or Special Area of Conservation. The Scottish Government requires authorities to afford the same level of protection to proposed Special Areas of Conservation and Special Protection Areas as they do to sites which have been designated. In Scotland, European sites are given protection through The Conservation (Natural Habitats &c,) Regulations 1994 as amended.

F

FLOOD

The temporary covering by water from any source of land not normally covered by water, but not including the overflow of a sewage system.

FLOOD PLAIN

The generally flat areas adjacent to a watercourse or the sea where water flows in time of flood or would flow but for the presence of flood prevention measures. The limits of a flood plain are defined by the peak water level of an appropriate return period event. See also 'Functional flood plain'.

FREEBOARD ALLOWANCE

A height added to the predicted level of a flood to take account of the height of waves or turbulence and uncertainty in estimating the probability of the flooding.

FUNCTIONAL FLOOD PLAIN

The areas of land where water flows in times of flood which should be safeguarded from further development because of their function as flood water storage areas. For planning purposes the functional floodplain will generally have a greater than 0.5% (1:200) probability of flooding in any year.

FLOOD RISK

A measure of the likelihood of flooding occurring and the associated impacts on people, the economy and the environment.

G

GARDEN AND DESIGNED LANDSCAPE

Area on the Inventory of Historic Gardens and Designed Landscapes kept by Historic Environment Scotland; local and regional Gardens and Designed Landscapes also exist and these will be identified in supplementary planning guidance.

GREEN BELT

An area defined in the development plan which can encircle settlements as well as act as buffers, green corridors or wedges. It can prevent the merging of settlements and provide clarity on where development will or will not take place.

GREENFIELD LAND

Land which has not previously been developed.

GREEN NETWORK

Connected areas of green infrastructure and open space that together form an integrated and multi-functional network.

H

HABITATS REGULATIONS

General term for the Conservation (Natural Habitats, &c) Regulations 1994, as amended, which translated into UK law the EU Habitats and Wild Birds Directive.

HISTORIC BATTLEFIELD

Site within Historic Environment Scotland's *Inventory of Historic Battlefields*.

HOUSING IN MULTIPLE OCCUPATION (HMO)

The term 'house in multiple occupancy' in relation to houses, means accommodation which is the only or principle residence of three or more (unrelated) people who share a bathroom, toilet and kitchen. It can also be known as a house share.

HOUSING LAND AUDIT

Assessment of housing land across East Lothian, as at 31 March each year.

HOUSING LAND REQUIREMENT

The amount of land required to be allocated for housing (including generosity) to meet the identified housing requirement.

HOUSING NEED AND DEMAND ASSESSMENT (HNDA)

The evidence base used to identify future housing requirements to ensure suitable land is allocated through development plans.

HOUSING REQUIREMENT

Housing requirement is the total amount and type of housing necessary to accommodate a given or projected population at appropriate minimum standards. This includes both housing need and demand.

I

IMPERATIVE REASONS OF OVER-RIDING PUBLIC IMPORTANCE (IROPI)

Where a competent authority concludes through an appropriate assessment that a proposal or plan will have an adverse effect on the integrity of a Natura 2000 or Ramsar site, that proposal or plan can only be consented if there are no alternative solutions and there are Imperative Reasons of Over-Riding Public Importance. For sites that host a priority habitat type, these reasons can only be related to human health, public safety or beneficial consequences of primary importance to the environment, or other reasons which in the opinion of the European Commission are imperative reasons of overriding public interest. Where the proposal does not involve a Priority habitat, then reasons of a social or economic nature may also be considered.

INFRASTRUCTURE

Physical networks which serve development such as roads, paths, street lighting, supplies of water, gas, electricity and waste water drainage and services for occupants of developments such as public transport measures, schools and healthcare.

J

K

L

LIFE SCIENCES

The scientific study of living things – plants, animals and humans.

LIKELY SIGNIFICANT EFFECT

In the context of Natura 2000 Sites, an effect of a plan or project where it cannot be excluded on the basis of objective information, that the plan or project will have a significant effect, with reference to the Conservation Objectives of the site.

LISTED BUILDING

A building identified by Historic Environment Scotland as being of special architectural or historical interest as set out in the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997. Categorized A, B, C(s) to reflect their relative importance.

LOCAL HOUSING STRATEGY

Sets out the housing needs of the area (both the privately owned and rented sectors) and outlines plans to address those needs over a 5 year period.

LOCAL NATURE CONSERVATION SITES

Sites designated by the Council through this Local Development Plan for their local or regional importance for biodiversity or geodiversity interest.

LOCAL CENTRE

For the purposes of this Plan a local centre is a local shopping centre as identified by this Plan.

LOW AND ZERO CARBON GENERATING TECHNOLOGY

Equipment provided on-site or integrated into buildings and which use solely renewable sources, resulting in zero carbon dioxide emissions, or which include use of fossil fuels but with significantly

lower carbon dioxide emissions overall, which may include combined heat and power (CHP) and/or a range of other methods.

M

MASTER PLAN

A detailed document that explains how a site or sites will be developed, usually prepared by or on behalf of the landowner, including a representation of the three-dimensional form of proposals and an implementation programme.

MATERIAL CONSIDERATION

Any consideration relevant to the use and development of land taken into account when determining a planning application.

MOST VULNERABLE USES

Basement dwellings, isolated dwellings in sparsely populated areas, dwelling houses behind informal embankments, residential institutions such as residential care homes/prisons, nurseries, children's homes and educational establishments, caravans, mobile homes and park homes intended for permanent residential use, sites used for holiday or short-let caravans and camping, installations requiring hazardous substance consent.

N

NATIONAL PLANNING FRAMEWORK (NPF)

The Scottish Government's vision and strategy for Scotland's long term spatial development.

NATIONAL GEOLOGICAL RECORDS CENTRE (NGRC)

A 'place of deposit' under the terms of the Public Records Act holding a wide range of geological records including site investigation records, borehole logs, mine plans and more.

NATURA 2000 SITE

Natura sites represent the very best of Scotland's nature. Natura is the term given to Special Areas of Conservation (SACs) and Special Protection Areas (SPAs). These internationally important sites are designated under two of the most influential pieces of European legislation relating to nature conservation, the Habitats and Birds Directives. The network of sites across the European Community is known as Natura 2000.

O

OPEN SPACE

Space within and on the edge of settlements comprising green infrastructure and/or civic areas such as squares, market places and other paved or hard landscaped areas with a civic function. Detailed typologies of open space are included in PAN65.

P

PLACEMAKING

An approach to creating better places, and places that people enjoy being in. It is achieved through linking the planning strategy with design tools and other processes and decisions to achieve positive, design-led outcomes on the ground that help create better places.

PLANNING CONDITIONS

Conditions attached to planning permissions that are enforced through planning legislation.

PRIME QUALITY AGRICULTURAL LAND

Class 1, 2 and 3.1 agricultural land as defined by the James Hutton Institute.

PRIORITY HABITAT

Natural habitat types in danger of disappearance which are mainly or exclusively found within the European Union and the UK and listed in Annex 1 of the Habitats Directive.

R

RAMSAR SITE

Ramsar sites are wetlands of international importance, which provides for the conservation and good use of wetlands designated under the Ramsar Convention.

RENEWABLE ENERGY

Natural energy from sources which will never run out such as sunlight, wind, hydro, wave, tidal, biomass, solar and geothermal.

