

**EDINBURGH LOCAL DEVELOPMENT PLAN**

**ENVIRONMENTAL REPORT - SECOND REVISION**

**VOLUME 2**



**JUNE 2014**

## LDP ENVIRONMENTAL REPORT

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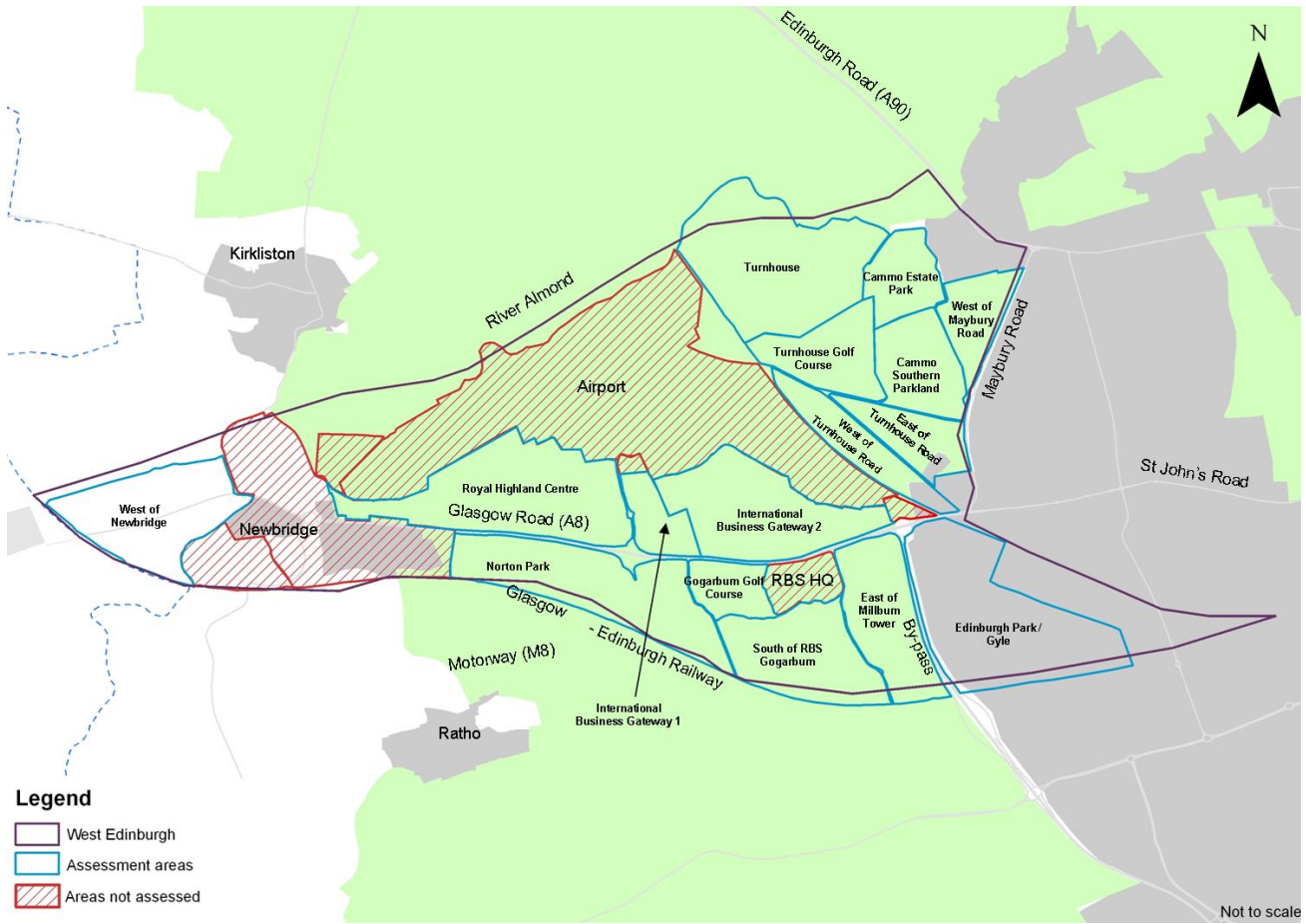
## **APPENDIX 5: West Edinburgh**

All land in West Edinburgh with potential for development has been assessed. A housing site assessment has been completed for all assessment areas and consideration has been given to which parts of each assessment area are suitable for new development.

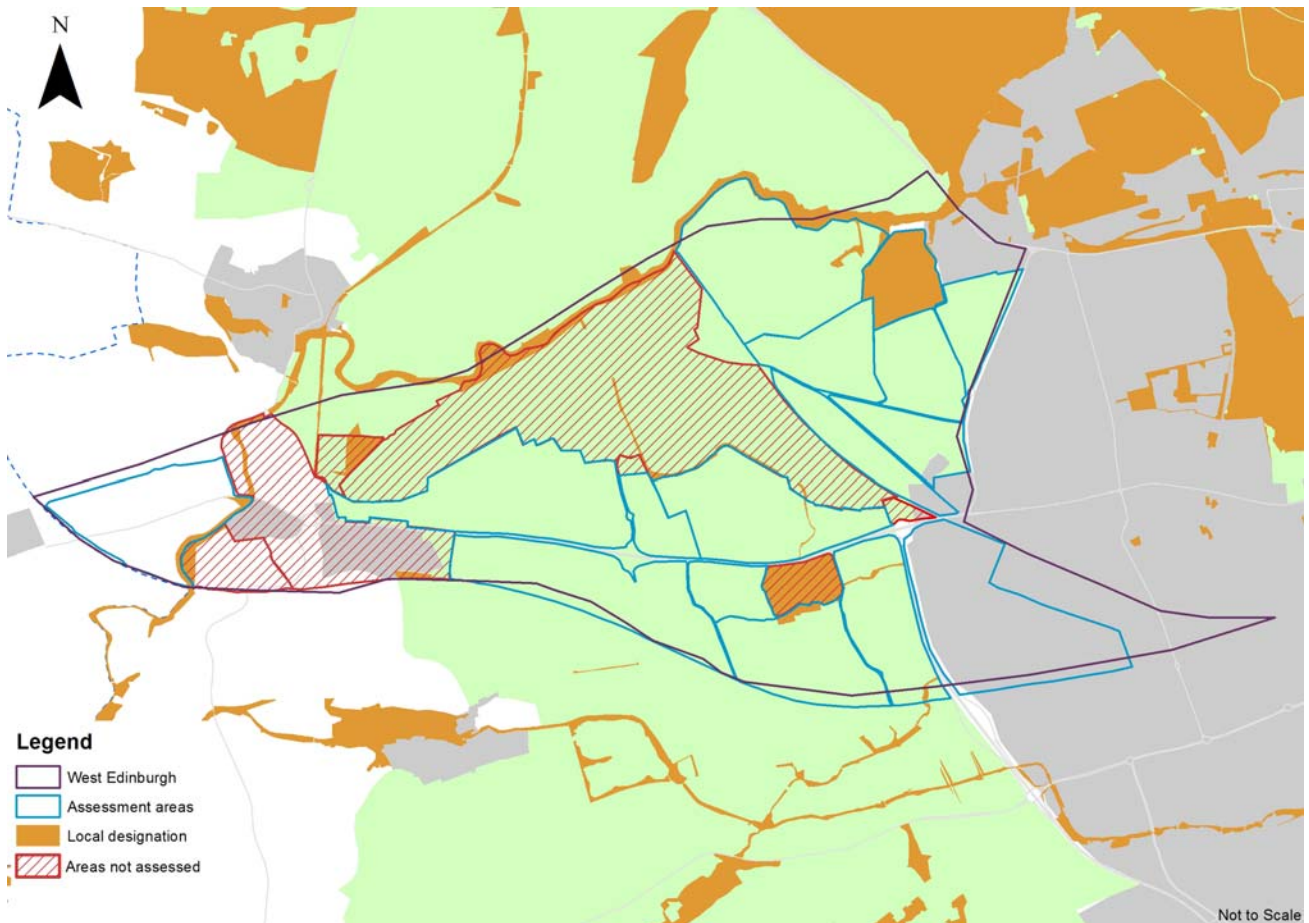
Following the publication of the Main Issues Report, these assessments have been updated having due regard to all representations received. Updates to the assessments have been added in blue for ease of reference. Following the publication of the first Proposed Plan, these assessments have been further updated having regard to all representations, with updates added in green text.

A detailed landscape assessment has informed the housing site assessments. The landscape and visual assessments describe the general characteristics, visibility and views within each SDA, reviewed by means of site assessment and desk study, to assess their potential for meeting development needs. A series of graphics covering the whole of West Edinburgh illustrate landform, woodland and visibility of the landscape, which have been considered in the general assessments for each assessment area.

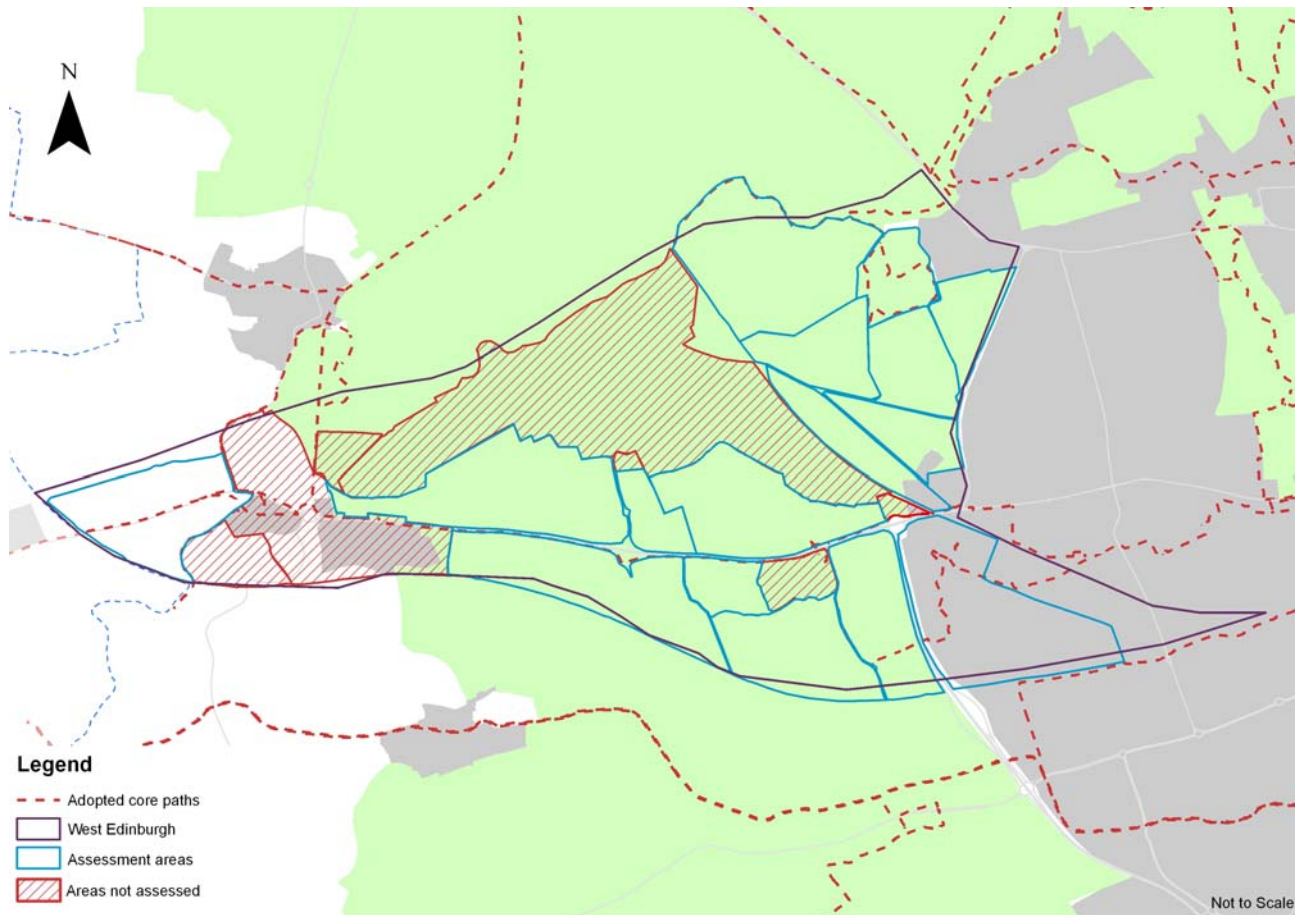
Environmental constraints have been identified and mapped and further background information collated to inform the assessments that have been undertaken. Areas considered not suitable for development at this time have not been subject to SEA at this stage. If any sites within these assessment areas are subsequently considered for inclusion in the Proposed Plan, they would be included within the revised ER.