S

SCHEDULED MONUMENT

An archaeological monument of national importance that is legally protected under the Ancient Monuments and Archaeological Areas Act 1979.

SCOTTISH PLANNING POLICY (SPP)

Scottish Government's policy statement on nationally important land use planning matters.

SETTING

Is more than the immediate surroundings of a site or building, and may be related to the function or use of a place, or how it was intended to fit into the landscape or townscape, the view from it or how it is seen from areas round about, or areas that are important to the protection of the place, site or building

SITE OF SPECIAL SCIENTIFIC INTEREST (SSSI)

SSSI's are those areas of land and water (to the Mean Low Water Springs) that best represent our natural heritage – its diversity of plants, animals and habitats, rocks and landforms, or a combination of such natural features. Designated by SNH under the Nature Conservation (Scotland) Act 2004, it is an offence to intentionally or recklessly damage their protected natural features.

SPECIAL AREAS OF CONSERVATION (SAC)

An internationally important site designated under the Habitats Directive to protect threatened habitats and species, both terrestrial and marine. Together with SPA's these sites make up the Natura site series.

SPECIAL PROTECTION AREA (SPA)

An internationally important site designated under the EU Birds Directive to give protection to specific rare, threatened or vulnerable bird species, or to regularly occurring migratory species. Together with SAC's these sites make up the Natura site series

SPECIAL LANDSCAPE AREAS (SLA)

An area designated by the Council through this local development plan as being of special landscape character requiring special protection against inappropriate forms of development.

STRATEGIC DEVELOPMENT PLAN

In Scotland's four city regions, Strategic Development Plans provide a long term vision, a spatial strategy and strategic policies and proposals, setting clear parameters for Local Development Plans.

SUPPLEMENTARY GUIDANCE (SG)

Guidance and detailed criteria prepared by the Council which deals with further information or detail in respect of particular LDP issues. Supplementary guidance must be expressly identified in the LDP and be submitted to Scottish Ministers before it can be approved by Council. Once adopted, supplementary guidance forms part of the development plan.

SUPPLEMENTARY PLANNING GUIDANCE (SPG)

Supplementary planning guidance is to be prepared to provide additional information and guidelines to enable certain policies of the Local Development Plan to be implemented. It does not form part of the plan but sits beside it as a non statutory document and a material consideration.

SUSTAINABLE DEVELOPMENT

Development that meets the needs of the present without compromising the ability of future generations to meet their own needs. The Brundtland Definition. Our Common Future, The World Commission on Environment and Development, 1987.

SUSTAINABLE FLOOD RISK MANAGEMENT

Partnership working to provide the maximum possible resilience against flooding from all sources through various techniques and systems, protecting and enhancing the environment in a way which is fair and affordable, both now and in the future.

SUSTAINABLE URBAN DRAINAGE SYSTEMS (SUDS)

A range of techniques to manage the flow of water runoff from a site by allowing water control and treatment on-site, reducing the impact on existing drainage systems.

T

THERMAL GENERATION

The process of generating electricity from heat. There are four thermal energy fuels: coal, natural gas, wood waste and geo-thermal. Strictly speaking, nuclear power is also thermal energy fuel, but it is set aside in a class of its own because of its unique traits.

TOWN CENTRE

Centres that provide a diverse and sustainable mix of activities and land uses which create an identity that signals the function and wider role.

TOWNSCAPE

The urban equivalent of landscape; for example, the appearance of streets.

TRAVEL PLAN

A site based tool for an organisation to manage its transport needs to encourage safe, healthy and sustainable travel options, reflecting the different needs and problems of different locations. The principal objective of a plan is typically to minimise car use associated with a development.

U**V****VITALITY AND VIABILITY (OF TOWN CENTRES)**

Vitality is a measure of how lively and busy a town centre is. Viability is a measure of its capacity to attract ongoing investment, for maintenance, improvement and adaptation to changing needs.

WASTE/WASTE MANAGEMENT

Includes any substance that constitutes a scrap material or an effluent or other unwanted surplus substance arising from the application of any process; and any substance or article that requires to be disposed of as being broken, worn out, contaminated or otherwise spoiled (but does not include explosives).

WINDFALL

A site which becomes available for development during the plan period which was not anticipated when the plan was being prepared.

Z

Appendix 4 – Schedule of Council Owned Land

| Description of Land Owned by Planning Authority | Reference to policies, proposals or views contained in the Plan which relate to the occurrence of development of the land |
|---|---|
| Land between Whitehall Road and South of the A1 and land between the A1 and Newcraighall Public Park, Musselburgh | PROP MH1: Land at Craighall, Musselburgh PROP CF1: Provision of New Sports Pitches and Changing Accommodation |
| Section of the A1 South of QMU | PROP OS6: Allotment Sites |
| Land to the west of Old Craighall | Policy DP9: Development Briefs |
| Land to the north of Birchlea and section of A1 west of B6415 | PROP MH3: Land at Old Craighall Junction South West Policy DP9: Development Briefs |
| Land along the A1 North of the Motel and west of the B6415 | PROP MH4: Land at Old Craighall Junction |
| Land between Wallyford Industrial Estate and the A1 and land west of Inchview Road | PROP MH9: Land at Wallyford PROP CF1: Provision of New Sports Pitches and Changing Accommodation |
| Rail track to the east of the site | PROP MH14: Land at Whitecraig South Policy DP9: Development Briefs |
| Land north east of the boundary | PROP MH16: Whitecraig Primary School Expansion Land Policy DP9: Development Briefs |
| Part of Land at Inveresk Industrial Estate Land at Fisher Row Industrial Estate Land at Newhails Road Land at Wallyford Industrial Estate Land at Recycle Centre, Wallyford Land at Carberry LS, Whitecraig Land at Whin/Cockenzie Business park Land at Macmerry Business Park Land at Macmerry Industrial Estate Land at Easter Alderston, Haddington Land to the west of Peppercraig Quarry Industrial Site, Haddington Land at Station Road, south of Hospital Road, Haddington Land at Industrial Estate, East Linton Land at Dunbar Trading Estate Land at Tantallon Road, south of the cemetery, North Berwick | EMP1: Business and Employment Locations |
| Land to the north east of PS1 and runs parallel to the B1377 west. | Prop PS1: Longniddry South PROP CF1: Provision of New Sports Pitches and Changing Accommodation PROP T9: Safeguarding Land for larger Station Car Parks |