West Edinburgh assessment areas

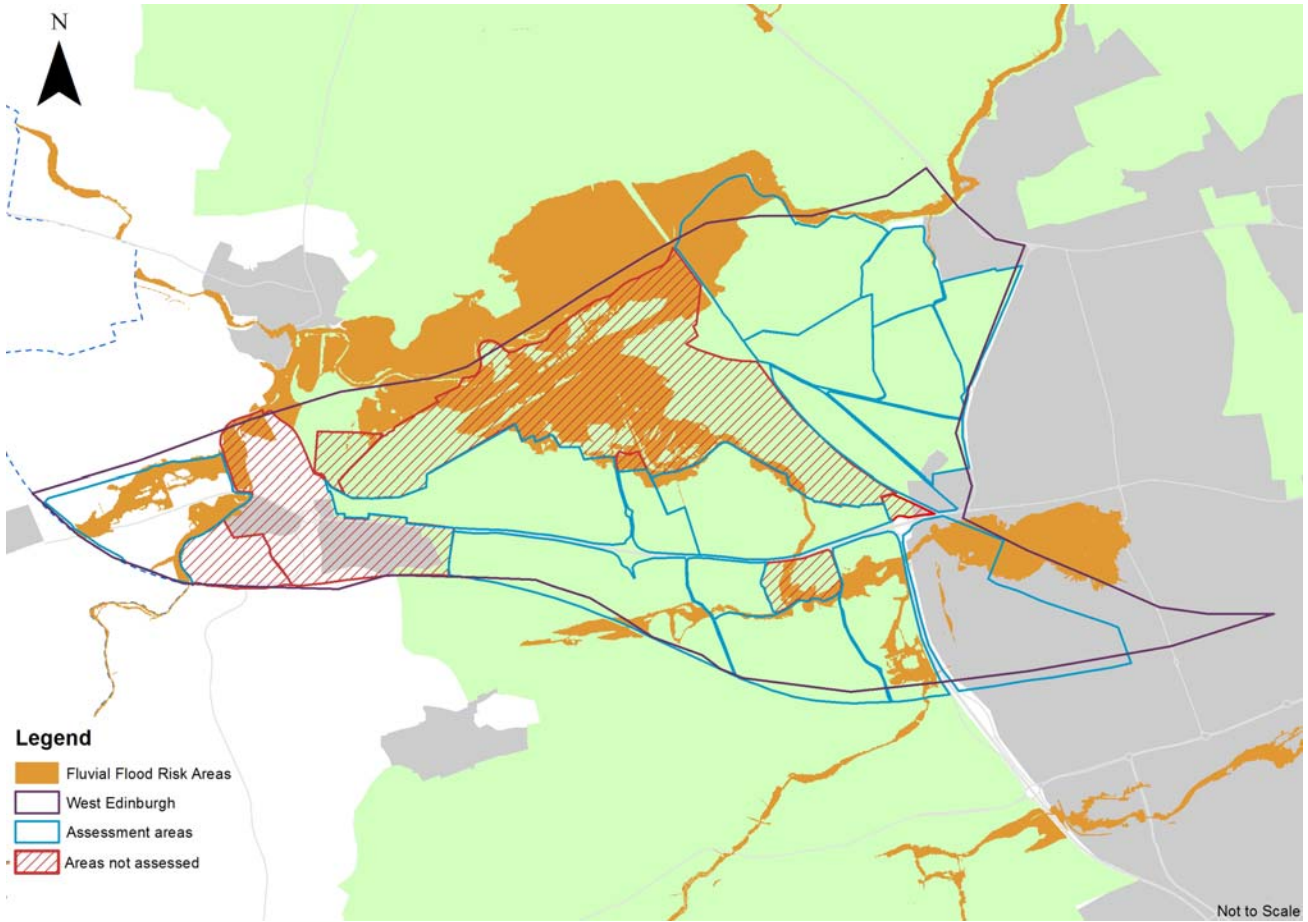


Biodiversity, Fauna and Flora

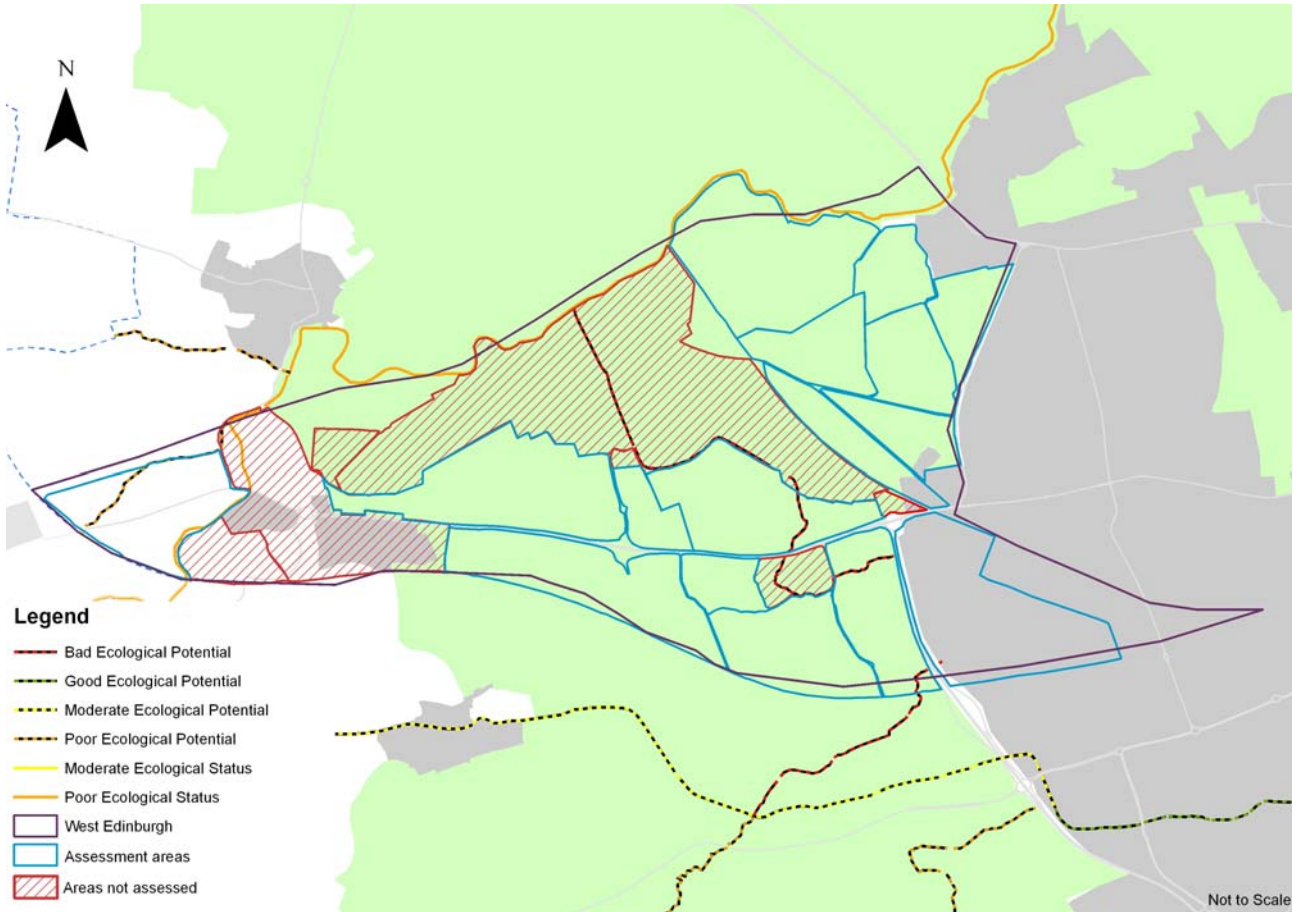


*Active travel*

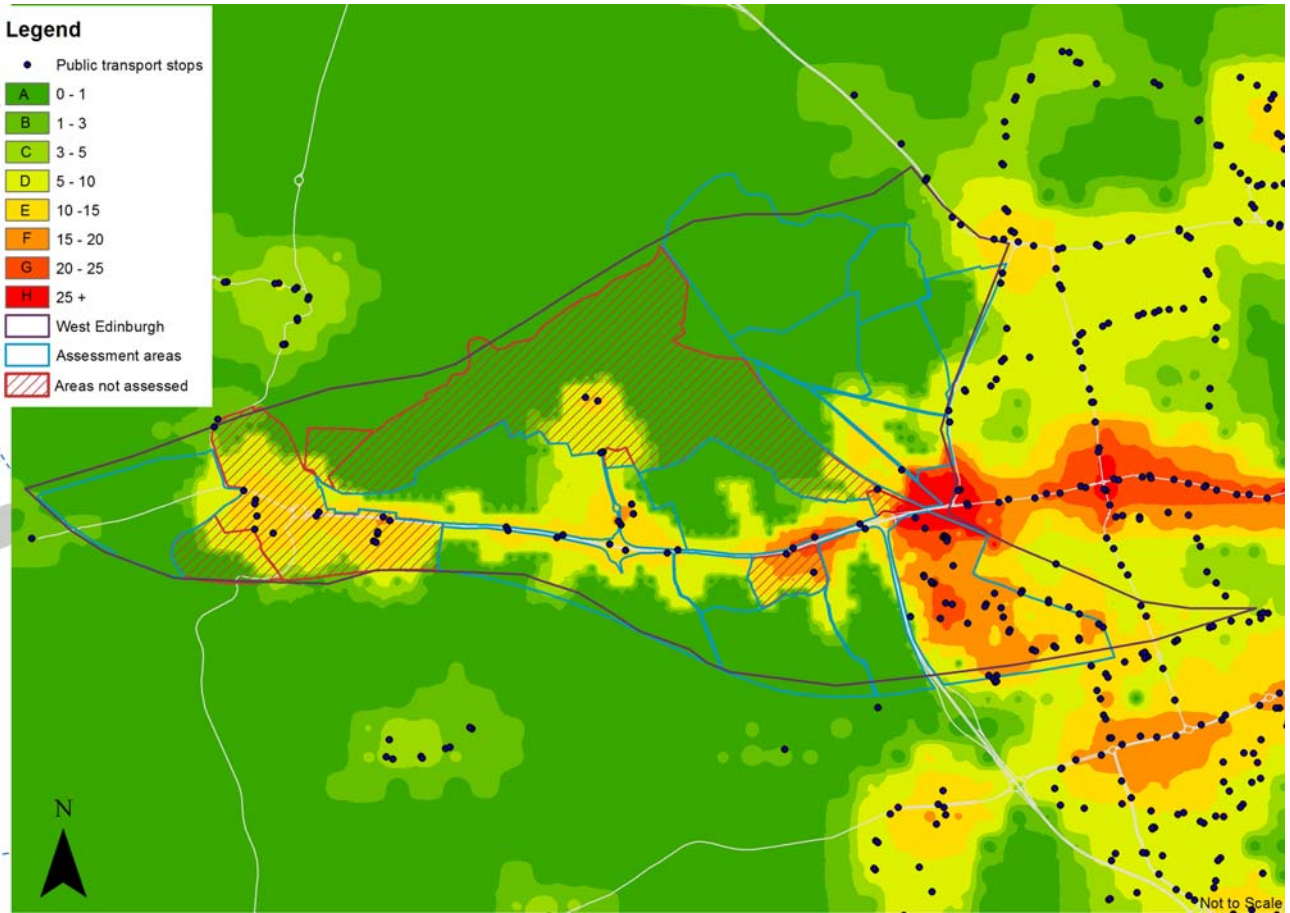
School capacity maps included in Environmental Report for Main Issues Report have been superseded by Revised Education Appraisal undertaken to support Second Proposed LDP housing sites.



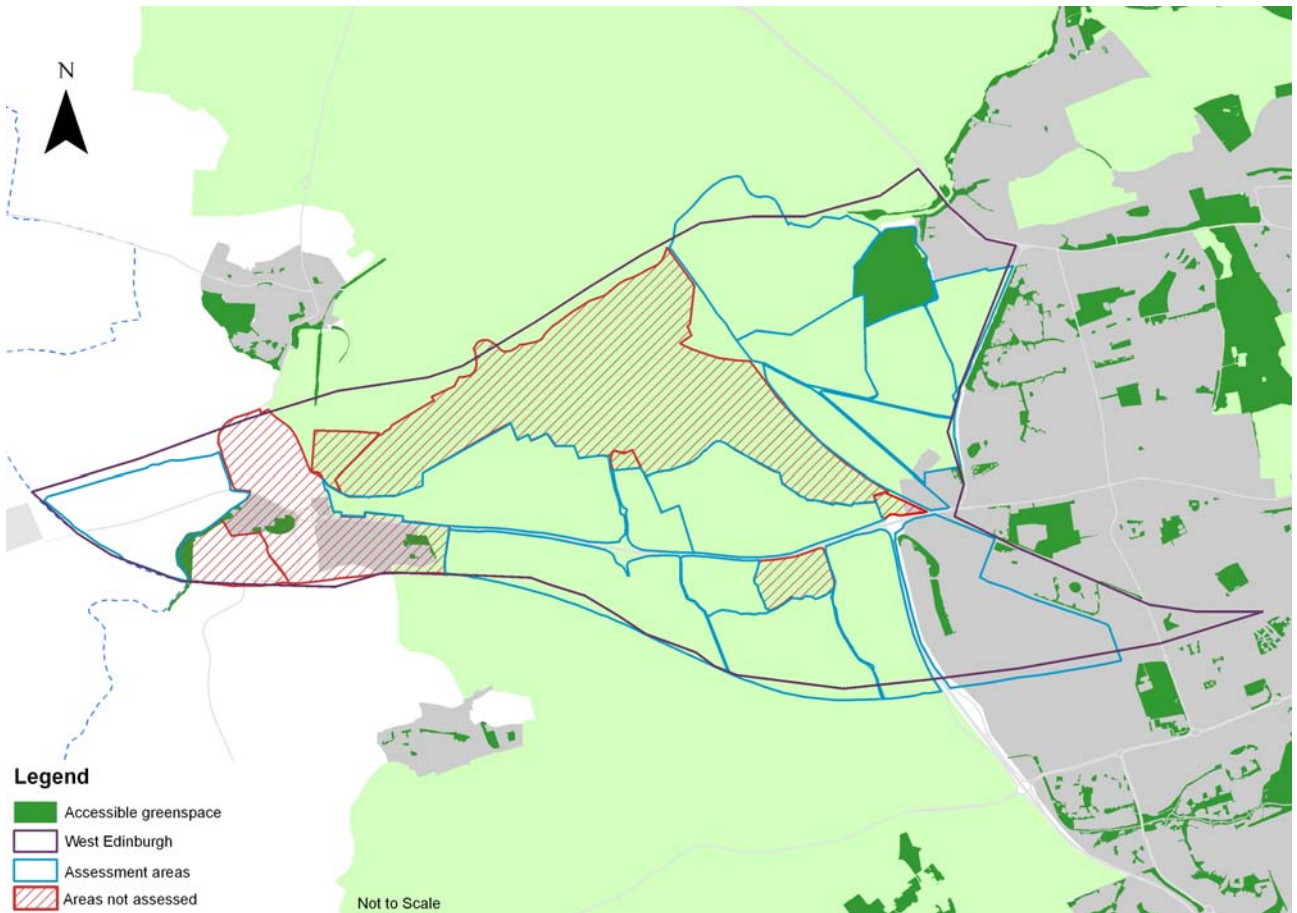
*Fluvial Flood Risk Areas (updated using SEPA mapping, January 2014)*