| | |
|---|---|
| | PROP T10: Safeguarding Land for platform Lengthening Policy DP9: Development Briefs |
| Land east of Dolphinstone Court Land north and south of Bankton Terrace and east of Prestonpans Station Land at B6371 Land South of Seton West Mains on the B6371 Land north of St Germain's Land south west of Cantyhall Bridge Small linear sections of land north along the A198 Land to the north east of PS1 and runs parallel to the B1377 west Land north of the B1377 at Drem | PROP T13: East Coast Main Line: Four Track Section, New Rail Station and Vehicular Overbridge. |
| Dismantled Railway Track west of the site | PROP TT10: Limeylands Road, Ormiston Policy DP9: Development Briefs |
| Part land at Park View, Easter Pencaitland | PROP TT14: Park View, Easter Pencaitland Policy DP9: Development Briefs |
| Land to the north at the industrial estate | PROP DR7: Land at Spott Road, Dunbar Policy DP9: Development Briefs |
| Land at North Berwick High School and North Berwick Law Primary School, North Berwick | PROP NK2: North Berwick High School and Law Primary School Expansion Land PROP ED7: North Berwick Education Proposals |
| Land to the East of Preston Crescent, Cockenzie Path/track running from B1361 north east to B6371 | PROP EGT1: Land at Former Cockenzie Power Station |
| Cockenzie Ash lagoon near Musselburgh Kingwegar Recycling Centre, & WTS, Wallyford Macmerry Depot, Macmerry Industrial Estate Macmerry CA Site, Macmerry Dunbar Recycle Facility, Dunbar North Berwick CA Site, North Berwick Carberry LS, Whitecraig, | Policy W1: Waste Management Safeguards |
| Land at Brunton Wireworks, Musselburgh Land at Dolphinstone Edinburgh Road, Prestonpans | Policy HOU1: Established Housing Land |
| Land south of QMU Land at Whitecraig Primary School, Whitecraig Land at Prestonpans, Primary School, Prestonpans Land at Prestonpans Infant School, Prestonpans | PROP ED1: Musselburgh Cluster Education Proposals PROP ED2: Prestonpans Cluster Education Proposals PROP ED3: Blindwells Cluster Education Proposals PROP ED4: Tranent Cluster Education Proposals |

| | |
|---|--|
| Land at Preston Lodge High School, Prestonpans Land at Cockenzie Primary School, Prestonpans Land at Longniddry Primary School, Longniddry Land at Knox Academy, Haddington Land at Dunbar Grammar School, Dunbar Land at Ross High School, Tranent Land at Windygoul Primary School, Trantent Land at Elphinstone Primary School, Elphinstone | PROP ED5: Haddington Cluster Education Proposals PROP ED6: Dunbar Cluster Education Proposals Policy SECF1: Safeguarded Education and Community Facilities |
| Land at Elphinstone Football ground, Elphinstone Land at Gullane Football Ground, Gullane Land at Aberlady School Road Park, Aberlady | PROP CF1: Provision of New Sports Pitches and Changing Accommodation |
| Land at Abbey Care Home, North Berwick Land at Eskgreen Care Home, Musselburgh Land at Cockenzie/Port Seton Medical Centre | PROP HSC2: Health Care Facilities Proposals |
| Land along the Longniddry Haddington Route | Policy T14: Longniddry – Haddington Route Safeguard |
| Land to the north of Birchlea and section of A1 west of B6415 Land along the A1 North of the Motel and west of the B6415 | PROP T15: Old Craighall A1(T) Junction Improvements |
| Land between Whitehall Road and South of the A1 and land between the A1 and Newcraighall Public Park, Musselburgh Section of the A1 South of QMU | PROP T16: A1 Junction Improvements at Queen Margaret Drive Interchange |
| Land at A198 Meadowmill Roundabout | Policy T23: Transport improvements to A198, Meadowmill Roundabout and Bankton Interchange |
| Land at A198 Meadowmill Roundabout | PROP T24: Land Safeguard for A198 / B1361 Meadowmill Roundabout Improvements |
| Land at Tranent Town Centre | Policy T26: Transport Improvements to Tranent Town Centre |
| Land at Tranent Town Centre | PROP T27: Tranent Town Centre One-Way System |
| Land at Tranent Town Centre | PROP T28: Junction Improvements at Elphinstone Road and Edinburgh Road |
| Land at Prestonpans High Street | Policy CH9: High Street/Inch View, Prestonpans |

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EAST LOTHIAN LOCAL DEVELOPMENT PLAN 2018
ADOPTED BY RESOLUTION OF EAST LOTHIAN COUNCIL ON 27/09/2018

Plan produced by East Lothian Council's Planning Service
East Lothian Council
John Muir House
Haddington EH41 3HA

To make a comment, suggestion or complaint about a council service, download a feedback form online at www.eastlothian.gov.uk or pick one up at your local office.

App No. 21/01072/PP

**EAST LoTHIAN COUNCIL
DECISION NOTICE**

**TOWN AND COUNTRY PLANNING (SCOTLAND) ACT 1997
TOWN AND COUNTRY PLANNING
(DEVELOPMENT MANAGEMENT PROCEDURE) (SCOTLAND) REGULATIONS 2013**

**Newmains Farm
c/o GCA+D Ltd
Per Graeme Cook**

10 South St. Andrew Street
Edinburgh
EH2 2AZ

APPLICANT: Newmains Farm

With reference to your application registered on 20th August 2021 for planning permission in principle under the above mentioned Acts and Regulations for the following development, viz:-

**Planning permission in principle for the erection of 1 house and associated works
at
Land To South Of Ruchlaw West Mains Farm
Dunbar
East Lothian**

East Lothian Council as the Planning Authority in exercise of their powers under the above-mentioned Acts and Regulations hereby **GRANT PLANNING PERMISSION IN PRINCIPLE** for the said development in accordance with the particulars given in the application, the plan(s) docketed as relative hereto and the conditions set out below:-

CONDITIONS:

- 1 The development hereby approved shall begin before the expiration of 5 years from the date of this permission.

Reason:

Pursuant to Section 59 of the Town and Country Planning (Scotland) Act 1997 as amended.

- 2 Notwithstanding the submitted indicative drawings, and for avoidance of doubt, the indicative design proposal plans submitted as part of this Planning Permission in Principle application do not represent an approved scheme and all matters are reserved. The submission for approval of matters specified in conditions of this grant of planning permission in principle in accordance with the timescales and other limitations in section 59 of the Town and Country Planning (Scotland) Act 1997 (as amended) shall include details of the siting, design and external appearance of the house, the existing and finished site and floor levels in relation to Ordnance Datum, the details of waste management and recycling facilities, the details of surface water management, drainage arrangements, and SUDS proposals, the hards and soft landscaping of the site, the means of access to it and the means of any enclosure of the boundaries of the site and those details shall accord with the following principles of development for the site:
- a. The house shall be no higher than single storey in height or single storey in height with attic accommodation, and no part of the roof ridge shall break the skyline of the Lammermuir ridge line to the south in views from the north;
 - b. The house shall be designed with a pitched roof(s) and such roof(s) shall be clad with natural slates or a mix of natural slates and natural clay pantiles, with any pantiles being kept to lower sections of roof;
 - c. The house shall be designed and orientated so that its main roof ridge shall be aligned in a manner to minimise the visual impact of any gables (if relevant) on views from the south;
 - d. The external walls of the house shall be finished either wholly with natural local red sandstone, or a combination of natural red sandstone and a wet dash or textured render. Any render used shall not be a white or pale coloured render;
 - e. The house shall be designed to complement the existing local traditional architectural vernacular, character and appearance of neighbouring and nearby buildings, and shall include traditional components and styles of design;
 - f. The house shall be designed so that areas of glazing are generally of a traditional size and scale and so that any such glazing and photovoltaic panels are positioned to minimise their visual impact in views of the site;
 - g. The house shall be provided with parking spaces within the curtilage of the house at a rate of 150% for a house of 5 habitable rooms or fewer or 225% for a house of 6 or more habitable rooms, formed either as a driveway or accessed from a driveway, and those parking spaces shall each have minimum dimensions of 2.5 metres by 5 metres, and sufficient on-site turning and manoeuvring space shall be provided to enable a vehicle to enter and leave the public road in a forward gear;
 - h. The combined width of the Pressmennan Wood private access road and a proposed layby shall provide a minimum width of 4.8 metres over a 10 metres length in order to provide a usable passing place;
 - i. A minimum of the first 6 metres of the Pressmennan Wood private access road measured back from its junction with the U179 public road and for its full width shall be hardformed across its full width;

j. The means of enclosing the boundaries of the site shall be shown and the house shall not be occupied until the approved means of enclosure has been erected or planted; and

k. A scheme of landscaping for the site, including tree planting to the east of a house built on the site.

Reason:

In order to enable the Planning Authority to consider these matter/s in detail to ensure that adequate and satisfactory provision is made for the accommodation of vehicles clear of the highways in the interests of road safety, and to enable the Planning Authority to control the development in the interests of safeguarding the character and appearance of the area and the privacy and amenity of neighbouring residential properties and of occupiers of the new house and the impact of the proposed development on the Whittingehame to Deuchrie Special Landscape Area, the setting of the Stenton Conservation Area and the setting of the Clint Local Garden and Designed Landscape.

- 3 No development shall take place on the site until the applicant or their agent has, through the employ of an archaeologist or archaeological organisation, secured the implementation and reporting of a programme of archaeological works (Watching Brief) on the site of the proposed development in accordance with a written scheme of investigation which the applicant or their agent shall submit to and have approved in advance in writing by the Planning Authority. Thereafter, the programme of archaeological works (Historic Building Recording and Archaeological Monitoring) shall be carried out in accordance with the details so approved.

Reason:

To facilitate an acceptable archaeological investigation of the site.

- 4 Prior to the commencement of the development hereby approved on the site, a suitable Geo-Environmental Assessment of the site shall be carried out, and the findings report of that assessment shall be submitted to and approved in advance in writing by the Planning Authority. The scheme shall include details of the following:

- Phase I - A preliminary investigation incorporating a desk study, site reconnaissance, development of a conceptual model and an initial risk assessment.
- Phase II - A site survey (ground investigation, gas monitoring, and sample analysis) and risk evaluation. This phase is required if the Phase I investigation has indicated that the site is potentially contaminated and the degree and nature of the contamination warrants further investigation. The Phase II investigation shall include survey of the extent, scale and nature of contamination, and reporting on the appropriate risk assessment(s) carried out with regards to Human Health, the Water Environment and Gas Characteristic Situation as well as an updated conceptual model of the site, and an appraisal of the remediation methods available and proposal of the preferred option(s).
- Phase III - Where risks are identified, a Remediation Strategy shall be produced detailing and quantifying any works which must be undertaken in order to reduce the risks to acceptable levels, and make the site suitable for the proposed use. The Remediation Strategy shall detail all works to be undertaken, proposed remediation objectives and

remediation criteria, timetable of works and site management procedures. It shall also ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land following development. The Remediation Strategy shall be submitted to and approved in advance in writing by the Planning Authority.

The Desk Study and Ground Investigation shall be undertaken by suitably qualified, experienced and competent persons and shall be conducted in accordance with the Environment Agency's Contaminated Land Report 11, Model Procedures for the Management of Land Contamination, CLR11.

Should remedial works be required then, prior to the site being occupied, a Validation Report shall be submitted to the Planning Authority for approval confirming that the works have been carried out in accordance with the Remediation Strategy.

The presence of any previously unsuspected or unforeseen contamination that becomes evident during the development of the site shall be brought to the attention of the Planning Authority. At this stage, further investigations may have to be carried out to determine if any additional remedial measures are required.

Before the proposed house hereby approved is occupied the measures to decontaminate the site shall be fully implemented as approved by the Planning Authority.

Reason

To ensure that the site is clear of contamination prior to the occupation of the building.

- 5 The occupation of the house hereby approved shall be restricted to a person(s) solely or mainly employed in the agricultural business of Newmains Farm operated from the agricultural unit at Ruchlaw West Mains, or the dependant of such a person.

Reason:

To comply with the Council's Policy for the erection of new houses in the countryside.

- 6 Prior to the commencement of development, a report on the actions to be taken to reduce the Carbon Emissions from the build and from the completed development shall be submitted to and approved in writing by the Planning Authority. This shall include the provision of renewable technology for all new buildings, where feasible and appropriate in design terms, and new car charging points and infrastructure for them, where feasible and appropriate in design terms. The details shall include a timetable for implementation. Development shall thereafter be carried out in accordance with the report and timescales so approved.

Reason:

To minimise the environmental impact of the development.

- 7 Prior to the commencement of development a detailed statement on the measures to be implemented to enhance biodiversity on the site, including appropriate measures to conserve, restore or enhance biodiversity on the site and a timescale for their

implementation shall be submitted to and approved in advance in writing by the Planning Authority.

Thereafter, the measures to conserve, restore or enhance biodiversity on the site shall be implemented in accordance with the details and timescale so approved.

Reason:

In the interests of enhancing the biodiversity on the site.

- 8 For the avoidance of doubt, the core footpath (no. 233) that passes to the south of the application site along Pressmennan Wood private access road shall remain publicly accessible at all times during the construction phase of the development.

Reason:

In order to safeguard public access to the core footpath during the construction phase of the development.

The report on this application is attached to this Decision Notice and its terms shall be deemed to be incorporated in full in this Decision Notice.

Details of the following are given in the application report:

- the terms on which the Planning Authority based this decision;
- any variations made to the application in terms of Section 32A of the Town and Country Planning (Scotland) Act 1997.
- where applicable the summary of the terms of any agreement entered into under Section 75 of the Town and Country Planning (Scotland) Act 1997. A copy of the Section 75 Agreement can be inspected in the application file.
- where relevant, the information required by paragraph 2 of Regulation 29 of the Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2017 is contained within Appendix 1 to this decision notice and its terms shall be deemed to form part of this Decision Notice

The docketed plans to which this decision relate are as follows:

| <u>Drawing No.</u> | <u>Revision No.</u> | <u>Date Received</u> |
|--------------------|---------------------|----------------------|
| DS127(PA1)001 | - | 17.08.2021 |
| DS127(PA1)002 | - | 17.08.2021 |
| DS127(PA1)004 | A | 06.09.2021 |
| DS127(PA1)005 | A | 06.09.2021 |

ADVISORY NOTES

It should be understood that this permission does not carry with it any necessary consent or approval for the proposed development under other statutory enactments

19th June 2023

A handwritten signature in black ink, appearing to read 'Keith Dingwall', written in a cursive style.

Keith Dingwall
Service Manager - Planning

NOTES ABOUT REVIEW OF DECISION

If the applicant is aggrieved by the decision of the Planning Authority to grant permission for the proposed development subject to conditions, the applicant may require the planning authority to review the case under section 43A of the Town and Country Planning (Scotland) Act 1997 within three months from the date of this decision notice. The notice of review should be addressed to the Clerk to the Local Review Body, Committee Team, Communications and Democratic Services, John Muir House, Haddington, East Lothian EH41 3HA.

If permission to develop land is refused or granted subject to conditions and the owner of the land claims that the land has become incapable of reasonably beneficial use in its existing state and cannot be rendered capable of reasonably beneficial use by the carrying out of any development which has been or would be permitted, the owner of the land may serve on the Planning Authority a purchase notice requiring the purchase of the owner of the land's interest in the land in accordance with Part 5 of the Town and Country Planning (Scotland) Act 1997.