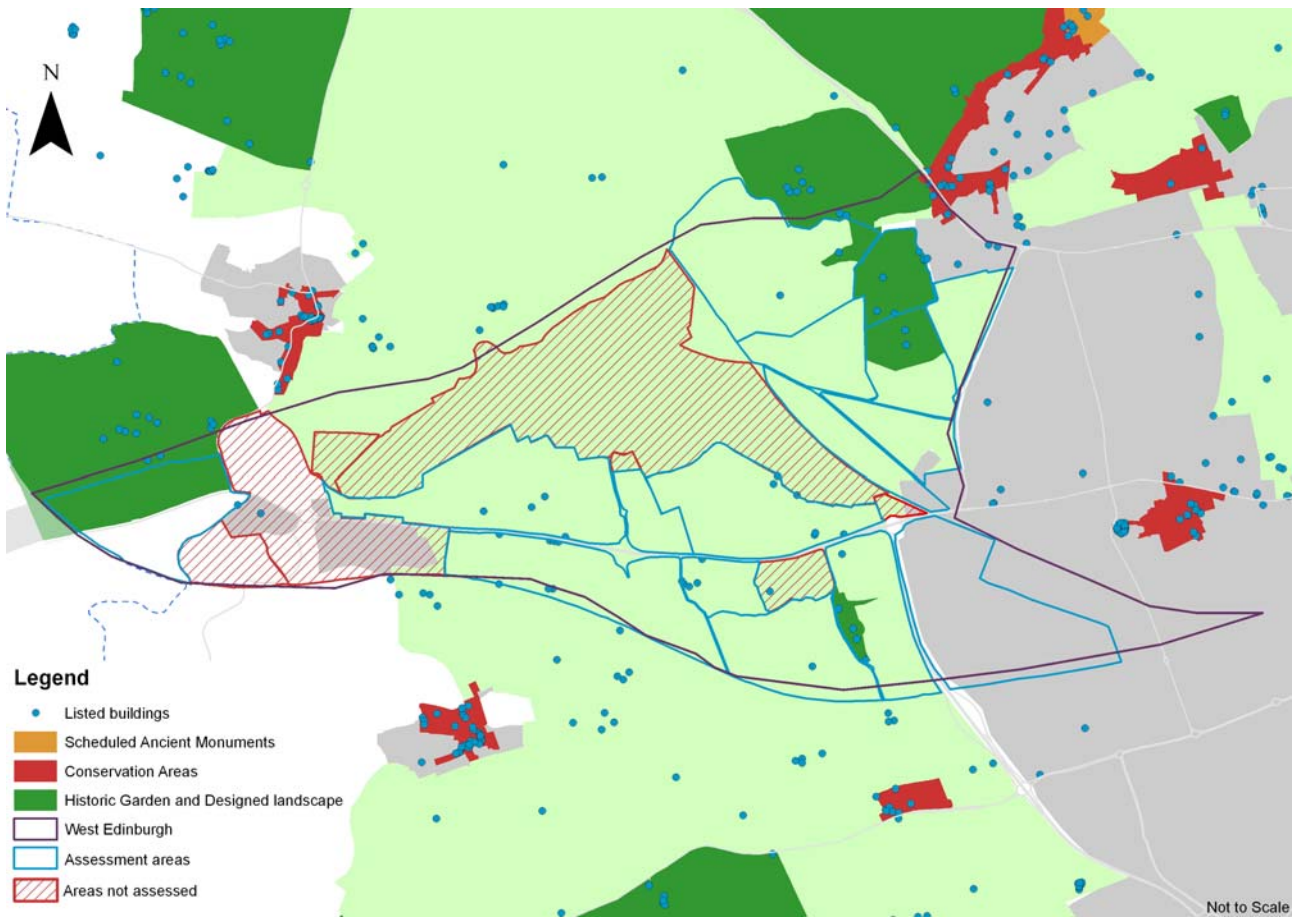
*Quality of the Water Environment*



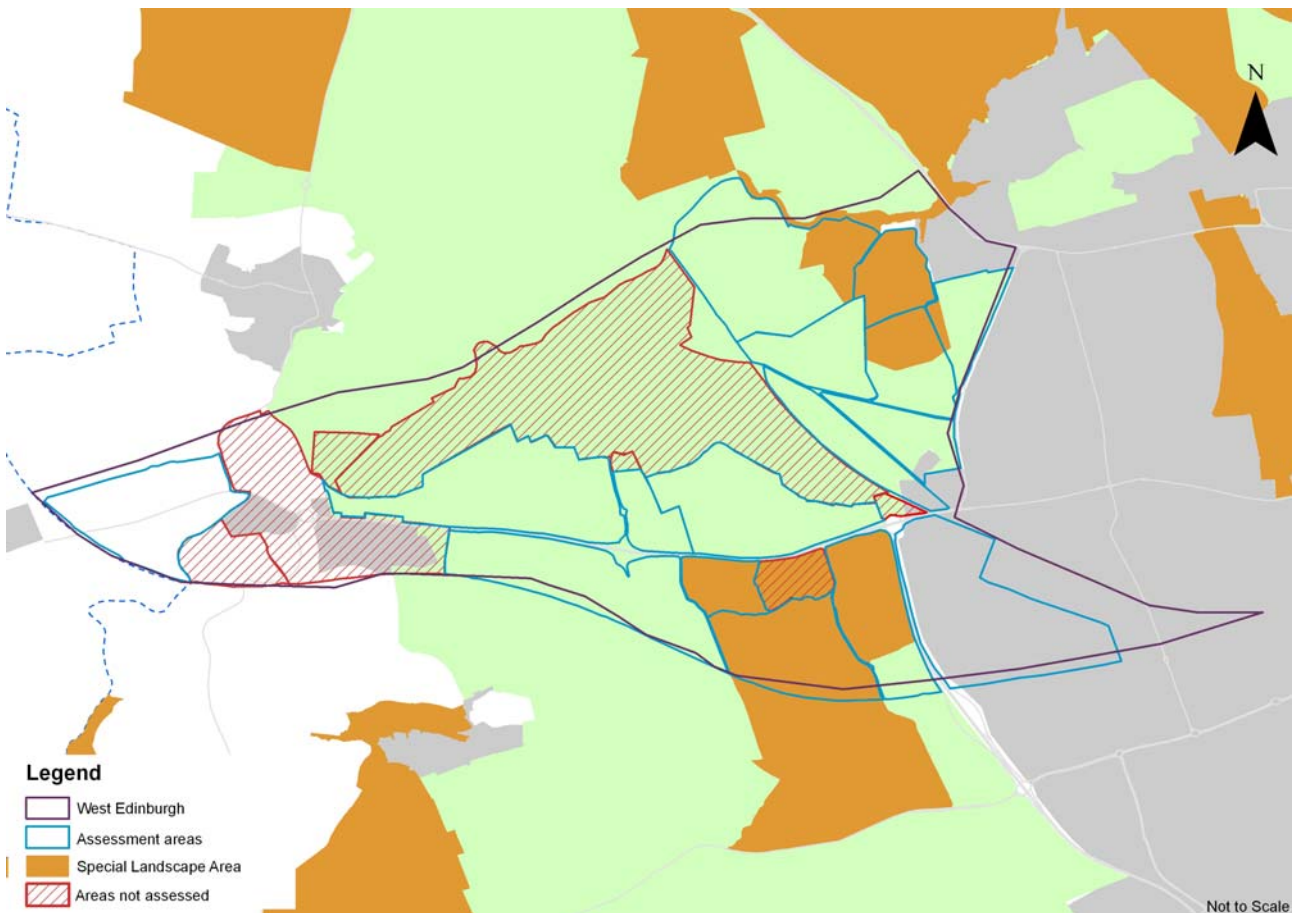
Public transport accessibility levels (banding adjusted from first Proposed Plan assessment)



Accessible greenspace



*Cultural Heritage*



*Local Landscape designations*



## West Edinburgh - General landscape characteristics, visibility and views

The West Edinburgh Strategic Development Area (SDA) is bounded by the City Bypass (A720) and Maybury Road (A902) to the East and River Almond to the North. To the south it is defined by the main Edinburgh to Glasgow railway line and the Council's administrative boundary to the west.

The area lies close to the coastal plain, in the lower basin of the River Almond. Landform is flat and low-lying, rising gradually further inland to the south. To the east, a localised ridge runs north-south across Lennie Hill, Cammo and West Craigs.

Land cover comprises broad areas of arable farmland set amongst a wider wooded framework associated with former country house estates. Residential settlement is limited to dispersed farmsteads and cottages.

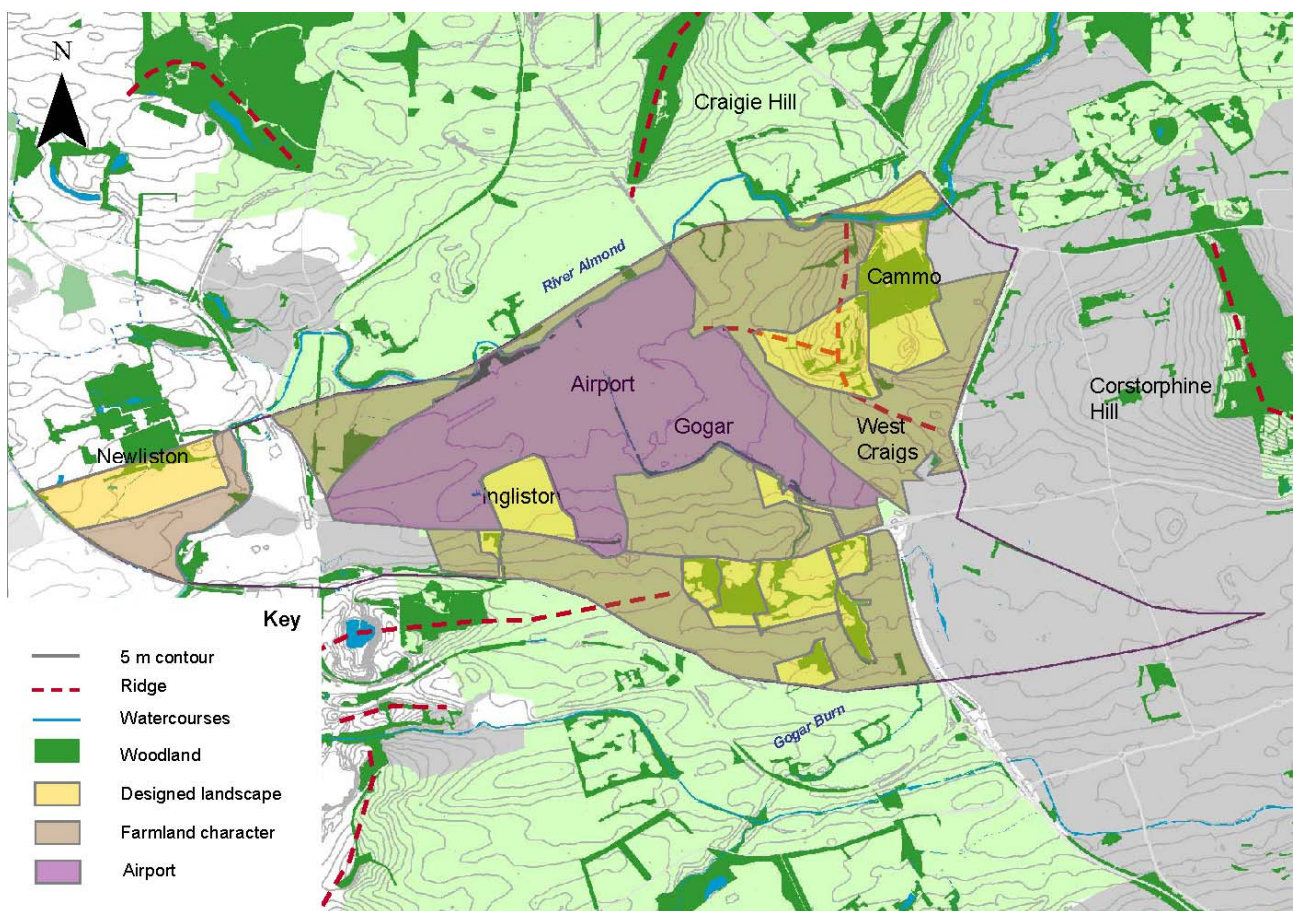
To the south of the wooded banks of the Almond, much of the area is influenced by the open character of the airport's open runways, terminals and related infrastructure and commercial uses.

Landscape change is evident in terms of RBS headquarters at Gogar, the new tram route and business gateway to the east of the Airport and upgrading of the Royal Highland Showground at Ingliston.

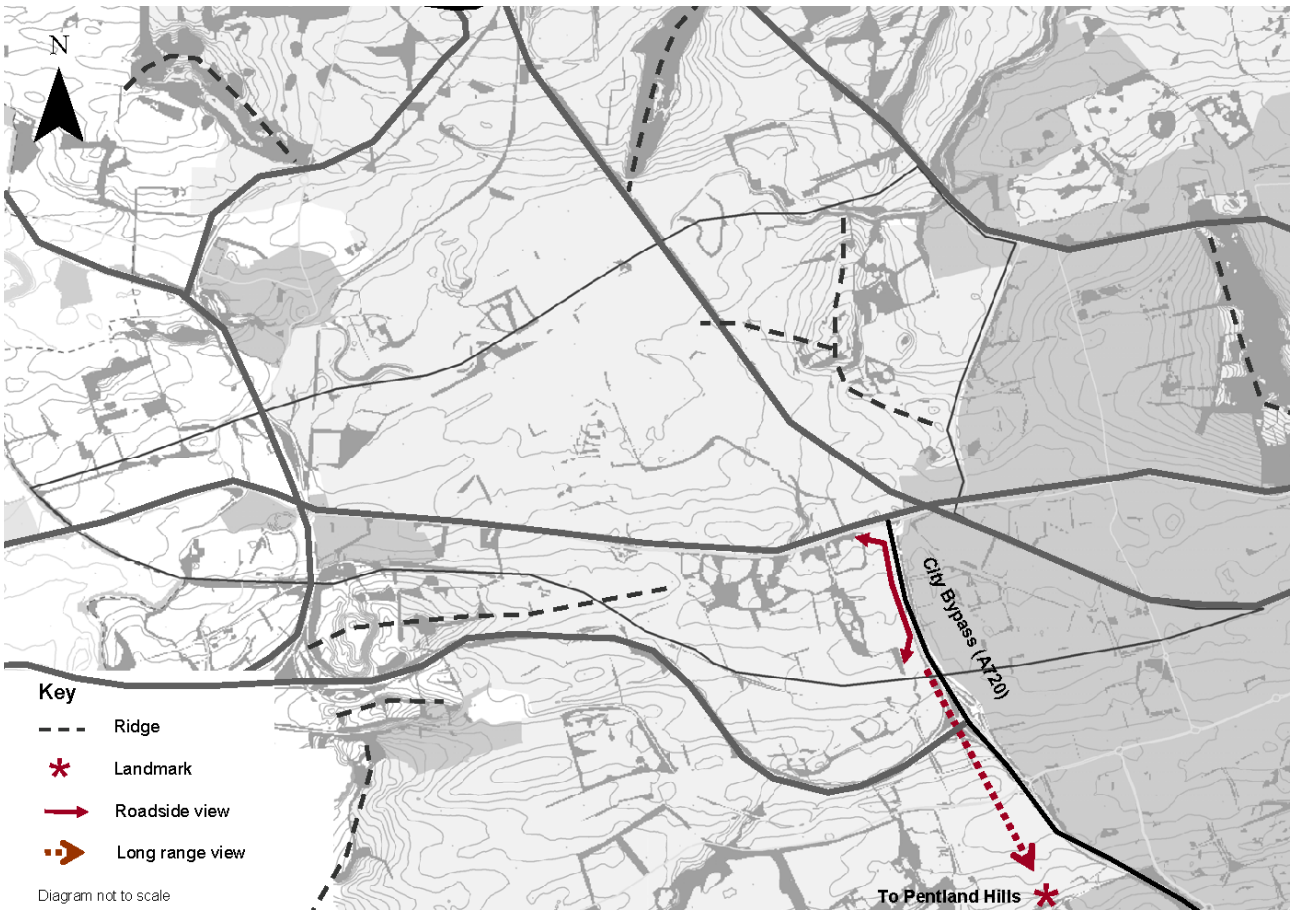
The area forms the city's setting from a western aspect, primarily from the A8 and Edinburgh - Glasgow and Edinburgh-Fife railway lines, with new views anticipated from the tram line. Lennie Hill and West Craigs to the northeast screen the area in views from Queensferry Road (A90).

Corstorphine Hill and Arthur's Seat form landmark features in eastward views, whilst to the south and east views towards the city are backdropped by the Pentland Hills. To the north, hills within Fife are visible on the skyline beyond Edinburgh's wooded coastal margin.

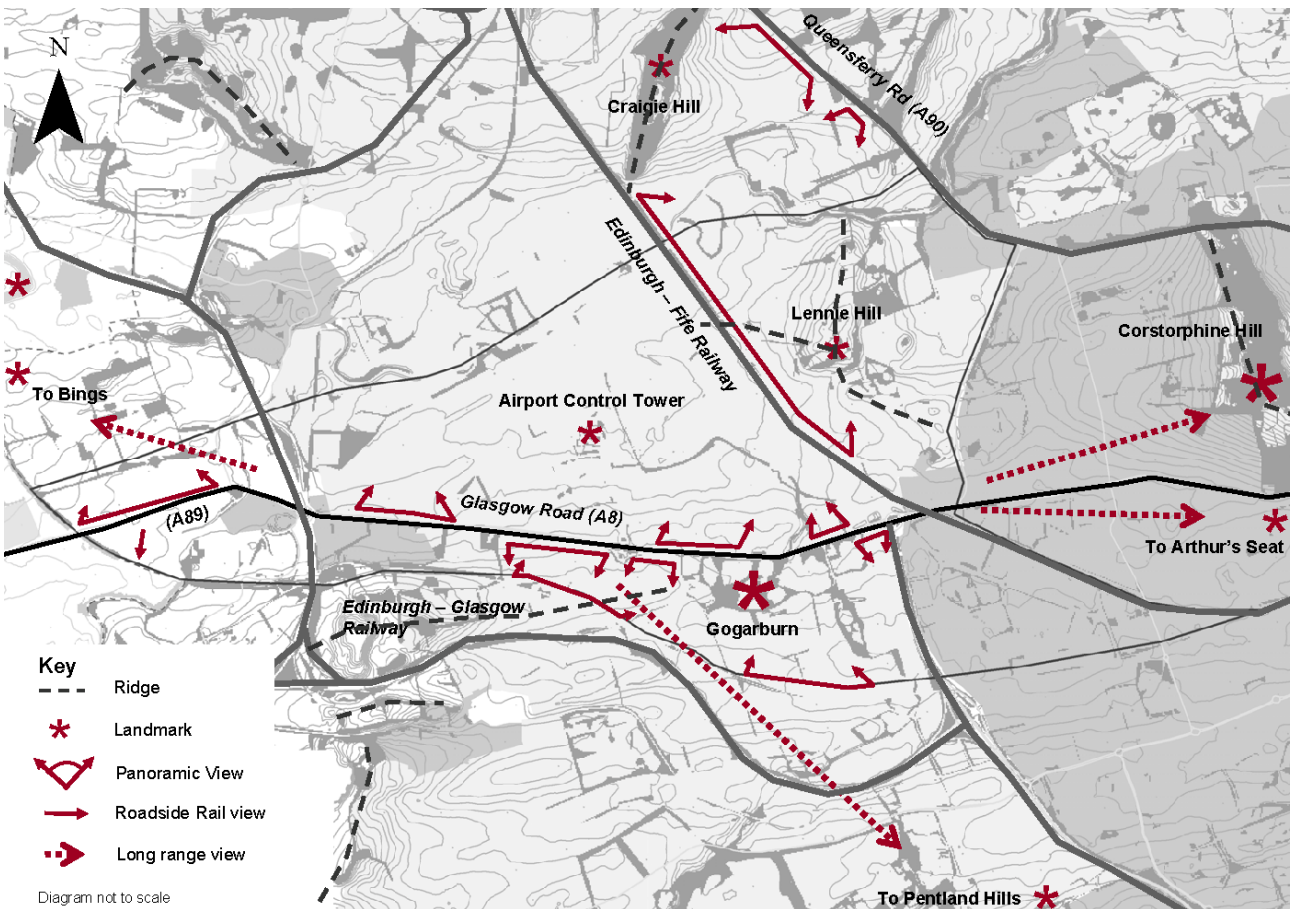
Site specific evaluation of the potential impact of development upon landscape and views within the West Edinburgh SDA is set out in the following assessments and summarised in the accompanying Environmental Report, volume 1.