Notes to Applicant

The applicant/developer is strongly advised to check the status of utility apparatus for Scotland Gas Networks before progressing with any development on site. Scotland Gas Networks are currently referring prospective applicants/developers to www.linesearchbeforeudig.co.uk to review any apparatus that might be affected by the proposed works. If apparatus is located that would be affected then Scotland Gas Networks should be contacted on <https://www.sgn.co.uk/>

REVIEW DECISION NOTICE

Decision by East Lothian Local Council Review Body (the "ELLRB")

Application for Review by Cundall on behalf of Mr Andrew Meikle of Beanston Main Cottages, Haddington, EH41 3SB (the applicant) of a non-determination (deemed refusal) of the planning application for the erection of one house and associated works on the site of this application (being circa 0.12 hectares at the land west of Hoprig Mains Farmhouse, Gladsmuir, Macmerry, East Lothian).

Site address: Land west of Hoprig Mains Farmhouse, Gladsmuir, Macmerry, East Lothian

Application Ref: 22/01120/P

Application Drawing: Please refer to the Drawings/ Plans detailed in number 4 below

Date of Review decision notice: 15 August 2023

1. Decision

The ELLRB unanimously agreed to grant the application for the erection of one house and associated works at the land west of Hoprig Mains Farmhouse, Gladsmuir, Macmerry, East Lothian for the reasons more particularly set out below.

This Notice constitutes the formal decision notice of the Local Review Body as required by the Town and Country Planning (Schemes of Delegation and Local Review Procedure) (Scotland) Regulations 2008.

2. Introduction

The ELLRB was constituted by Councillor D Collins (Chair), Councillor J McMilan and Councillor S McIntosh. The above application for planning permission was considered by the ELLRB at a meeting held on Monday 31 July 2023. This was following a decision made at the Local Review Body meeting on 15 June 2023 to continue the application pending additional information from an Agricultural and Rural advisor. All three members of the ELLRB had attended a site visit in respect of the application on 14 June 2023.

The following persons were also present at the meeting of the ELLRB:

Mr M Mackowiak, Planning Advisor
Ms F Haque, Legal Adviser/Clerk
Ms F Currie, Clerk

3. Proposal

The planning application is for the review of the non-determination (deemed refusal) for the erection of one house and associated works on the site of this application (being circa 0.12 hectares at the land west of Hoprig Mains Farmhouse, Gladsmuir, Macmerry, East Lothian).

The planning application was registered on 11 October 2022 with a determination date of 10 December 2022. The application was not determined and therefore deemed refused.

For information an application was made in similar terms by the applicant in October 2020 (Ref: 20/00250/P) and the main reasons for refusal was:

1. the erection of a house on the application site would be a new build housing development in the countryside of East Lothian for which a need to meet the requirements of the operation of an agricultural, horticultural, forestry, countryside recreation, or other business, leisure or tourism use has not been demonstrated, and which is not proposed as affordable housing development

of an existing rural settlement. The proposal is therefore contrary to Policies DC1 and DC4 of the adopted East Lothian Local Development Plan 2018; and

2. the erection of a house on the application site would be new build housing development in the countryside of East Lothian for which a desirable primary use supported in principle by criterion b of Policy DC1 and with benefits that outweigh the normal presumption against new build housing in the countryside has not been demonstrated; and which is not promoted to fund the restoration of a listed building, building of recognised heritage value or significant designated feature of the built or natural environment, the retention of which is desirable. The proposal is therefore contrary to Policy DC5 of the adopted East Lothian Local Development Plan 2018.

4. Preliminaries

In advance of the ELLRB, members were provided with copies of the following:

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|---|--|
| 1 | Appointed Officer's Submission with (1) Officer's Summary Report; (2) Consultation Responses; (3) Copies of any relevant Development Plan Policies; (4) Schedule of Conditions |
| 2 | Applicant's Submission including (1) Statement of Case by Cundall; (2) Stuart Burke & Kiloh Associates' Mineral Stability Assessment Report for Proposed Residential Dwelling; (3) Davidson and Robertson Report on Operational Needs Assessment; (4) Letter from Scottish Water dated 13 March 2020; (5) Letter from The Coal Authority dated 4 May 2020; and (6) site plan, location plan, site survey, elevation plan and floor plans. |
| 3 | <p>Policies of the adopted East Lothian Local Development Plan 2018 relevant to the determination of the application:</p> <ul style="list-style-type: none"> • DC1 (Rural Diversification); • DC4 (New Build Housing in the Countryside); • DC5 (Housing as Enabling Development); • DP1 (Landscape Character); • DP2 (Design); • T1 (Development Location and Accessibility); • NH8 (Trees and Development); and • T2 (General Transport Impact). <p>National Planning Framework 4 policies:</p> <ul style="list-style-type: none"> • 1 (Tackling the climate and nature crises); • 2 (Climate mitigation and adaptation); • 3 (Biodiversity); • 9 (Brownfield, vacant and derelict land and empty buildings), • 14 (Liveable Places); • 15 (Local living and 20 minute neighbourhoods); • 16 (Quality Homes); • 17 (Rural Homes); and • 29 (Rural development). |
| 4 | Notice of Review dated 21 March 2023 |
| 5 | Notice of Continuation dated 15 June 2023 |
| 6 | Report from Laurence Gould Dated 11 July 2023 (hereafter the Laurence Gould Report) |
| 7 | Response from Cundall dated 11 July 2023 to Laurence Gould Report |
| 8 | Email from Davidson and Robertson dated 7 June 2023 commenting on the methodology used for their Operational Needs Assessment |
| 9 | Statement from Greaves West & Ayre re calculation of labour hours |

5. Findings and conclusions

- 5.1 The ELLRB confirmed that all members were present (1) when the decision to continue the application was made at the Local Review Body meeting on 15 June 2023 pending a report from an independent agricultural advisor; and (2) at the site visit on 14 June 2023. They confirmed that they had access to the papers in respect of this matter and had reviewed them.
- 5.2 The Members requested that the Planning Advisor summarise the application and the related policy position in respect of this matter. The Planning Advisor advised that at the previous Local Review Body meeting on the 15 June a deferral of this appeal was agreed in order to allow the council's agricultural and rural consultant (Laurence Gould) to submit their comments. On 30 of June, the Rural Advisor at Laurence Gould submitted his report to the Council of a review of information submitted by applicant. On the 6 July the Rural Advisor was asked to consider Policy 17 of National Planning Framework 4 in his report, in particular Policy 17(vi) which concerns single homes for the retirement succession of a viable farm holding. The report was updated on the 11 July and includes an addendum covering that specific issue.

The Planning Advisor stated the points noted in number 3 (heading "Proposal" above). The applicant had submitted further information to address the requirement of policy DC4 with the planning application dated 11 October 2022.

The proposed house would have a footprint of some 190 square meters. It would be composed of a large 2-storey main structure and a smaller single-storey element. Planning permission is also sought for the formation of areas of hardstanding and a residential garden within the application site.

Existing derelict buildings on the site are to be demolished to facilitate the erection of the proposed house and associated works. The demolition of the stable buildings is categorised as permitted development and does not require planning permission.