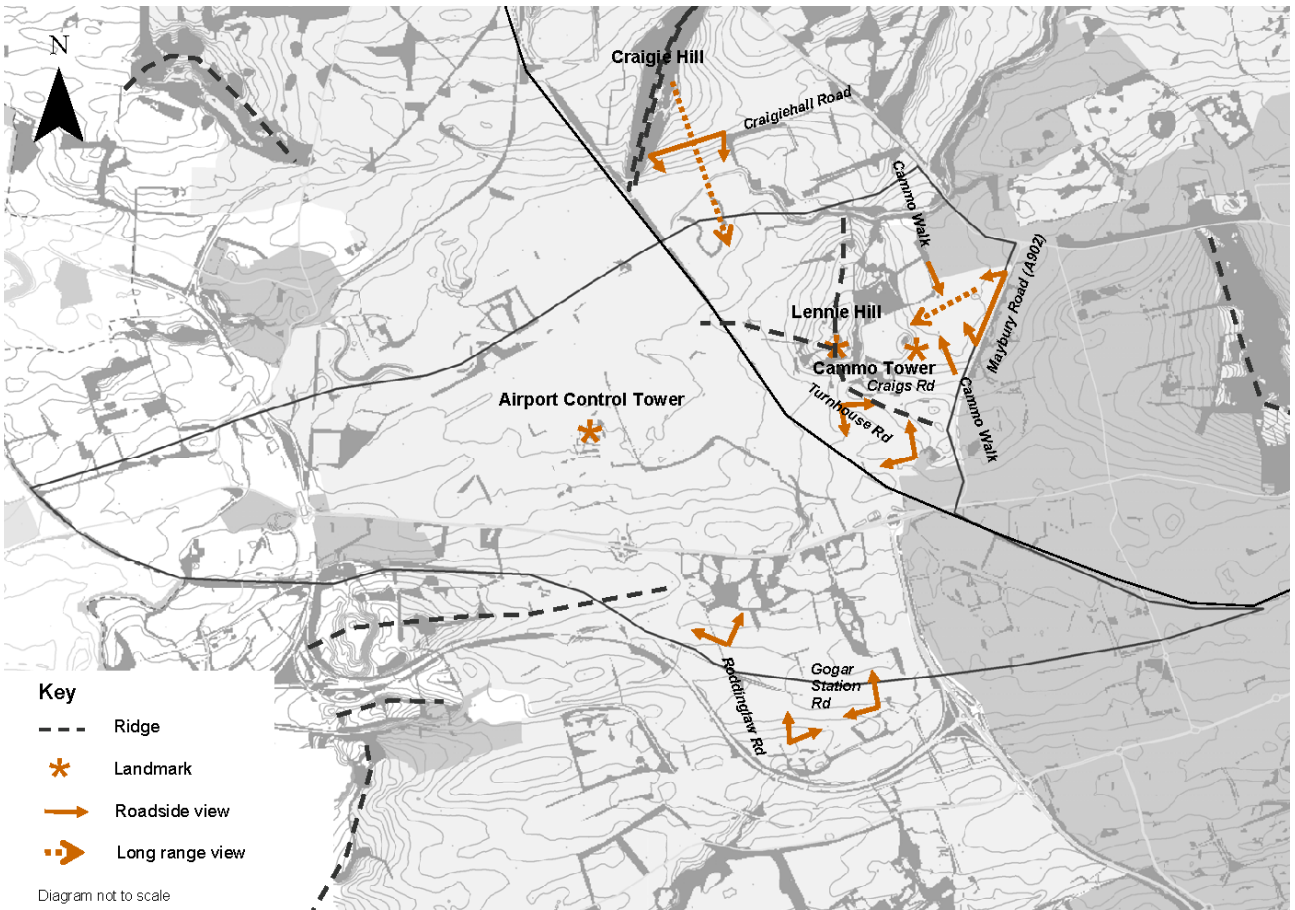
*Landscape Characteristics*



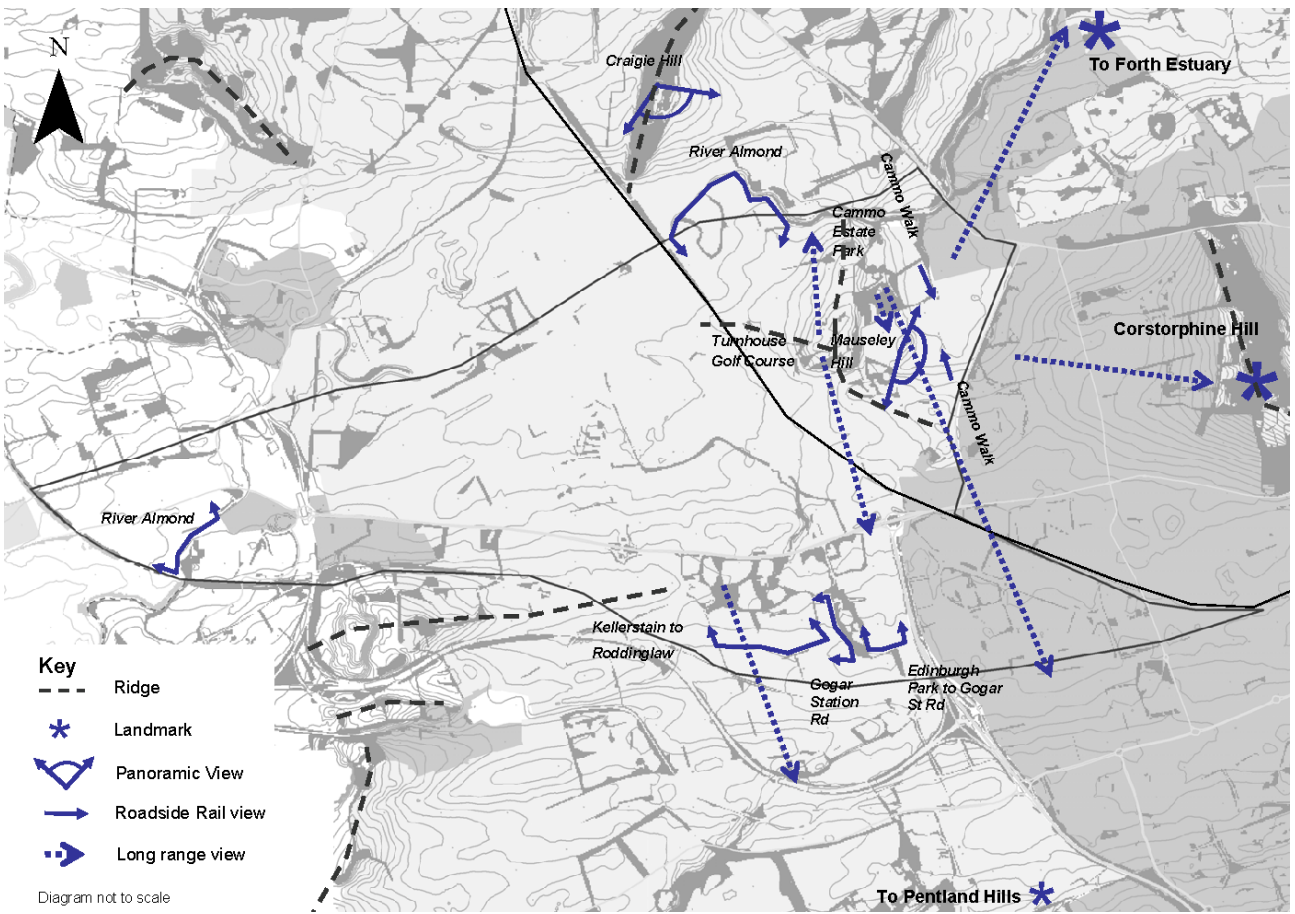
Views from City Bypass



Views from main routes leading into City Centre



Views from secondary routes



Recreational viewpoints

## TURNHOUSE Housing Site Assessment

Who made representation(s) relating to the assessment area?

SNH, SEPA

Site assessment criteria		YES / NO		Comments / mitigation potential
<b>Appropriate Locations</b>				
Is the site located on brownfield land?		N		Arable farmland.
Can the site be made available for development?		Y		Subject to agreement of landowner, no reason to suggest that the land could not be made available for development within plan period. <i>Parts of the site undevelopable due to fluvial flood risk.</i>
1. Does the site have good accessibility to existing public transport?	2. Would sufficient enhancements be feasible?	N	N	The entire site has a score of A. No measures appear available to increase accessibility of the site.
1. Does the site have good infrastructure capacity?	2. Would sufficient enhancements be feasible?	Y/N	Y	<i>Drainage:</i> Seafield WWTW operated by PFI (Stirling Water); no constraints identified and any requirement for additional capacity would be responsibility of PFI operator but could be delay in delivering capacity. Potential significant flood risk constraint from River Almond. <i>Water supply/storage:</i> Adequate capacity (new Glencorse WTW, along with existing Marchbank WTW). <i>Primary and Secondary schools:</i> Education Appraisal identifies the educational infrastructure required to support Proposed LDP housing growth in West Edinburgh. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis. <i>Transport:</i> Transport Appraisal identifies the transport infrastructure required to support Proposed LDP housing growth in West Edinburgh. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis.
<b>Landscape setting and identity</b>				
Would the site, if developed, affect the wider landscape setting of the city?		Y		The site forms part of a broad area of open agricultural land to the northwest of the city of rural character, which is prominent in views from secondary roads in the green belt, the main Edinburgh-Fife Railway and well used recreational viewpoints.
Would the site enable clear and defensible green belt boundaries to be formed?		N		Although the Edinburgh-Fife railway line provides a strong physical boundary to the airport to the west, the site is open in character and remote from the built up area.
<i>Can the site be integrated into and in keeping with the character of the settlement and local area?</i>		N		<i>The site lacks opportunities for physical integration with the existing urban area. The site is separated from the urban area by Cammo Estate Park to the east and Turnhouse Golf Course to the south-east. The site would rely on these sites, which are not currently available for development, being developed before it could be considered capable of physical integration into the urban area.</i>
<b>Countryside recreation</b>				
Would development of the site avoid impacting upon existing access to countryside recreation?		Y		
<b>Overall assessment</b>				
Not currently a reasonable site. The site has poor public transport accessibility with no scope for enhancements and development would adversely affect the landscape setting of the City.				

## **Landscape and Visual Assessment**

### **Location**

The site is bounded by Turnhouse Golf Course to the south, the Edinburgh-Fife railway line to the west, the River Almond to the north and Cammo Estate Park to the east.

### **Landscape Character**

Land rises from the banks of meandering River Almond (30 m above sea level) in the north of the site to the northern slopes of Lennie Hill in the southeast (65 m above sea level). Landcover comprises broad fields of open, arable farmland subdivided by outgrown hedges. Remnant policy woodlands typify the east of the site, where the Craigiehall Inventory site crosses the Almond at Grotto Bridge and rises to Craigiehall Temple on the north side of Lennie Hill. Settlement is limited to the dispersed farmstead of Nether Lennie and Lennie Mains. The River Almond Walk runs along the northern edge of the site.

### **Views and Visibility**

The site is prominent in views from the Edinburgh-Fife railway, which crosses the Almond valley on a raised embankment and bridge to the west. It is also visible from Craigiehall Rd and Craigie Hill to the north. In these views, open fields rise southwards to the prominent ridgeline of Lennie Hill, backed by the Pentland Hills to the south and woodland of Cammo and Craigiehall designed landscapes to the east.

From the west of the site, there are open views across arable farmland from the River Almond Walk, enclosed by Lennie Hill to the south, the railway embankments to the west, Craigie Hill to the north and Cammo and Craigiehall woodlands to the east. The site is also viewed from the elevated vantage point of Turnhouse Golf Course to the south. Views from Cammo Rd are restricted by hedged field boundaries.

### **Would the site if developed, affect the wider landscape setting of the city?**

Development of the site would impact on the wider setting of the city. The site forms part of a broad area of open agricultural land to the northwest of the city of rural character, which is prominent in views from secondary roads in the green belt, the main Edinburgh-Fife Railway and well used recreational viewpoints.

### **Would the site enable clear and defensible green belt boundaries to be formed?**

The Edinburgh-Fife railway line provides a strong physical boundary to the airport to the west. The site is open in character and remote from the built up area.

## CAMMO ESTATE PARK Housing Site Assessment

Who made representation(s) relating to the assessment area?

SNH, SEPA

Site assessment criteria		YES / NO		Comments / mitigation potential
<b>Appropriate Locations</b>				
Is the site located on brownfield land?		N		Open space: Semi-natural parkland.
Can the site be made available for development?		N		Managed parkland.
1. Does the site have good accessibility to existing public transport?	2. Would sufficient enhancements be feasible?	N	N	The majority of the site has a score of A, with the eastern boundary having a score of B.  No measures appear available to increase accessibility of the site.
1. Does the site have good infrastructure capacity?	2. Would sufficient enhancements be feasible?	Y/N	Y	<i>Drainage:</i> Seafield WWTW operated by PFI (Stirling Water); no constraints identified and any requirement for additional capacity would be responsibility of PFI operator but could be delay in delivering capacity. <i>Water supply/storage:</i> Adequate capacity (new Glencorse WTW, along with existing Marchbank WTW). <i>Primary and Secondary schools:</i> Education Appraisal identifies the educational infrastructure required to support Proposed LDP housing growth in West Edinburgh. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis. <i>Transport:</i> Transport Appraisal identifies the transport infrastructure required to support Proposed LDP housing growth in West Edinburgh. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis.
<b>Landscape setting and identity</b>				
Would the site, if developed, affect the wider landscape setting of the city?		Y		Site is designed landscape of national importance which contributes to the city's landscape setting.
Would the site enable clear and defensible green belt boundaries to be formed?		N		Existing perimeter woodland belts form a defensible Green Belt boundary along Cammo Road and Cammo Walk.
Can the site be integrated into and in keeping with the character of the settlement and local area?		N		The site would not be well integrated into the existing urban area. The site boundary to the east is woodland which creates a solid boundary to the existing urban area. Development of the site would impact on its designed landscape character and open space function, recognised as of value to the landscape setting of the city.
<b>Countryside recreation</b>				
Would development of the site avoid impacting upon existing access to countryside recreation?		N		Country Park Estate used formally and informally by walkers, cyclists and schools for educational activities.
<b>Overall assessment</b>				
Not currently a reasonable site. Site is a designed landscape of national importance which contributes to the landscape setting of the city. The majority of the site has poor public transport accessibility with no scope for enhancements.				

## **Landscape and Visual Assessment**

### **Location**

The site is bounded by Cammo Road to the north and Cammo Walk to the east. To the south and west, the site's boundary follows the wooded edge of Cammo Estate Park.

### **Landscape Character**

The site lies on the eastern slopes of Lennie Hill to the south of the River Almond.

It comprises the wooded structure and built heritage of Cammo, a site on the Inventory of Gardens and Designed Landscapes in Scotland. This includes the ruins of Cammo House, its former stable block, walled garden, gate lodge, bridges, boundary plantations, avenues, canal and parkland.

The site is now managed by the Council as Cammo Estate Park, a popular citywide recreational resource.

### **Views and Visibility**

Perimeter woodland belts restrict views into and out from the Estate Park.

The site is viewed from Maybury Road (A902), Cammo Walk and Cammo Road, as wooded hillside.

Cammo's principal vista runs south-eastwards from the ruins of Cammo House, through a remnant avenue and over its southern parkland towards Spittal Hill in the Pentlands.

From the southern edge of the Estate Park, there are views out to Cammo's southern parkland, including its water tower, wooded roundel on Mauseley Hill and backdrop of the Pentland Hills to the south.

### **Would the site if developed, affect the wider landscape setting of the city?**

Development of the site would impact on the wider landscape setting of the city. The site is designed landscape of national importance, which contributes to the city's landscape setting and recreational provision.

### **Would the site enable clear and defensible green belt boundaries to be formed?**

Cammo's perimeter woodland belts form a defensible green belt boundary along Cammo Road and Cammo Walk.

## TURNHOUSE GOLF COURSE Housing Site Assessment

Who made representation(s) relating to the assessment area?

SNH, SEPA

Site assessment criteria		YES / NO		Comments / mitigation potential
<b>Appropriate Locations</b>				
Is the site located on brownfield land?		N		Turnhouse golf club occupies the majority of the site.
Can the site be made available for development?		N		Turnhouse golf club occupies the majority of the site.
1. Does the site have good accessibility to existing public transport?	2. Would sufficient enhancements be feasible?	N	N	The majority of the site has a scoring of A with the south east corner of the site adjacent to Turnhouse Road having a score of B to D.  No measures appear available to increase accessibility of the site.
1. Does the site have good infrastructure capacity?	2. Would sufficient enhancements be feasible?	Y/N	Y	<i>Drainage:</i> Seafield WWTW operated by PFI (Stirling Water); no constraints identified and any requirement for additional capacity would be responsibility of PFI operator but could be delay in delivering capacity. <i>Water supply/storage:</i> Adequate capacity (new Glencorse WTW, along with existing Marchbank WTW). <i>Primary and Secondary schools:</i> Education Appraisal identifies the educational infrastructure required to support Proposed LDP housing growth in West Edinburgh. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis. <i>Transport:</i> Transport Appraisal identifies the transport infrastructure required to support Proposed LDP housing growth in West Edinburgh. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis.
<b>Landscape setting and identity</b>				
Would the site, if developed, affect the wider landscape setting of the city?		Y		Development of the site would change the wooded character of the hill. This would impact upon the wider landscape setting of the city due to the site's elevated location amidst flatter farmland within the lower Almond basin and visibility from surrounding transport network.
Would the site enable clear and defensible green belt boundaries to be formed?		Y		The site is bounded to the south and west by the Edinburgh-Fife Railway line. The southern edge of the site is clearly defined by Craigs Road to the south, which forms a division between lower lying land within the Almond basin and steeper hill ground to the north.
Can the site be integrated into and in keeping with the character of the settlement and local area?		N		The site lacks opportunities for physical integration due to being physically isolated from Maybury Road. The site lies on elevated terrain across Lennie Hill and development would be out of character with the local area.
<b>Countryside recreation</b>				
Would development of the site avoid impacting upon existing access to countryside recreation?		N		Turnhouse golf club is located within the site.
<b>Overall assessment</b>				
Not currently a reasonable site. The site contributes to the landscape setting of the city and has poor public transport accessibility with no scope for enhancements.				



## **Landscape and Visual Assessment**

### **Location**

The site is located to the north of Craigs Rd, east of Turnhouse, and west of the Cammo Inventory site and Braehead civic amenity site. It is bounded to the north by arable farmland at Lennie, to the south of the River Almond.

### **Landscape Character**

The site occupies the south and west facing slopes of Lennie Hill, which rise to 77 m above sea level and form a prominent ridge within the lower Almond basin. Landcover comprises golf fairways, scrub and areas of plantation. The club house, car park and a small number of properties line the site's southern boundary on Craig's Rd.

### **Views and Visibility**

In views from Craigie Hill and Craigiehall Road to the north, the site is visible on the crest of a prominent ridge above farmland in the Almond basin, set against the backdrop of the Pentland Hills.

The site is also visible as wooded backdrop in views from the Edinburgh-Fife railway line, Airport, and A8 to the south, where the IBG will increasingly change views available.

Outward views from the site are principally gained by golfers, as the site is not connected to wider path networks, with open views available towards West Lothian and Fife and Pentland Hills.

### **Would the site if developed, affect the wider landscape setting of the city?**

Development of the site would change the wooded character of the hill. This would impact upon the wider landscape setting of the city due to the site's elevated location amidst flatter farmland within the lower Almond basin and visibility from surrounding transport network.

### **Would the site enable clear and defensible green belt boundaries to be formed?**

The site is bounded to the south and west by the Edinburgh-Fife Railway line. The southern edge of the site is clearly defined by Craigs Road to the south, which forms a division between lower lying land within the Almond basin and steeper hill ground to the north.

## CAMMO SOUTHERN PARKLAND Housing Site Assessment

Who made representation(s) relating to the assessment area?

Braehead Partnership and Gladman Developments  
SNH

West Craigs Ltd (GVA)

Site assessment criteria		YES / NO		Comments / mitigation potential
<b>Appropriate Locations</b>				
Is the site located on brownfield land?		N		Predominantly arable land with a disused tip located to the south west of the site on Craigs Road.
Can the site be made available for development?		Y		Representation received during MIR consultation and Proposed Plan representation promoting part of site for development.
1. Does the site have good accessibility to existing public transport?	2. Would sufficient enhancements be feasible?	N	N	Over two thirds of the site has a scoring of A. Accessibility increases towards the southern boundary with scores of B to D.  No measures appear available to increase accessibility of the site.
1. Does the site have good infrastructure capacity?	2. Would sufficient enhancements be feasible?	Y/N	Y	<i>Drainage:</i> Seafeld WWTW operated by PFI (Stirling Water); no constraints identified and any requirement for additional capacity would be responsibility of PFI operator but could be delay in delivering capacity. <i>Water supply/storage:</i> Adequate capacity (new Glencorse WTW, along with existing Marchbank WTW) <i>Primary and Secondary schools:</i> Education Appraisal identifies the educational infrastructure required to support Proposed LDP housing growth in West Edinburgh. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis. <i>Transport:</i> Transport Appraisal identifies the transport infrastructure required to support Proposed LDP housing growth in West Edinburgh. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis.
<b>Landscape setting and identity</b>				
Would the site, if developed, affect the wider landscape setting of the city?		Y		Site forms part of elevated ridge running between Lennie Hill and West Craigs, where additional height of development would be conspicuous in views from wider area. Site is an integral component of the Cammo Inventory Site, which contributes to character and interest of the city's landscape and is experienced by high numbers of people engaged in recreation.
Would the site enable clear and defensible green belt boundaries to be formed?		N		Current boundary is part of a wider landform ridge between Lennie Hill and West Craigs, which forms a strong physical feature.
Can the site be integrated into and in keeping with the character of the settlement and local area?		N		This site could not be fully integrated into the urban area due to only a very small portion bordering Maybury Road and would remain physically detached from the urban area. The site forms part of an elevated ridge and is an integral component of the Cammo Inventory Site and development would impact adversely on the character of the local and wider landscape.
<b>Countryside recreation</b>				
Would development of the site avoid impacting upon existing access to countryside recreation?		Y		Subject to maintaining current footpaths that are well used across the site.
<b>Overall assessment</b>				
Not currently a reasonable site. Site forms part of elevated ridge where any development would be visible in views from the wider area and would affect the landscape setting of the city. Site has poor transport accessibility with no scope for enhancements.				

## **Landscape and Visual Assessment**

### **Location**

The site is bounded by woodland at Cammo Estate Park to the north, by Cammo Walk to the east and by Craigs Rd to the south. To the west it adjoins Turnhouse Golf Course.

### **Landscape Character**

The site is set across the eastern slopes of Lennie Hill, rising to 60 m above sea level and forming a prominent ridge line within the lower Almond basin, in conjunction with West Craigs to the southeast.

The site comprises arable farmland, which forms the southern parkland of the Cammo Inventory site, including its water tower and wooded roundel set on Mauseley Hill. The open field to the southeast of the site, forms part of Cammo's principal vista.

To the southwest, scrub woodland marks the location of the former tip at Braehead Quarry, to the south of the civic amenity site.

### **Views and Visibility**

The site is visible from Maybury Road (A902) to the east, in views experienced by high numbers of vehicular travellers. Its water tower and wooded roundel form local landmarks, set against the backdrop of Lennie Hill.

The site is also visible from the wooded southern edge of the Estate Park, visitor car park and footpath leading to Cammo Tower and Mauseley Hill.

Views of the site exist from the surrounding country lanes of Cammo Walk and Craigs Road, which are used for informal recreation and Turnhouse Golf Course to the west.

The site is not visible from the western approaches to the city by road (A90, A8) and rail. It is screened from view by Cammo's woodland to the north and ridgeline at West Craigs to the south.

Views from the site include the Dalmeny Estate woodland and Fife hills to the north. To the east, the urban edge at Drumbrae and Bughtlin, set against Corstorphine Hill, whilst the Pentland Hills form a backdrop to the south.

### **Would the site if developed, affect the wider landscape setting of the city?**

Development of the site would impact on the wider landscape setting of the city.

The site forms part of an elevated ridge running between Lennie Hill and West Craigs, where the additional height of residential development would be conspicuous in views from the wider area.

The site is an integral component of the Cammo Inventory site, which contributes to character and interest of the city's landscape and is experienced by high numbers of people engaged in recreation.

### **Would the site enable clear and defensible green belt boundaries to be formed?**

The site forms part of a wider landform ridge between Lennie Hill and West Craigs, which forms a strong physical feature capable of forming a robust green belt boundary

**WEST OF MAYBURY ROAD  
Housing Site Assessment**

**Who made representation(s) relating to the assessment area?**

Cramond and Harthill Estates (Halliday Fraser Munro)  
Braehead Partnership and Gladman Developments  
Individuals

Other developers and Community Groups  
SNH, Scottish Government

Site assessment criteria		YES / NO		Comments / mitigation potential
<b>Appropriate Locations</b>				
Is the site located on brownfield land?		N		Arable farmland.
Can the site be made available for development?		Y		Representation received during MIR consultation and Proposed Plan representation promoting site for development.
1. Does the site have good accessibility to existing public transport?	2. Would sufficient enhancements be feasible?	N	Y	Accessibility improves from west to east. The majority of the site has a score of A with the south and north east corners having scores ranging from B to E.  Frequency of services along Maybury Road may be able to be increased with additional stops on the main road. This would increase the accessibility of parts of the site.
1. Does the site have good infrastructure capacity?	2. Would sufficient enhancements be feasible?	Y/N	Y	<i>Drainage:</i> Seafield WwTW operated by PFI (Stirling Water); no constraints identified and any requirement for additional capacity would be responsibility of PFI operator but could be delay in delivering capacity. <i>Water supply/storage:</i> Adequate capacity (new Glencorse WTW, along with existing Marchbank WTW). <i>Primary and Secondary schools:</i> Education Appraisal identifies the educational infrastructure required to support Proposed LDP housing growth in West Edinburgh. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis. <i>Transport:</i> Transport Appraisal identifies the transport infrastructure required to support Proposed LDP housing growth in West Edinburgh. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis.
<b>Landscape setting and identity</b>				
Would the site, if developed, affect the wider landscape setting of the city?		N		Development would impact upon locally prominent views of the historic environment, it would not restrict recreational use of Cammo Estate Park or views of the designed landscape from Cammo Walk. Landform would limit impacts of development upon views from western approaches to the city.
Would the site enable clear and defensible green belt boundaries to be formed?		Y		To the east, Green Belt is well defined by Maybury Road and planting bordering the Bughtlin and Drumbrae housing estates. Elevated landform to the west and ridge of West Craigs to the south are capable of providing an inferior but still acceptable green belt boundary and visual containment to restrict future urban growth. This could be enhanced by planting.
Can the site be integrated into and in keeping with the character of the settlement and local area?		Y		The site can be integrated into the urban area particularly from the north of the site where there is already existing housing development. The site would form a natural extension to the existing housing at Cammo. There is an established woodland boundary to the east of Maybury Road, however there is an opportunity to change the character of the road through detailed design/master planning and creation/improvement of pedestrian connections to Bughtlin and Drumbrae to the east and form new links to existing open space at Cammo.
<b>Countryside recreation</b>				
Would development of the site avoid impacting upon existing access to countryside recreation?		Y		

**Overall assessment**

Allocated site in **Second Proposed Plan**. Although development would affect locally prominent views, landform would limit impacts upon wider views of the landscape from western approaches to the city. The need to maintain views through the site to focal points is identified in the site brief. Transport appraisal has identified a series of actions (including Barnton Junction) which will ensure that the road network can accommodate the development as well as measures to improve accessibility to southern part of the site.

**Landscape and Visual Assessment****Location**

The site is bounded by housing on Cammo Grove to the north, by Maybury Rd (A902) to the east and Cammo Walk to the west.

**Landscape Character**

Landform is flat to low-lying at approx. 35 m above sea level, rising to the south towards Craigs Rd and West Craigs. The site comprises amalgamated fields of arable farmland with clumps of remnant hedgerow. The Bughtlin Burn, a tributary of the Almond, flows along the south and west margin of the site. Its channel is marked by outgrown hedging and scrub vegetation, which separates a smaller enclosure to the west from the main open fields. Hedgerow trees and post and wire fencing line Maybury Rd to the east. To the northwest the site boundary is formed by private garden boundaries and a strip of woodland to the northeast. Low hedging forms the western edge of the site along Cammo Walk.

**Views and Visibility**

The site is a foreground element in views from the northern stretch of Maybury Road, with views from its southern extent restricted by hedging and cuttings.

High numbers of vehicular travellers experience views across the site of the Estate Park, its water tower and wooded roundel on Mauseley Hill. To the north housing on the urban edge is visible, whilst to the south the ridgeline at Craigs Road encloses views. From Cammo Walk to the west, the site forms an open foreground element backed by housing to the north and the wooded edge of Bughtlin and Drumbræ along Maybury Road to the east. New flatted accommodation is visible under construction at East Craigs. From higher ground within Cammo's southern parkland, the site forms a lower foreground element in views over the site. These focus on more distant landmarks of the Fife hills to the north, Corstorphine Hill to the east and Pentlands to the south.

Perimeter woodland belts screen the site in views from Cammo Estate Park, though the site is visible from the visitor car park on Cammo Walk.

The site is screened from view in the main western approaches to the city of the A8, A90 and Edinburgh-Fife railway. Existing residential development, elevated terrain and woodland at Lennie Hill, Cammo and West Craigs contain inward and outward views.

**Would the site if developed, affect the wider landscape setting of the city?**

Development of the site would introduce urban housing into an area of open farmland, which has rural characteristics but is also influenced by the built edge at Barnton and A902. Development of the site would impact upon appreciation of locally prominent views of Cammo's water tower and Mauseley Hill, experienced by large numbers of vehicular travellers, passing to the east of the site between Maybury and Barnton.

Development would not restrict recreational use of Cammo Estate Park or views of the designed landscape from Cammo Walk.

From Cammo's water tower and Mauseley Hill, urban housing would impact upon the lower foreground of views towards Fife, Corstorphine Hill and the Pentland Hills, in the short-to-medium term. This would not affect views in the long-term following the establishment of new boundary planting.

Rising ground to the south of the site, would become conspicuous in views from the wider landscape with additional of development and alter Cammo's principal vista. Landform would limit visual impacts upon wider views of the landscape from western approaches to the city of the A8, A90 and Edinburgh-Fife railway line.

**Would the site enable clear and defensible green belt boundaries to be formed?**

To the east the Greenbelt is relatively well defined by Maybury Road and planting bordering the Bughtlin and Drumbræ housing estates. To the northwest, housing on the urban edge is exposed to view, though a wooded strip exists to the northeast. Garden boundaries on Cammo Grove do not provide the strong physical features required of a green belt boundary.

The site's open farmland, lacks distinctive features, capable of forming the basis of a new green belt boundary.

The elevated landform of Cammo and Lennie Hill to the west and West Craigs to the south are considered unsuitable for development due to their elevated terrain. These landform features could form the basis of a future green belt boundary, which could be enhanced by planting, subject to aerodrome safeguards.

**Updated Landscape and Visual Assessment at Proposed Plan stage:** The Council's housing site assessment recognised locally prominent views of the historic environment existed through the site and these have been included as requirements within the Cammo site brief. Additionally outward views to the Pentlands from the housing site, Maybury Rd and Inventory Site will be retained, supported by development principles to reduce the impact of housing on the localised ridgeline of Craigs Rd within the Maybury development brief. The context of the Inventory Garden and Designed Landscape is also reflected by development quality and landscape framework requirements.

The representation site (Braehead Partnership) has a relatively open boundary to the west, formed by hedging and open grassed verge. The proposed Cammo housing site benefits from the existing enclosure of outgrown hedging and a number of more mature trees. Development along the immediate boundary of the Inventory Site, would impact adversely on the rural character of Cammo Walk, part of the original southern approach to the estate and today forming a local path and cycle route. It would also introduce development into the near foreground of views from Mauseley Hill and Cammo Tower, where in absence of established boundary planting, development would give rise to adverse visual effects.

Cammo Walk is defined by a minor road and hedgerow planting. The existing feature of the Bughtlin Burn, is in part lined by established hedgerow trees. The Cammo site brief, seeks to enhance these qualities, through inclusion of woodland, grassland and wetland habitat, including a multi-user path and overlooked by housing. In response to comments raised by SEPA at the MIR stage and as identified in the Environmental Report, improvements to water quality within the Bughtlin Burn are also sought, including realignment and improvement of its bankside condition. Whilst the brief aims secure and strong physical and visual green belt boundary. The aim is not to create an inaccessible woodland buffer. Consequently, these objectives require a site width of approx. 40 m to achieve tree planting of woodland stature, provide secure path margins, whilst improving the quality of the watercourse and creating adjacent wetland habitat, as set out in the Edinburgh Design Guidance.

Notwithstanding landscape and visual effects of developing the representation site, it's narrow width from east to west would limit its potential to deliver additional housing capacity and meet robust green belt boundary requirements.

#### *Cammo Residents Association Landscape and Visual Assessment*

Whilst related designations with a landscape dimension can support the attribution of landscape value, the focus of the Council's landscape appraisal has been the site's role within the Green Belt and its relationship to the adjacent Cammo Inventory Site.