In addition to application drawings the applicant's agent submitted with their application a Minerals Stability Assessment Report, a Planning Statement, an Operational Needs Assessment Report and a Chartered Accountants Statement in support of the application.

The applicant also submitted a Planning Statement of Case with the application. This states that that the owner of Hoprig Mains Farm is resident within Hoprig Mains Farmhouse and that the farm is operated by the owner's son (Mr G Meikle) who resides with his partner within a cottage at Hoprig Mains Farm Cottages located to the southwest of Hoprig Mains Farm complex. The farm is operated within a sole trader capacity and there are no other employees. The owner currently provides periodic operational support during busy sowing and harvest seasons.

Operations in the main involve the arable farming of 250 acres (over 100 hectares) of land, with off-site contractual commitments involving the farming of 340 acres (over 137 hectares) of land and seasonal support towards the farming of a further 250 acres of land on two neighbouring farms respectively. The applicant is the eldest son of the farm owner (Mr John Meikle) and currently lives does not live on the farm. It is John Meikle's intention to reduce his involvement in the farm business and the applicant intends to return to the farm along with his partner and child in order to provide the operational support currently provided by his father. Such support would involve the operation of farm machinery and vehicles and administrative tasks. The submitted statement goes on to assert that further to the owner's reduced involvement in the farm business the applicant's permanent presence on the farm will become necessary to provide operational support on grounds of safety. The statement further informs that no suitable dwelling or building capable of conversion exists on site and that the operational requirements presented for the applicant and his family to live on site justifies the requirement for a new house at this location.

The proposed house would be within Hoprig Mains Farm complex, which consists of Hoprig Mains Farmhouse and agricultural buildings. It would be visible in limited long-range views from the B6363 public road to the east of the site at a distance of at least 530 metres and in short duration glimpsed views from the public road running to the south of Hoprig Mains Farm. It would not be readily visible in public views from the north and west.

Vehicular access to the house would be by way of a set-back access formed from the existing private farm access road to the south of the site that is in turn taken from a minor public road to the south of the site. The Council's Roads Services raised no objection to the application, being satisfied that the proposed house could be safely accessed and provide an acceptable amount of on-site parking, and would not therefore be contrary to Policies T1 and T2 of the adopted East Lothian Local Development Plan 2018.

No public objections or representations to the application have been received.

The Council's Environmental Protection Manager was consulted on the application and made no comment.

Scottish Water made no objection to the application.

The Council's Flooding and Structures Manager was consulted on the application and had no objection in terms of flood risk.

The Coal Authority has no objection to the proposal subject to the imposition of planning conditions.

Section 25 of the Town and Country Planning (Scotland) Act 1997 requires that the application be determined in accordance with the development plan, unless material considerations indicate otherwise.

Policies that are relevant to the determination of this planning application are:

National Planning Framework 4 policies:

- 1 (Tackling the climate and nature crises);
- 2 (Climate mitigation and adaptation);
- 3 (Biodiversity);
- 9 (Brownfield, vacant and derelict land and empty buildings),
- 14 (Liveable Places);
- 15 (Local living and 20 minute neighbourhoods);
- 16 (Quality Homes);
- 17 (Rural Homes); and
- 29 (Rural development).

East Lothian Local Development Policy:

- DC1 (Rural Diversification);
- DC4 (New Build Housing in the Countryside);
- DC5 (Housing as Enabling Development);
- DP1 (Landscape Character);
- DP2 (Design);
- T1 (Development Location and Accessibility);
- NH8 (Trees and Development); and
- T2 (General Transport Impact).

The Council's submission from the planning officer contains the main issues relevant to this application which includes a detailed description of the proposal and main policy considerations. The planning officer considered whether the principle of the proposed building of a new house on the application site in a countryside location is consistent with national, strategic and local planning policy relating to the control of new housing development in the countryside. The planning officer's report noted that, the erection of a house on the site must be assessed against development plan policies 17 (Rural homes) of NPF4 and policy DC4 (New Build Housing in the Countryside) which relate to the control of new housing development in the countryside.

The officer emphasised that the key issues for consideration are whether:

1. the proposed house is demonstrated to be necessary to support the sustainable management of a viable rural business orcroft, and there is an essential need for a worker (including those taking majority control of a farm business) to live permanently at or near their place of work in accordance with NPF4 policy 17; and
2. there is a direct operational requirement for that house to support that existing agricultural use in accordance with Policy DC4 of the ELLDP.

The Planning Advisor then summarised the contents of the Laurence Gould Report and outlined the following observations and comments:

1. The labour requirement as set out in the report produced by Davidson and Robertson is identified as 4.1 but the reality is that modern arable businesses operate with much lower labour requirements – a business of this size and scope requires somewhere in the region of 2 labour units.
2. By living on site the applicant will be able to provide more frequent support for more minor activities without which the business might have to employ additional labour for a longer period of time. The issue remains whether this is a material consideration in cost terms or whether it is largely an issue of convenience. An 8 mile commute required by the applicant whilst more onerous than living on site is relatively small in commuting terms.
3. There are four properties linked to the family. Two of these properties might provide a diversified income stream, which is important to the business viability as it does provide some insurance against the ebb and flow of agricultural profits. However, they could also provide a level of accommodation for someone in the family and this is a workable but potentially unattractive option.
4. The Meikle family is reliant to quite a high degree on the contracting income to maintain its current level of profit.
5. Policy 17 states that a house for a retiring farmer will be supported. This policy clearly helps the application but the advisor at Laurence Gould believes it is still a finely balanced decision. There is still accommodation within the control of the family / business that could be utilised for a farm worker. The rural advisor view is that two dwellinghouses is a reasonable requirement. If a home to provide for retirement succession is included then this becomes a requirement for 3 houses, against the current 4 that are within the control of the family / business. The reliance of the business on contracting income and the operational need for a worker to reside on site when they are required for the farm work for only a small proportion of the year are the factors that weaken the applicant's case considerably.

In their response to the Laurence Gould Report, Cundall raised the following points:

1. Laurence Gould confirm that they are satisfied with the viability of the business, therefore satisfying part of the policy which requires a viable agricultural use.
2. LDP Policy DC4 does not explicitly state that it is a requirement that is deemed an absolute necessity to reside on the business land, it instead states the applicant must satisfy that it is a direct operational requirement of a viable agricultural use. Laurence Gould have already agreed that there is an operational requirement (expectation that there is a labour requirement of 2 units – which in this case would be the applicant and his brother, however the Davidson and Robertson continue to refute Laurence Gould's methodology and contend that there is an operational requirement of 4.1 units.) and they have also agreed it is a viable business.
3. Support to Mr Thompson's statement that the grain drying operation in particular would benefit from an onsite presence especially given the long hours grain driers operate and their requirement for frequent monitoring.
4. The commuting time between the Applicants address, and the business is onerous, which in the planning agent at Cundall's opinion could have negative impacts on the operation side of the farm business. An 8 mile commute is a 2 hour 40 minute walk, and it cannot be assumed that Mr Meikle can always attend his place of work by private vehicle. NPF4 places an emphasis on climate change, sustainability and local living, whilst it is hard to apply the principle of local living to rural areas, NPF4 Policy 17: Rural Homes states that proposals will be supported where there is an essential need to live permanently at or near their place of work. This will also assist in meeting the aims of Policy 13 Sustainable Transport which seeks