The proposed site HSG 20 does not lie within a SINC, however, habitat enhancement has been identified within the proposed site brief. Cammo Estate Park is not a Country Park designated under section 48 of the Countryside (Scotland) Act 1967. However, it is recognised that this natural heritage park is an important recreational resource within the city. The visual impact of the proposed site on recreational receptors within the environs of Cammo Estate Park has been considered within the housing site assessment. Additionally, the impact of development on access to countryside recreation has been recognised with regard existing desire lines across the site.

As set out in the MIR to the proposed LDP, existing Areas of Great Landscape Value and Areas of Outstanding Landscape Quality will be replaced by 22 Special Landscape Areas, accompanied by written Statements of Importance. The proposed Cammo Special Landscape Area excludes parts of the former AOLQ including Turnhouse Golf Course and amalgamated arable land to the south and east. Its boundary reflects the designed landscape of Cammo, including its water tower, wooded roundel on Mauseley Hill and Craigiehall Temple, together with its farmland fringe of intact 18th – 19th century field enclosures.

The site description in Inventory of Gardens and Designed Landscapes in Scotland for Cammo refers to:

“a major view into the site from the A902 (Clermiston-North Gyle), where the view focuses on the water tower acting as an eyecatcher, glimpses of the stables and the distinct outline of Mauseley Hill with a clump on its summit. This is a familiar local landmark.”

The site provides an open foreground to views to the Cammo estate from the northern section of Maybury Rd. This vista has been recognised in the housing site assessment and its retention is a requirement of the site brief.

For development to comply with the LDP, it must conform to the principles set out in the site brief. This includes enabling views to the focal points of Mauseley Hill, Cammo Water Tower, Cammo Estate Park (woodland) and the Pentland Hills both from within the site and Maybury Road by means of street design and open space provision. A generous allowance for these measures has been incorporated into the estimated site capacity set out in Vol 2 of the Environmental Report.

To the north of the Bughtlin Burn, views from Maybury Rd to the existing residential area at Cammo Grove will be replaced by views of the proposed residential development. This change would not impact on views to the wider townscape/landscape features across the City. It is acknowledged in the housing site assessment that development would change the site's settled open, farmland character to urban residential character. The Council's assessment acknowledges that development would impact upon locally prominent views of the historic environment. Development would not impede recreational use of the natural heritage park or obstruct views from Cammo Walk. Landform would contain the impact of development from the wider setting of the City.

Elevated panoramic views exist across the wider landscape of the city from the elevated location of Cammo Tower and wooded roundel of Mauseley Hill, within the Inventory Site. Whilst development would be apparent in the lower foreground of these views, set back from Cammo Walk by a further field to the west of the Bughtlin Burn, development would be unlikely to obstruct long range views from these vantage points. From within Cammo Estate Park, views to the site are largely enclosed by perimeter tree belts and development would not obstruct views to Corstorphine Hill.

**WEST OF NEWBRIDGE  
Housing Site Assessment**

Who made representation(s) relating to the assessment area?

SNH, SEPA

Site assessment criteria		YES / NO		Comments / mitigation potential
<b>Appropriate Locations</b>				
Is the site located on brownfield land?		N		Arable farmland.
Can the site be made available for development?		Y		Subject to agreement of landowner, no reason to suggest that the land could not be made available for development within plan period. <i>Parts of the site undevelopable due to fluvial flood risk.</i>
1. Does the site have good accessibility to existing public transport?	2. Would sufficient enhancements be feasible?	N	N	<i>The majority of the area has a score of A. The eastern edge has a score of B with a small area close to the junction of Edinburgh Road and Bridge Street having a score of C and D.</i>  No measures appear available to increase accessibility of the site.
1. Does the site have good infrastructure capacity?	2. Would sufficient enhancements be feasible?	Y/N	Y	<i>Drainage:</i> Seafield WWTW operated by PFI (Stirling Water); no constraints identified and any requirement for additional capacity would be responsibility of PFI operator but could be delay in delivering capacity. Potential significant flood risk constraint from River Almond. <i>Water supply/storage:</i> Adequate capacity (new Glencorse WTW, along with existing Marchbank WTW) <i>Primary and Secondary schools:</i> Education Appraisal identifies the educational infrastructure required to support Proposed LDP housing growth in West Edinburgh. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis. <i>Transport:</i> Transport Appraisal identifies the transport infrastructure required to support Proposed LDP housing growth in West Edinburgh. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis.
<b>Landscape setting and identity</b>				
Would the site, if developed, affect the wider landscape setting of the city?		Y		The site provides an open rural setting, which establishes separation between the settlements of Newbridge and Broxburn. It is prominent in views by high volumes of vehicular travellers and rail passengers on the approach to Edinburgh, where development would give rise to perceptions of a continuous built up area.
Would the site enable clear and defensible green belt boundaries to be formed?		N		The River Almond to the east and railway line to the south and west provide strong landform features. These contain development and provide separation between the existing settlements of Newbridge and Broxburn. The site is of open, rural character and contains few other landscape features capable of forming a new green belt boundary.
<i>Can the site be integrated into and in keeping with the character of the settlement and local area?</i>		<i>N</i>		<i>The site lacks opportunities to be integrated into the existing urban area. The River Almond and the woodland along its banks mean that any development would not relate physically or visually to its rural context and the existing settlement of Newbridge.</i>
<b>Countryside recreation</b>				
Would development of the site avoid impacting upon existing access to countryside recreation?		Y		Subject to footpaths along the River Almond being maintained.
<b>Overall assessment</b>				
Not currently a reasonable site. Development would adversely affect the landscape setting of the city due to the prominent rural setting it provides, viewed by vehicular and rail passengers. Site has poor transport accessibility with no scope for enhancements.				



## Landscape and Visual Assessment

### Location

The site is bounded to the east by the River Almond and B800 to the west of the industrial edge of Newbridge. To the north, the site boundary follows the southern woodland belts of Newliston House. To the south and west, the site is bounded by the Edinburgh-Glasgow railway line, which forms the Council's boundary with West Lothian at Broxburn.

### Landscape Character

The site is low-lying within Almond basin, sloping generally southeastwards. Land cover comprises large arable fields and grazing land enclosed by remnant thorn hedging and post and wire fencing. The landscape is open in character, with scattered trees defining the incised channel of the River Almond to the south and Brox Burn to the northwest. A broad expanse of policy woodland delineates the rectilinear edge of the Newliston Inventory site to the north.

The area is influenced by transport networks, with the A89 between Newbridge and Broxburn passing through the site and Edinburgh-Glasgow railway line forming the site's boundary to the south and west, on a 19<sup>th</sup> century stone-built viaduct. Settlement within the landscape is limited to a steading and stone cottages along the A89.

### Views and Visibility

The northern extent of the site is prominent in views from the A89 and B800, where open fields form the foreground setting to the Newliston estate. To the south and east, large scale buildings are visible beyond the wooded southern edge of the River Almond. To the west, wooded embankments and the Almond Valley Viaduct form semi-permeable enclosure to views.

The site is overlooked by rail passengers from the elevated location of the Almond Valley Viaduct, from which there are open views across the surrounding landscape, including the Almond Valley, Pentland Hills to the southeast and city skyline and Arthur's Seat to the east.

A section of the River Almond Core Path follows the river bank along the edge of Newbridge and its Industrial Estate, with some views over adjacent fields filtered by scrub and tree cover.

### Would the site if developed, affect the wider landscape setting of the city?

Development of the site would impact on the wider landscape setting of the city. The site provides an open rural setting, which establishes separation between the settlements of Newbridge and Broxburn. It is prominent in views experienced by high volumes of vehicular travellers and rail passengers on the approach to Edinburgh, where development would give rise to perceptions of a continuous built up area.

### Would the site enable clear and defensible green belt boundaries to be formed?

The River Almond to the east and railway line to the south and west provide strong landform features. These contain development and provide separation between the existing settlements of Newbridge and Broxburn. The site is of open, rural character and contains few other landscape features capable of forming a new green belt boundary.

## ROYAL HIGHLAND CENTRE Housing Site Assessment

Who made representation(s) relating to the assessment area?

SNH, SEPA

Site assessment criteria		YES / NO		Comments / mitigation potential
<b>Appropriate Locations</b>				
Is the site located on brownfield land?		Y/N		The Royal Highland Centre is located within the site. Green fields within the site are likely to be developed in the future, subject to the expansion of the centre.
Can the site be made available for development?		N		Currently occupied by the Royal Highland Centre.
1. Does the site have good accessibility to existing public transport?	2. Would sufficient enhancements be feasible?	Y	N/A	Accessibility improves from the north to the south ranging from A in the land known as the 'northern fields' and central area, increasing to between D and E along Glasgow and Eastfield Road.
1. Does the site have good infrastructure capacity?	2. Would sufficient enhancements be feasible?	Y/N	Y	<i>Drainage:</i> Seafield WWTW operated by PFI (Stirling Water); no constraints identified and any requirement for additional capacity would be responsibility of PFI operator but could be delay in delivering capacity. <i>Water supply/storage:</i> Adequate capacity (new Glencorse WTW, along with existing Marchbank WTW) <i>Primary and Secondary schools:</i> Education Appraisal identifies the educational infrastructure required to support Proposed LDP housing growth in West Edinburgh. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis. <i>Transport:</i> Transport Appraisal identifies the transport infrastructure required to support Proposed LDP housing growth in West Edinburgh. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis.
<b>Landscape setting and identity</b>				
Would the site, if developed, affect the wider landscape setting of the city?		N		Site already identified for expansion of showground. Landscape setting of Glasgow Road will change in line with allocations in the West Edinburgh Planning Framework, co-ordinated by the West Edinburgh Strategic Design Framework and further progressed by the West Edinburgh Landscape Framework.
Would the site enable clear and defensible green belt boundaries to be formed?		N/A		The West Edinburgh Planning Framework requires the site to be removed from the Green Belt. Glasgow Road to the south provides a strong physical Green Belt boundary.
Can the site be integrated into and in keeping with the character of the settlement and local area?		N		The site is in close proximity to the airport and related infrastructure. Its designed landscape is of a semi-rural character. Until urban expansion to the east at the International Business Gateway is achieved, development would be out of keeping with the local character and lack physical integration with the existing settlement.
<b>Countryside recreation</b>				
Would development of the site avoid impacting upon existing access to countryside recreation?		Y		
<b>Overall assessment</b> Not currently a reasonable site. Site not available for development.				

## Landscape and Visual Assessment

### Location

The area is located to the north of the Glasgow Rd (A8), west of Eastfield Rd, south of Edinburgh Airport and east of Lochend Rd.

### Landscape Character

The area lies between 30-40 m above sea level on gently sloping land within the lower Almond Basin. The core of the site comprises the Royal Highland Centre (RHC). Its exhibition buildings and circulation network are set within the designed landscape setting of Ingliston House, enclosed by remnant tree belts and estate walling.

To the north and west of the main showground, hardstanding and open fields provide events and overspill parking. The RHC's eastern boundary on Ingliston Rd is lined by various uses including an agricultural food mill to the north, airport parking and car auctioneer. A golf driving range occupies much of the open land to the south of Fairview Rd and west of Eastfield Rd, with airport parking adjoining the A8 to the southeast.

To enable Airport expansion, the West Edinburgh Planning Framework 2008, requires the RHC to relocate to Norton Park to the south of the A8 as Scotland's National Showground. In the short-medium term, only part of the RHC is required to deliver the current airport master plan and the Royal Highland & Agricultural Society of Scotland (RHASS) are in the process of implementing a 20 year master plan for their current site, consistent with strategic design guidance for West Edinburgh. This will upgrade facilities to create a world class exhibition and event venue, with tree-lined approaches to the east and west and commercial frontage on Eastfield Rd, opposite the first phase of the IBG.

### Views and Visibility

The site is principally viewed from the A8, where its walled boundaries and perimeter tree belts are important features in views on the western approach to the city and repeat the character of wooded designed landscapes further to the south and east. Open fields used for overspill parking are also visible against the runway to the west.

Views from the site include Edinburgh Airport Control Tower, the Fife hills, Corstorphine Hill, Pentland Hills and bings in West Lothian.

### Would the site if developed, affect the wider landscape setting of the city?

The RHC site will remain in the green belt until such time as it is required for Airport expansion in accordance with the West Edinburgh Planning Framework. Any land not required by the Airport will form a second phase of the International Business Gateway. The landscape setting of Glasgow Road will change in line with allocations in the West Edinburgh Planning Framework, co-ordinated by the West Edinburgh Strategic Design Framework and further progressed by the West Edinburgh Landscape Framework.

### Would the site enable clear and defensible green belt boundaries to be formed?

Not applicable in accordance with the West Edinburgh Planning Framework 2008.

## INTERNATIONAL BUSINESS GATEWAY 1 Housing Site Assessment

### Who made representation(s) relating to the assessment area?

New Ingliston Limited  
IBG Partners (GVA)  
Community Groups

Individuals  
Other developers  
SNH, SEPA

Site assessment criteria		YES / NO		Comments / mitigation potential
<b>Appropriate Locations</b>				
Is the site located on brownfield land?		Y/N		Predominantly agricultural land with the airport park and ride site to the southwest of the site. Although greenfield land, the principle of business development is established and there would be no increase in the amount of land already identified for commercial uses.
Can the site be made available for development?		Y		Strategic Development Plan identifies the opportunity for new housing as an integral component of mixed use, predominantly business proposals within the IBG. Two representations received during MIR consultation and Proposed Plan representation promoting site for residential development. Parts of the site undevelopable due to fluvial flood risk.
1. Does the site have good accessibility to existing public transport?	2. Would sufficient enhancements be feasible?	Y	N/A	The majority of the site has a score of E, with accessibility reducing to the north east corner of the site with a score of A. There is a small area next to Eastfield Road which has a score of F.
1. Does the site have good infrastructure capacity?	2. Would sufficient enhancements be feasible?	Y/N	Y	<i>Drainage:</i> Seafield WwTW operated by PFI (Stirling Water); no constraints identified and any requirement for additional capacity would be responsibility of PFI operator but could be delay in delivering capacity; diversion of Gogar Burn to reduce flood risk. <i>Water supply/storage:</i> Adequate capacity (new Glencorse WTW, along with existing Marchbank WTW). <i>Primary and Secondary schools:</i> Education Appraisal identifies the educational infrastructure required to support Proposed LDP housing growth in West Edinburgh. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis. <i>Transport:</i> Transport Appraisal identifies the transport infrastructure required to support Proposed LDP housing growth in West Edinburgh. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis.
<b>Landscape setting and identity</b>				
Would the site, if developed, affect the wider landscape setting of the city?		N		Landscape setting of Glasgow Road will change in line with allocations in the West Edinburgh Planning Framework, co-ordinated by the West Edinburgh Strategic Design Framework and further progressed by the West Edinburgh Landscape Framework.
Would the site enable clear and defensible green belt boundaries to be formed?		N/A		
Can the site be integrated into and in keeping with the character of the settlement and local area?		Y		The comprehensive Master Planning of this site provides an opportunity to integrate housing, business and ancillary developments within a new mixed use community, supported by a new landscape framework and linked by tram and cycle links.
<b>Countryside recreation</b>				
Would development of the site avoid impacting upon existing access to countryside recreation?		Y		

**Overall assessment**

Allocated site in **Second Proposed Plan**. Opportunity for an integrated approach to housing, business and ancillary development to achieve high quality place-making and meet sustainable development objectives.

**Landscape and Visual Assessment****Location**

The site is bounded by Eastfield Road to the west and Glasgow Rd (A8) to the south. To the north, the site boundary follows the edge of The Hilton hotel complex on Eastfield Avenue and course of the Gogar Burn. To the east, the site boundary follows the line of hedgerow north-northeast – south south-west across the site.

**Landscape Character**

The site comprises former agricultural land to the east of Eastfield Rd and south of the Gogar Burn. To the southwest, part of the site forms the Airport Park and Ride facility. To the north and east, the site is subject to construction of the tram line and tram halt. It is part of the first phase of a larger strategic allocation identified in the WEPF for international business development, associated hotel and related services accommodation. Its development will be guided by the West Edinburgh Strategic Design Framework.

**Views and Visibility**

The site is visible locally to high numbers of vehicular travellers but is not prominent within the wider landscape due to its low-lying location.

High numbers of vehicular travellers travelling to and from the Airport on Eastfield Rd, have views of the site across remnant hedging and post and wire fencing. The Pentland Hills and Corstorphine Hill form skyline features to the south and east respectively.

From the A8, the site is visible to high volumes of traffic, set against a backdrop of Craigie Hill to the north and Lennie Hill to the east. Closer range views exist from the Park and Ride facility.

**Would the site if developed, affect the wider landscape setting of the city?**

The site is allocated for international business development in accordance with the West Edinburgh Planning Framework 2008. The landscape setting of Glasgow Road will change in line with allocations in the West Edinburgh Planning Framework, co-ordinated by the West Edinburgh Strategic Design Framework and further progressed by the West Edinburgh Landscape Framework.

**Would the site enable clear and defensible green belt boundaries to be formed?**

The West Edinburgh Planning Framework 2008 indicates the site should be removed from the greenbelt in future SDPs and LDPs. Development in the interim may be approved as a justified exception to green belt policy.

## INTERNATIONAL BUSINESS GATEWAY 2 Housing Site Assessment

### Who made representation(s) relating to the assessment area?

New Ingliston Limited  
Cardross Asset Management (GVA)  
Other developers and Community Groups

SNH, SEPA, Scottish Government  
Individuals  
Other developers

Site assessment criteria		YES / NO		Comments / mitigation potential
<b>Appropriate Locations</b>				
Is the site located on brownfield land?		N		Although greenfield land, the principle of business development is established and there would be no increase in the amount of land already identified for commercial uses.
Can the site be made available for development?		Y		Strategic Development Plan identifies the opportunity for new housing as an integral component of mixed use, predominantly business proposals within the IBG. <b>Two representations received during MIR consultation and Proposed Plan representation promoting site for residential development. Parts of the site undevelopable due to fluvial flood risk.</b>
1. Does the site have good accessibility to existing public transport?	2. Would sufficient enhancements be feasible?	Y	N/A	<b>Accessibility increases towards the south and Glasgow Road with scores ranging from A for the northern part of the site, to scores ranging between E and G along parts Glasgow Road. The introduction of footpaths and pedestrian links following the delivery of the tram will increase accessibility for the northern part of the site.</b>
1. Does the site have good infrastructure capacity?	2. Would sufficient enhancements be feasible?	Y/N	Y	<b>Drainage:</b> Seafield WwTW operated by PFI (Stirling Water); no constraints identified and any requirement for additional capacity would be responsibility of PFI operator but could be delay in delivering capacity; diversion of Gogar Burn to reduce flood risk. <b>Water supply/storage:</b> Adequate capacity (new Glencorse WTW, along with existing Marchbank WTW) <b>Primary and Secondary schools:</b> Education Appraisal identifies the educational infrastructure required to support Proposed LDP housing growth in West Edinburgh. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis. <b>Transport:</b> Transport Appraisal identifies the transport infrastructure required to support Proposed LDP housing growth in West Edinburgh. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis.
<b>Landscape setting and identity</b>				
Would the site, if developed, affect the wider landscape setting of the city?		N		Landscape setting of Glasgow Road will change in line with allocations in the West Edinburgh Planning Framework, co-ordinated by the West Edinburgh Strategic Design Framework and further progressed by the West Edinburgh Landscape Framework.
Would the site enable clear and defensible green belt boundaries to be formed?		N/A		
<b>Can the site be integrated into and in keeping with the character of the settlement and local area?</b>		Y		<b>The comprehensive Master Planning of this site provides an opportunity to integrate housing, business and ancillary developments within a new mixed use community, supported by a new landscape framework and linked by tram and cycle links.</b>
<b>Countryside recreation</b>				
Would development of the site avoid impacting upon existing access to countryside recreation?		Y		

**Overall assessment**

Allocated site in [Second Proposed Plan](#). Opportunity for an integrated approach to housing, business and ancillary development to achieve high quality place-making and meet sustainable development objectives.

**Landscape and Visual Assessment****Location**

The site lies to the north of the A8 and east of land allocated for the first phase of the IBG at Eastfield Rd. Its northern boundary is formed by the channel of the Gogar Burn which skirts the southern edge of Edinburgh Airport. To the east, the site boundary is formed by the driveway of Castle Gogar.

**Landscape Character**

The site rises between 35 m – 50 m above sea level between the airport to the north and A8 to the south. It comprises well-managed, large scale arable fields, subdivided by occasional outgrown hedgerows. Gogar Mains farm sits centrally on the northern edge of the site, accessed by a driveway from the A8. The Gogar Burn crosses the eastern extent of the site, flowing northwards in a wooded corridor, before being diverted westwards along the Airport boundary.

East of the Gogar Burn, the Gogar Junction bridge crosses the A8. To its east, the former Gogar Parish Church sits within scrub woodland. On the far eastern edge of the site, a tree-lined driveway leads northwards from a lodge house and gate piers on the A8, sweeping westwards to the south of the Airport, towards the Baronial mansion of Castle Gogar and its surrounding enclosures and planting.

**Views and Visibility**

Views to the site are restricted from the north by the Airport.

The site is prominent in views from the A8, experienced by high numbers of vehicular travellers between the Gogar and the Airport.

The site is viewed against a backdrop of hills to the north and east, including Dalmeny Hill, Craigie Hill and Lennie Hill and the Ochils and Lomond Hills in the distance. Landmarks include the Airport control tower and glimpses of the Forth Road and Rail bridges. To the south views are contained by the continuous wooded edge of the designed landscapes at Gogar Mount, Hanley, Gogarburn and Gogar Park.

**Would the site if developed, affect the wider landscape setting of the city?**

The site, excluding an area of importance for flood control, Castle Gogar and Gogar Mains Fort, is allocated for international business development in accordance with the WEPF 2008. The landscape setting of Glasgow Road will change in line with allocations in the West Edinburgh Planning Framework, co-ordinated by the West Edinburgh Strategic Design Framework and further progressed by the West Edinburgh Landscape Framework.

**Would the site enable clear and defensible green belt boundaries to be formed?**

The WEPF 2008 indicates the site should be removed from the greenbelt in future SDPs and LDPs. Development in the interim may be approved as a justified exception to green belt policy.

## NORTON PARK Housing Site Assessment

### Who made representation(s) relating to the assessment area?

Murray Estates (Holder Planning)  
Park Lane & Allison Trustees (Nathaniel Lichfield & Partners)  
SNH, SEPA

Site assessment criteria		YES / NO		Comments / mitigation potential
<b>Appropriate Locations</b>				
Is the site located on brownfield land?		N		Arable farmland.
Can the site be made available for development?		N		Site promoted for residential development and other proposals during MIR consultation and Proposed Plan representation. Site currently safeguarded in the West Edinburgh Planning Framework (WEPF) for the relocation of the Royal Highland Centre. The site can only be made available for development if there is a change or withdrawal of the current WEPF. Parts of the site undevelopable due to fluvial flood risk.
1. Does the site have good accessibility to existing public transport?	2. Would sufficient enhancements be feasible?	Y/N	Y	Accessibility increases towards the north of the site with scores ranging from A to the south of the site increasing to between D and E alongside Glasgow Road.  An extension of the tram to Newbridge could potentially serve the site and would improve public transport accessibility, although this is not considered financially feasible during this plan period.
1. Does the site have good infrastructure capacity?	2. Would sufficient enhancements be feasible?	Y/N	Y	<i>Drainage:</i> Seafield WwTW operated by PFI (Stirling Water); no constraints identified and any requirement for additional capacity would be responsibility of PFI operator but could be delay in delivering capacity. <i>Water supply/storage:</i> Adequate capacity (new Glencorse WTW, along with existing Marchbank WTW). <i>Primary and Secondary schools:</i> Education Appraisal identifies the educational infrastructure required to support Proposed LDP housing growth in West Edinburgh. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis. <i>Transport:</i> Transport Appraisal identifies the transport infrastructure required to support Proposed LDP housing growth in West Edinburgh. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis.
<b>Landscape setting and identity</b>				
Would the site, if developed, affect the wider landscape setting of the city?		N		The landscape setting of Glasgow Road will change in line with allocations in the West Edinburgh Planning Framework, co-ordinated by the West Edinburgh Strategic Design Framework and further progressed by the West Edinburgh Landscape Framework. In the event of the West Edinburgh Planning Framework changing, a fresh assessment would require to be undertaken.
Would the site enable clear and defensible green belt boundaries to be formed?		N/A		In the event of the West Edinburgh Planning Framework changing, a fresh assessment would require to be undertaken.
Can the site be integrated into and in keeping with the character of the settlement and local area?		N		Development of the site would form a large scale eastward extension of Ratho Station which would be out of keeping with the existing settlement. The site is subdivided by a wooded driveway to Norton House, separated from the urban area to the east by the City Bypass and business campus at Gogarburn, and to the north and the International Business Gateway by the A8, limiting physical integration.
<b>Countryside recreation</b>				
Would development of the site avoid impacting upon existing access to countryside recreation?		Y		



**Overall assessment**

Not currently a reasonable site. Site not available for development due to being safeguarded in the West Edinburgh Planning Framework for the relocation of the Royal Highland Centre.

**Landscape and Visual Assessment****Location**

The site is bounded by the Glasgow Road (A8) to the north, Gogarstone Rd and Roddinglaw Rd to the east, the main Edinburgh – Glasgow Railway line to the south and settlement of Ratho Station to the west.

**Landscape Character**

The site comprises north-facing slopes, gradually rising southwards from the Royal Highland Centre (RHC) and Edinburgh Airport, which are set on the flatter terrain of the lower Almond basin to the north of the A8.

Land cover is characterised by a series of large scale arable fields running east-west, broken up by shelterbelts running north-south. Post and wire fencing, managed hedgerows and hedgerow trees, typically form roadside boundaries.

Ratho Station is the main settlement to the west of the site, set apart from the wider landscape by the wooded driveway and grounds of Norton House Hotel to the south. Other dispersed settlement includes the farmstead of Norton Mains, set within a wooded curtailage, and poultry farm at Easter Norton, to the south of the Airport Interchange. A short row of stone cottages and a petrol filling station line the A8 at Middle Norton.

Potential landscape change includes the eastward expansion of Ratho Station and landscape enhancement to the A8 corridor. The site is safeguarded for the future relocation of the RHC and a tram safeguard skirts the southern edge of the site between the Airport and Newbridge.

**Views and Visibility**

Much of the site is visible by high numbers of travellers on their approach to the city via the main Glasgow to Edinburgh railway line and A8, including those journeying to and from the Airport. Those travelling through the landscape are less aware of farmland to the east of Ratho Station, where planting along the A8, railway and Norton House Hotel driveway provide a degree of enclosure.

The wider site provides an open setting of well managed farmland between development at Newbridge and Ratho Station to the west, Airport infrastructure and tree-lined grounds of the RHC to the north and the urban edge to the east. To the south and east views towards the city are backdropped by the city's regional setting of the Pentland Hills. Some recreational use is made of the secondary roads to the southeast of the site.

**Would the site if developed, affect the wider landscape setting of the city?**

The site is safeguarded for the longer term relocation of the RHC when required to facilitate airport expansion in accordance with WEPF 2008. The Norton Park site will remain in the green belt until required for the relocation of the RHC.

**Would the site enable clear and defensible green belt boundaries to be formed?**

Not applicable in accordance with the WEPF 2008.

## GOGARBURN GOLF COURSE Housing Site Assessment

Who made representation(s) relating to the assessment area?

SNH, SEPA

Site assessment criteria		YES / NO		Comments / mitigation potential
<b>Appropriate Locations</b>				
Is the site located on brownfield land?		N		Gogarburn golf course is located within the site.
Can the site be made available for development?		N		Gogarburn golf course is located within the site.
1. Does the site have good accessibility to existing public transport?	2. Would sufficient enhancements be feasible?	Y	N/A	Accessibility increases towards the north of the site with scores ranging from A to the south of the site increasing to D and pockets of E alongside Glasgow Road. Good accessibility for northern half of the site.
1. Does the site have good infrastructure capacity?	2. Would sufficient enhancements be feasible?	Y/N	Y	<i>Drainage:</i> Seafield WWTW operated by PFI (Stirling Water); no constraints identified and any requirement for additional capacity would be responsibility of PFI operator but could be delay in delivering capacity; diversion of Gogar Burn to reduce flood risk. <i>Water supply/storage:</i> Adequate capacity (new Glencorse WTW, along with existing Marchbank WTW) <i>Primary and Secondary schools:</i> Education Appraisal identifies the educational infrastructure required to support Proposed LDP housing growth in West Edinburgh. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis. <i>Transport:</i> Transport Appraisal identifies the transport infrastructure required to support Proposed LDP housing growth in West Edinburgh. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis.
<b>Landscape setting and identity</b>				
Would the site, if developed, affect the wider landscape setting of the city?		Y		Gogar Mount and Hanley, together with the designed landscapes of Gogarburn and Gogar Park to the east, provide a continuous wooded edge to the south of the A8, which is an important component of views on the western approach to the city. The wider concentration of designed landscapes along the A8, west of the Bypass and north of the M8, provide a sense of separation between the city, airport and settlements in the greenbelt. Development of the site, to the detriment of component features or views which form part of the designed landscape, would impact on the wider landscape setting of the city.
Would the site enable clear and defensible green belt boundaries to be formed?		N		The site's perimeter woodland belts form a strong physical feature. However, the site is remote from the built up area, which is clearly defined by a robust a defensible boundary along the City Bypass.
Can the site be integrated into and in keeping with the character of the settlement and local area?		N		The site is isolated and cannot be physically integrated into the urban area. The site is bounded on three sides by woodland and a business campus set within a designed landscape and by the A8 to the north which along with the City Bypass, create a robust boundary to development.
<b>Countryside recreation</b>				
Would development of the site avoid impacting upon existing access to countryside recreation?		N		Gogarburn golf course is located within the site.
<b>Overall assessment</b>				
Not currently a reasonable site. Not available for development. Development would disrupt the continuous wooded edge to the south of the A8 and impact on the wider landscape setting of the city.				

## **Landscape and Visual Assessment**

### **Location**

The site is bounded by the Glasgow Rd (A8) to the north, the main RBS Gogarburn campus to the east, Roddinglaw Road to the west and arable farmland to the south.

### **Landscape Character**

The site lies at approx. 50 m above sea level within the lower Almond basin. Its landscape structure is formed by the 19<sup>th</sup> C villa landscapes of Gogar Mount and Hanley House, which comprise woodland belts and parkland. Gogar Mount House serves as an RBS hospitality and conference venue, whilst the grounds of the demolished Hanley House to the east are laid out as a 12 hole parkland golf course. A small burn runs along the wooded southern edge of the site to join the Gogar Burn within the grounds of Gogarburn to the east.

### **Views and Visibility**

Perimeter woodland belts limit views into the site from surrounding roads, where boundary walls and lodges contribute to the character of the A8 corridor and Roddinglaw Rd.

The southern fairways, clubhouse and car park are visible from Roddinglaw Rd, situated to the south of the Hanley woodlands.

Outward views from the golf course and Gogar Mount reflect those established by their designed landscape settings, towards the backdrop of the Pentland Hills to the south.

### **Would the site if developed, affect the wider landscape setting of the city?**

Gogar Mount and Hanley, together with the designed landscapes of Gogarburn and Gogar Park to the east, provide a continuous wooded edge to the south of the A8, which is an important component of views on the western approach to the city.

The wider concentration of designed landscapes along the A8, west of the Bypass and north of the M8, provide a sense of separation between the city, airport and settlements in the greenbelt. Their woodland belts enclose a broad area of farmland of open, rural character, visible from secondary roads and recreational routes within the greenbelt and Edinburgh-Glasgow railway line.

Development of the site, to the detriment of component features or views which form part of the designed landscape, would impact on the wider landscape setting of the city.

### **Would the site enable clear and defensible green belt boundaries to be formed?**

The site's perimeter woodland belts form a strong physical feature. However, the site is remote from the built up area, which is clearly defined by a robust a defensible boundary along the City Bypass.