- to reduce the need to travel unsustainably, Policy 14 seeks to support the efficient use of resources that will allow people to live and work in the same area.
5. The requirement to hire additional labour for the business could have a negative impact on business viability. This is not an issue of 'convenience' as put by the Laurence Gould Report and is in fact an issue on business viability and future proofing its finances. Laurence Gould acknowledge that by not living on site that Mr Meikle may have to employ additional workers.
 6. In terms of the existing dwellings within the farm, it is correct that rent from these properties will provide additional funds to the business, loss of these tenants could have an impact on the business viability, both the LDP and NPF4 are supportive on diversification to rural businesses.
 7. Could these properties provide a level of accommodation for someone in the family? As set out in the appellant's Statement of Case, these cottages are already occupied and under long term secure tenancies (which are in excess of 25 years), they are also not of a sufficient size for the applicant and his family. It would also not be reasonable to expect the applicant to evict his long term tenants, especially in the midst of the cost of living and housing crisis, where there is already a shortage of affordable housing with the local area.
 8. The business has diversified to secure its future viability, this is supported both by local and national planning policy and is not an issue when considering the business viability under Policy DC4 of the LDP. There will still be a requirement to live on site to ensure the successful operation of both the farm business and the contracting, which is based at Hoprig Mains Farm. In addition, the Greaves West & Ayre statement advises that as much as "all elements of the business are important" the "turnover and profit made from the farming activities far outweigh the other elements.
 9. Laurence Gould has already stated that they believe there to be a labour requirement of 2 units on the site, which would consist of the Applicant and his brother (Davidson and Robertson have set out that they consider there to be a labour requirement of 4.1). This response does not dispute that there is an operational requirement for the new dwelling. Laurence Gould response does also not consider that the future income of the business could increase, due to growth of the contracting business or the business diversifications, which would increase the requirement of the applicant to be able to live on site.
 10. Mr John Meikle is retiring, he resides in Hoprig Mains Farmhouse and intends to remain in his dwelling, his dwelling is not in the ownership of the business and will remain his private residence.
 11. There is therefore clear support from Policy 17 for a new single dwelling on the farm holding to accommodate his son (the applicant) who will be taking over his father's duties and will assist in running the day- to-day operations of the farm business and will therefore require accommodation on the site.
 12. As previously stated, there is no existing accommodation on the farm holding available to the applicant.
 13. We dispute that the Farm is reliant of the contracting income, as the Davidson and Robertson Operational Needs Assessment confirms that the farm is profitable through the arable/cereal farming and that Hoprig Mains is one of the larger cereal units in Scotland. The contracting element of the business is a diversification of the farm business, which is supported by both national and local planning policy. This should not be reason made against the applicant and it does not dispute the operational need to reside on this viable business, as the base of the contracting arm of the farm is still at Hoprig Mains. We disagree that 'both of these factors weaken the applicant's case considerably'.
- 5.3 The Chair invited questions for the Planning Officer and there were none. The Chair again confirmed with all members that they had attended the site visit which had taken place on 14 June 2023.
- 5.4 The Chair then asked colleagues if they had sufficient information to proceed to determine the application on, the members agreed to proceed. The Chair then invited comments as below.
- 5.5 Council McMilan commented that it would be helpful to hear the Chair's comments due to her farming experience.
- 5.6 The Chair shared her experience in the farming industry, which began from childhood. She has been running a one hundred acre farm for the past 17 years, this includes a range of activities

including the ploughing, sowing, spraying the harvest, baling, combining, stacking on the farm. She is aware of how much work is involved in running a farm and sometimes works 18 hours a day for seven days a week. The Chair commented that she found the Laurence Gould Report light in detail as a rebuttal to Davidson and Robertson's Operational Needs Assessment. She further commented that David and Robertson are land agents and work with farmers, on various matter such as compensation. Davidson and Robertson use the Farm Management Handbook from the SAC and the John Nix book, the Chair also uses these books.

- 5.7 Davidson and Robertson used the Farm Management Handbook for their calculations in their Operational Needs Assessment. The Chair reviewed the tables in the Farm Management Handbook, and the figures, concluding that Davidson and Robertson's figures were correct
- 5.8 The Chair proceeded to comment on what activities may be undertaken on the farm. In spring, a farm will be ploughing, power harrowing, sowing, rolling, spraying (e.g. fungicide) for wheat and additional sprays for barley. When doing the harvesting, they may be combining, tractor work, transporting grain and straw, stacking the straw and then moving on to grain drying. The Chair commented that the applicant is likely to be running 3,000 to 5,000 tonnes of grain in their system, which takes weeks. There is also a lot of work in between all of this, such as maintaining the machinery, which includes changing cylinder heads, filters and checking bearings on the combines and servicing before the next stage of the process.

The Chair comments that farming is a tough job and requires people on the ground. There can be extended amounts spent on the combine (with the chair commenting that she have spent 18 hours on the combine before) to get the harvest, which can be weather dependant to do so before the rain comes and so the weather is conducted during the adequate weather time. All of this leads to a very finite area for profit and loss, the Chair gave an example of bread wheat and feed wheat and the costings in connection to this.

- 5.9 With regards to the cottages, the Chair comments that using one of the cottages for the family will remove income, she comments on the need for diversification and buffers in a business for the expenses. For example, the Laurence Gould Report makes reference to hiring engineers and the Chair comments that this is expensive, drawing on her own experience stating that inserting a clutch on a tractor cost the £5,000.
- 5.10 With regards to health and safety, the Chair commented that those on the farm will be doing long hours, ranging from 12 to 20 hours a day. Accidents happen when people are tired so need to make sure that there are enough people on the farm to ensure that farmers get breaks. It is also a health risk for the applicant to drive home after working such long hours, especially after working on a combine as can still feel the effects afterwards.
- 5.11 The Chair commented that it would also be helpful for there to be someone else on the farm for security issues, for example theft. Also commenting on succession generally and the importance of getting young people interested in farming.
- 5.12 The Chair is comfortable that the application fits in with NPF4, she has seen the site and there is nothing that can be done with it. It supports the management and viable business for the applicant to be on site to support to do the work and maintenance and keep things within a good financial state, rather than using outside engineers. With regards to Policy 17 of the NPF4, she also agrees that the application fits in with this and that there have been no objections. In conclusion to her comments, the Chair supports the application.
- 5.13 Councillor McIntosh commented that she had similar thoughts with the Chair especially in relation to health and safety. She commented that the Council should not be encouraging car dependency with planning decisions, for both the environmental aspect and in this case how tiring it would be for the individual to drive after working long hours. She commented that we need to consider what kind of rural life the Council is promoting and that it should be a nice life.
- 5.14 She also commented on the family life aspect and someone cannot be asked to move away from their home as they have retired, equally cannot ask someone to move into a sibling's family home on the farm if they were to work on the farm. She also agreed that the Laurence Gould Report

failed to provide evidence as to why two units would apply as opposed to the calculation presented by Davidson and Robertson's using the Farm Management Handbook. The contracting element would also be difficult if there was not an additional person to help with the day to day on the farm.

5.15 Councillor McMilan commented that policies under DC1, DC4 and NP4 is around need and that members are there to guard the policies and interpret them. One of the key points for him was the development of and in the countryside and the rural economy. Commenting that the Chair's comments around safety, security and the need for human scrutiny on site at night at key points. The economic development strategy talks about the need to make it easier to set up and grow a business. The applicants have expressed the need for people to be around to help with the family business. With someone on site, engaged and committed to the business, the business can look to the future and diversification and keeping the farm viable. It would strike him that taking all this into account, the application is the development of the countryside for business. Councillor McMilan would see the application as an essential need.

5.16 All members supported the application and granted planning permission subject to the following conditions:

1. The development hereby approved shall begin before the expiration of 3 years from the date of this permission.

Reason: Pursuant to Section 58 of the Town and Country Planning (Scotland) Act 1997 as amended.

2. No development shall take place on site unless and until final site setting out details have been submitted to and approved by the Planning Authority.

The above mentioned details shall include a final site setting-out drawing to a scale of not less than 1:200, giving:

- a. the position within the application site of all elements of the proposed development and position of adjoining land and buildings;
- b. finished ground and floor levels of the development relative to existing ground levels of the site and of adjoining land and building(s). The levels shall be shown in relation to an Ordnance Bench Mark or Temporary Bench Mark from which the Planning Authority can take measurements and shall be shown on the drawing; and
- c. the ridge height of the proposed house and garage shown in relation to the finished ground and floor levels on the site.

Reason: To enable the Planning Authority to control the development of the site in the interests of the amenity of the area.

3. A schedule and/or samples of all of the external finishing materials and finishing colours to be used in the external finishes of the house and garage hereby approved shall be submitted to and approved in writing by the Planning Authority prior to their use in the development. Thereafter, the external finishing materials and colours used shall accord with the schedule and samples so approved.

Reason: To ensure the satisfactory appearance of the development in the interest of safeguarding the character and appearance of the area.

4. Samples of the surface finishes to be used to surface the hardstanding areas to be used as driveway, vehicle parking and footpaths shall be provided for the inspection and approval of the Planning Authority prior to the use of such ground surfacings within the development, and thereafter, the ground surfacings used shall accord with the samples so approved.

Reason: In the interests of the character and appearance of the area.

5. Prior to the occupation of the house hereby approved the vehicular access, turning and parking arrangements shall be laid out and made available for use, as shown in docketed drawing no. 04B titled 'Site Plan' and thereafter the access, turning and parking areas shall be retained for such uses, unless otherwise approved in writing by the Planning Authority.

Reason: To ensure the provision of an acceptable standard of vehicular access, turning and parking in the interests of road safety.

6. No development shall take place until a scheme of landscaping has been submitted to and approved in writing by the Planning Authority. The scheme shall provide details of: the height and slopes of any mounding on or recontouring of the site including SUDS basin/ponds details; tree and shrub sizes, species, habitat, siting, planting distances and a programme of planting. The scheme shall include indications of all existing trees and hedgerows on the land, details of any to be retained, and measures for their protection in the course of development.

All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding season following the occupation of the buildings or the completion of the development, whichever is the sooner, and any trees or plants which within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Planning Authority gives written consent to any variation. No trees or shrubs, detailed in the approved landscaping plans to be retained on the site, shall be damaged or uprooted, felled, topped, lopped or interfered with in any manner without the previous written consent of the Planning Authority.

Reason: In order to ensure the implementation of a landscaping scheme to enhance the appearance of the development in the interests of the amenity of the area.

7. Prior to the commencement of development, to ensure that the site is clear of contamination, a Geo-Environmental Assessment shall be carried out and the following information shall be submitted to and approved by the Planning Authority:

- a. Phase I - A preliminary investigation incorporating a desk study, site reconnaissance, development of a conceptual model and an initial risk assessment.
- b. Phase II - Incorporating a site survey (ground investigation and sample analysis) and risk evaluation. It is required if the Phase I investigation has indicated that the site is potentially contaminated and the degree and nature of the contamination warrants further investigation.
- c. Phase III - Where risks are identified, a Remediation Strategy should be produced detailing and quantifying any works which must be undertaken in order to reduce the risks to acceptable levels.

Should remedial works be required then, prior to any residential units being occupied, a Validation Report shall be submitted to and be approved by the Planning Authority confirming that the works have been carried out in accordance with the Remediation Strategy.

The presence of any previously unsuspected or unforeseen contamination that becomes evident during the development of the site shall be brought to the attention of the Planning Authority. At this stage, further investigations may have to be carried out to determine if any additional remedial measures are required.

Reason: To ensure that the site is clear of contamination and that remediation works are acceptable prior to the use of the site.

8. Prior to the commencement of any part of the development hereby approved a scheme of intrusive site investigations to establish exact nature of coal mining legacy features and to establish the risks posed to development approved by past coal mining activity shall be submitted for Planning Authority consideration and approval in writing.

Where the findings of the intrusive site investigations identify that coal mining legacy on the site poses a risk to surface stability, no development shall commence until remedial

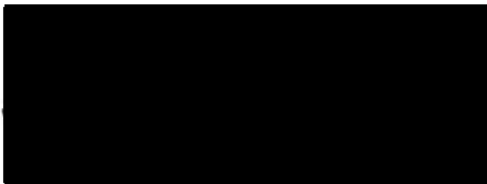
stabilisation works to address land instability have been implemented on site in full in order to ensure that the site is made safe and stable for the development approved.
All intrusive site investigations and remedial works shall be carried out in accordance with authoritative UK guidance.

Prior to the occupation of the development, or it being taken into beneficial use, a signed statement or declaration prepared by a suitably competent person confirming that the site has been made safe and stable for the approved development shall be submitted to and approved in advance in writing by the Planning Authority in consultation with the Coal Authority. This document shall confirm the completion of the remedial works and any mitigating measures necessary to address the risks posed by past coal mining activity.

Reason: To ensure that adequate remediation of coal mining legacy on the site has been undertaken prior to the occupation of the flatted building hereby approved.

9. Prior to the commencement of development, a report on the actions to be taken to reduce the Carbon Emissions from the build and from the completed development shall be submitted to and approved in writing by the Planning Authority. This shall include the provision of renewable technology for all new buildings, where feasible and appropriate in design terms, and new electric vehicle charging points and infrastructure for them, where feasible and appropriate in design terms. The details shall include a timetable for implementation. Development shall thereafter be carried out in accordance with the report so approved.

Reason: To minimise the environmental impact of the development.



Fariha Haque
Legal Adviser to ELLRB

TOWN AND COUNTRY PLANNING (SCOTLAND) ACT 1997

Notification to be sent to applicant on determination by the planning authority of an application following a review conducted under Section 43A(8)

Notice Under Regulation 21 of the Town and Country Planning (Schemes of Delegation and Local Review Procedure) (Scotland) Regulations 2008.

- 1 If the applicant is aggrieved by the decision of the planning authority to refuse permission or approval required by a condition in respect of the proposed development, or to grant permission or approval subject to conditions, the applicant may question the validity of that decision by making an application to the Court of Session. An application to the Court of Session must be made within 6 weeks of the date of the decision.

- 2 If permission to develop land is refused or granted subject to conditions and the owner of the land claims that the land has become incapable of reasonably beneficial use in its existing state and cannot be rendered capable of reasonably beneficial use by the carrying out of any development which has been or would be permitted, the owner of the land may serve on the planning authority a purchase notice requiring the purchase of the owner of the land's interest in the land in accordance with Part V of the Town and Country Planning (Scotland) Act 1997.