## SOUTH OF RBS GOGARBURN Housing Site Assessment

### Who made representation(s) relating to the assessment area?

RBS (GVA)  
Science and Advice for Scottish Agriculture (SASA)  
SNH, SEPA

Site assessment criteria		YES / NO		Comments / mitigation potential
<b>Appropriate Locations</b>				
Is the site located on brownfield land?		N		Arable farmland.
Can the site be made available for development?		N		Despite representation received during MIR consultation promoting site for residential development to this and references in Proposed Plan representation for adjacent RBS land, majority of land currently under long term lease to the Scottish Government (SASA) and not available for development.
1. Does the site have good accessibility to existing public transport?	2. Would sufficient enhancements be feasible?	N	N	Majority of the site is A with accessibility increasing to the east towards Gogar Station Road with a score of B rising to D in the north east corner of the site. Developer suggests site is uniquely situated to be served by existing public transport infrastructure with bus routes extended to improve access to land further south. Whilst existing headquarters is well served by public transport, sites promoted for residential development have poor access to public transport. It is not considered feasible for bus routes to be extended to serve housing development.
1. Does the site have good infrastructure capacity?	2. Would sufficient enhancements be feasible?	Y/N	Y	<i>Drainage:</i> Seafield WWTW operated by PFI (Stirling Water); no constraints identified and any requirement for additional capacity would be responsibility of PFI operator but could be delay in delivering capacity; diversion of Gogar Burn to reduce flood risk. <i>Water supply/storage:</i> Adequate capacity (new Glencorse WTW, along with existing Marchbank WTW) <i>Primary and Secondary schools:</i> Education Appraisal identifies the educational infrastructure required to support Proposed LDP housing growth in West Edinburgh. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis. <i>Transport:</i> Transport Appraisal identifies the transport infrastructure required to support Proposed LDP housing growth in West Edinburgh. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis.
<b>Landscape setting and identity</b>				
Would the site, if developed, affect the wider landscape setting of the city?		Y		Developer states that whilst the site is more visible from roads to the south, these roads do not constitute key approaches to the city and are more minor in nature. The terrain of the site also helps to conceal large parts of the site from such locations. In views from the railway line, the site provides a clear contrast between the character of the open countryside to the west of the City Bypass and the enclosed, urban area to the east. Development would alter the relatively uncommon pattern of policy woodland and well managed farmland on the edge of the city, which are viewed from narrow roads and paths within the landscape against a backdrop of Edinburgh's hills.
Would the site enable clear and defensible green belt boundaries to be formed?		N		Developer suggests areas of woodland can be used to create defensible Green Belt boundaries. Although the site includes features that could be used to form boundaries, currently the site is isolated from the urban area and set within open countryside.
Can the site be integrated into and in keeping with the character of the settlement and local area?		N		The site is remote from the urban area and part of a broad area of open countryside to the west of the city. Any development would therefore be out of character with the rural nature of the site.
<b>Countryside recreation</b>				

Would development of the site avoid impacting upon existing access to countryside recreation?	N	Northern part of the site includes small part of Gogarburn golf course.
<p><b>Overall assessment</b>  Not currently a reasonable site. <a href="#">The site is not available for development.</a> The open countryside of this site plays a key role in the landscape setting of the city, when set against a backdrop of Edinburgh's hills. The site is isolated from the urban area and development will alter the character of open farmland. Site has poor transport accessibility with no scope for enhancements.</p>		

## Landscape and Visual Assessment

### Location

The site is bounded by the main Edinburgh-Glasgow railway line to the south, Roddinglaw Road to the west and Gogar Station Rd to the east. To the north the site is bounded by the perimeter woodland belt of Gogarburn Golf Course and southern extent RBS Gogarburn campus.

### Landscape Character

The site lies on gently undulating farmland between 50 – 60 m above sea level. Landcover comprises broad arable fields, subdivided by hedgerows and policy woodland surrounding the Kellerstain designed landscape. To the north, south and east, the site is bounded by a series of wooded designed landscapes.

The main Edinburgh-Glasgow railway line crosses the open farmland to the south of Kellerstain. The area is served by a number of secondary roads, which also serve a recreational role. Gogar Station Road to the east, which leads from Hermiston in the south to Gogar in the north, forms part of the Core Path Network. A local path runs to the north of Kellerstain to connect with Roddinglaw Road to the west.

### Views and Visibility

Views to the site from the wider landscape are contained by the intact woodland belts of surrounding designed landscape. These form a wooded backdrop from the A8 and City Bypass. The site is prominent in views from the main Edinburgh-Glasgow railway line, which passes through much of the site at grade. Open views of farmland backed by woodland are experienced prior to arrival in the city at Edinburgh Park Station, to the east of the Bypass.

The site is visible from local roads, which also serve as path networks. Outward views exist to Corstorphine Hill, Arthur's Seat and the Pentland Hills, viewed across an open rural setting, in which urban elements are screened by woodland. To the north, the Fife hills are visible on the skyline.

### Would the site if developed, affect the wider landscape setting of the city?

Development of the site would not impact upon views experienced by road users on the A8 and City Bypass to the north and east, due to screening provided by a series of wooded designed landscapes.

In views from the train, the site provides a clear contrast between the character of the open countryside to the west of the City Bypass and the enclosed, urban area to the east.

Development would alter the relatively uncommon pattern of policy woodland and well managed farmland on the edge of the city, which are viewed from narrow roads and paths within the landscape against a backdrop of Edinburgh's hills.

### Would the site enable clear and defensible green belt boundaries to be formed?

The City Bypass provides a robust and defensible edge to the city to the east.

Perimeter woodland belts enclose much of the site to the north and east, to the west, the railway provides a strong physical feature, but is set within open countryside and lacks enclosure.

## EAST OF MILLBURN TOWER Housing Site Assessment

Who made representation(s) relating to the assessment area?

Murray Estates (Holder Planning)  
SNH, SEPA

Site assessment criteria		YES / NO		Comments / mitigation potential
<b>Appropriate Locations</b>				
Is the site located on brownfield land?		N		Arable farmland.
Can the site be made available for development?		Y		Representation received during MIR consultation and Proposed Plan representation promoting site for residential development. Parts of the site undevelopable due to fluvial flood risk.
1. Does the site have good accessibility to existing public transport?	2. Would sufficient enhancements be feasible?	N	N	Accessibility increases towards the perimeter of the site with the majority of the site scoring A and a score of B for parts of the west and eastern boundaries. The northern part of the site next to the A8 has scores of C and D, a small pocket of E next to Gogar roundabout and G next to RBS headquarters. Although the northern part of the site scores well, the public transport corridor runs away from the City Centre on a dual carriageway. Developer suggests site benefits from good existing public transport links and will benefit in the future from the Edinburgh Tram and the new Gogar Interchange. PTAL assessment considers northern parts of the site have good public transport accessibility, although there are physical constraints in reaching public transport services. Land further south has poor access to public transport and a physical barrier with community safety issues constraining its access to public transport services in Edinburgh Park.
1. Does the site have good infrastructure capacity?	2. Would sufficient enhancements be feasible?	Y/N	Y	<i>Drainage:</i> Seafield WwTW operated by PFI (Stirling Water); no constraints identified and any requirement for additional capacity would be responsibility of PFI operator but could be delay in delivering capacity; diversion of Gogar Burn to reduce flood risk. <i>Water supply/storage:</i> Adequate capacity (new Glencorse WTW, along with existing Marchbank WTW) <i>Primary and Secondary schools:</i> Education Appraisal identifies the educational infrastructure required to support Proposed LDP housing growth in West Edinburgh. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis. <i>Transport:</i> Transport Appraisal identifies the transport infrastructure required to support Proposed LDP housing growth in West Edinburgh. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis.
<b>Landscape setting and identity</b>				
Would the site, if developed, affect the wider landscape setting of the city?		Y		Developer suggests that hedgerows and narrow tree belts provide good visual containment for the majority of the site and that views on the approach to Edinburgh via road or rail are already heavily influenced by development at Maybury and The Gyle. Site is prominent in views experienced by high numbers of vehicular travellers on the approach to the city. Its open farmland establishes a clear contrast to the edge of the built up area to the east and is viewed against the backdrop of the city's regional landscape setting of the Pentland Hills. Development would alter the pattern of open farmland to the west of the Bypass and diminish the legibility of the urban edge.
Would the site enable clear and defensible green belt boundaries to be formed?		N		Developer suggests surrounding roads would form clearly identifiable green belt boundaries and new tree planting would further reinforce the boundaries. Existing urban edge clearly defined by A8 to the north and to the east by a broad woodland belt along the City Bypass. Any new green belt boundary would not compare favourably with the robust physical and visual nature of the existing green belt boundary along the City Bypass, which also limits the physical integration of new development with the existing townscape.

Can the site be integrated into and in keeping with the character of the settlement and local area?	N	The site is separated from the existing urban area by the City Bypass to the east, A8 to the north and railway line to the south. Though two under passages exist, the site has limited opportunities for physical and visual integration with the existing urban area.
<b>Countryside recreation</b>		
Would development of the site avoid impacting upon existing access to countryside recreation?	Y	
<b>Overall assessment</b>		
Not currently a reasonable site. Due to the sites prominence and its role as open farmland viewed by high numbers of vehicular travellers against a backdrop of the Pentland Hills, development would affect the landscape setting of the city. The existing Green Belt boundary is clearly defined. With the exception of the northern part of the site which runs parallel with the A8, accessibility of the site is poor.		

## Landscape and Visual Assessment

### Location

The site is bounded by the Glasgow Rd (A8) to the north, the City Bypass (A720) to the east, the main Edinburgh-Glasgow railway to the south and Gogar Station Rd to the west.

### Landscape Character

Situated on low-lying terrain within the lower Almond basin, much of the site comprises an open expanse of arable farmland, crossed by the meandering course of the Gogar Burn to the north and south.

To the northwest of the site, the RBS Business School sits within a parkland setting, enclosed by perimeter tree belts at Gogar Park.

To the west, the Inventory designed landscape of Millburn Tower, is characterised by its narrow wooded plot running north-northeast to south-southeast.

A Poultry farm occupies the southern extent of the site with planted boundaries to the north and east.

### Views and Visibility

East of Gogar Park, the site is overlooked from the A8. Much of the City Bypass to the west of Edinburgh Park has an open aspect to the site, though closer to the junctions at Hermiston Gait and Gogar, planted embankments restrict views.

From these approaches to the city, high numbers of vehicular travellers experience open views, which comprise a foreground of arable farmland, set against the continuous wooded backdrop of Millburn Tower and Gogar Park. The Pentland Hills form a striking backdrop across the site's open setting to the south and east.

The main recreational views of the site are gained from Core Path 12, which skirts the southern edge of the site, linking Edinburgh Park and Gogar Station road.

The site is briefly visible to rail passengers, where it forms part of the wider setting of designed landscapes and farmland to the west of the city.

### Would the site if developed, affect the wider landscape setting of the city?

The introduction of urban housing would change the site's open, rural character. This change would be prominent in views experienced by high numbers of vehicular travellers on the approach to the city from the Bypass and A8.

The existing farmland establishes a clear contrast between the open countryside to the west and urban area to the east of the Bypass. In southward views, the site is viewed against the backdrop of the city's regional setting of the Pentland Hills.

Development would alter the character of farmland and designed landscapes at Gogar and diminish the legibility of the urban edge. This landscape pattern and visual relationship with the Pentlands, is reinforced to the south, where views from the Bypass reveal open farmland enclosed by woodland at Riccarton and Baberton.

### Would the site enable clear and defensible green belt boundaries to be formed?

Woodland belts within designed landscapes to the north and west of the site provide strong topographical features, **however the site lacks enclosure to the south west, adjacent to Gogar Station Road.** Additionally, the existing urban edge is clearly defined by the A8 to the north and the City Bypass to the east, backed by a broad woodland belt on the western edge of Edinburgh Park.

**Updated Landscape and Visual Assessment at Proposed Plan stage:**

Murray Estates are promoting the development of 650 acres called the Edinburgh Garden District (EDG) to the west of Edinburgh. Only the northern part of the EDG is included within the SDA (land to the East of Millburn Tower). The representation considers there are inconsistencies and flaws in the Council's Environmental Report, with respect to key criteria of accessibility, landscape impact and defensibility of green belt boundaries. EDG has been unfavourably assessed and performs well against the Council's assessment criteria.

The northern extent of the wider EDG representation site, parcelled as 'EDG North' by the representation corresponds within the land to the East of Millburn Tower within the West Edinburgh SDA. The representation considers that views of the site on the approach to Edinburgh are already heavily influenced by existing development at Maybury and The Gyle. It considers that defensible green belt boundaries can be formed by surrounding roads and new tree planting to reinforce boundaries to the south and west.

The Council does not consider that development of the site would be viewed in the context of existing development at Maybury and the Gyle. As stated above, the site is prominent as open arable land in views from the A8 to the north and City Bypass to the east. The City Bypass and broad woodland belt to the west of Edinburgh Park, maintain a very clear cut distinction between the urban area and surrounding countryside, which will only increase as planting continues to mature.

The MIR stage assessment acknowledged the existing woodland belts associated with the designed landscapes to the north and west of the site. Nonetheless, any new green belt boundary would not compare favourably with the robust physical and visual nature of the existing green belt boundary along the City Bypass, which also limits the physical integration of new development with the existing townscape.

The landscape and green belt submissions are focussed only on visual impact, not the contribution that the site's character makes to the landscape setting of the city. Despite proximity to the urban area and westbound transport links including the A8, Edinburgh-Fife railway line and M8, the character of policy woodland and settled farmland, associated with a series of relatively intact designed landscapes at Gogar, is rare within Edinburgh and notable on the western edge of the city.



## EDINBURGH PARK/THE GYLE Housing Site Assessment

### Who made representation(s) relating to the assessment area?

Trustees for Goodman Edinburgh (Jersey) Ltd  
New Edinburgh Ltd (Jones Lang La Salle)  
Other developers and Community Groups  
SNH, SEPA

Site assessment criteria		YES / NO		Comments / mitigation potential
<b>Appropriate Locations</b>				
Is the site located on brownfield land?		Y		Currently identified as a strategic business centre, the site comprises predominantly office development with industrial units to the east and the Gyle Shopping Centre to the north east.
Can the site be made available for development?		Y/N		Two representations received during MIR consultation and Proposed Plan representation promoting residential development to create more mixed use place. Redevelopment of old units may also be possible. Further study needed to identify total development potential. Parts of the site undevelopable due to fluvial flood risk.
1. Does the site have good accessibility to existing public transport?	2. Would sufficient enhancements be feasible?	Y	N/A	Accessibility varies across the site ranging from a score of D to the south of the site, F in the central area to scores of G and H towards the hubs of the Gyle Shopping Centre, Glasgow Road and the northern part of Lochside Crescent.
1. Does the site have good infrastructure capacity?	2. Would sufficient enhancements be feasible?	Y/N	Y	<i>Drainage:</i> Seafield WwTW operated by PFI (Stirling Water); no constraints identified and any requirement for additional capacity would be responsibility of PFI operator but could be delay in delivering capacity; diversion of Gogar Burn to reduce flood risk. <i>Water supply/storage:</i> Adequate capacity (new Glencorse WTW, along with existing Marchbank WTW) <i>Primary and Secondary schools:</i> Education Appraisal identifies the educational infrastructure required to support Proposed LDP housing growth in West Edinburgh. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis. <i>Transport:</i> Transport Appraisal identifies the transport infrastructure required to support Proposed LDP housing growth in West Edinburgh. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis.
<b>Landscape setting and identity</b>				
Would the site, if developed, affect the wider landscape setting of the city?		N		Site already developed or allocated for employment use within the urban area.
Would the site enable clear and defensible green belt boundaries to be formed?		N/A		None of the site is located within the Green Belt.
Can the site be integrated into and in keeping with the character of the settlement and local area?		Y		The site has been developed or allocated for business use and is therefore already physically integrated into the urban area. Comprehensive Master Planning provides the opportunity to fully integrate housing into an established commercial area.
<b>Countryside recreation</b>				
Would development of the site avoid impacting upon existing access to countryside recreation?		Y		

**Overall assessment**

Allocated site in Second Proposed Plan. Opportunity for an integrated approach to housing, business and ancillary development to achieve high quality place-making and meet sustainable development objectives.

**Landscape and Visual Assessment**

Not assessed. The site is within the urban area and is currently allocated for business and industry. A robust green belt boundary is currently provided by woodland planting along the City Bypass.

## WEST OF TURNHOUSE ROAD Housing Site Assessment

### Who made representation(s) relating to the assessment area?

Cardross Asset Management (GVA)  
Individuals  
Other developers and Community Groups  
SNH

Site assessment criteria		YES / NO		Comments / mitigation potential
<b>Appropriate Locations</b>				
Is the site located on brownfield land?		Y/N		Predominantly arable farmland but does include industrial units to the south of the site with potential redevelopment opportunities.
Can the site be made available for development?		Y		Representation received during MIR consultation and Proposed Plan representation promoting site for residential development.
1. Does the site have good accessibility to existing public transport?	2. Would sufficient enhancements be feasible?	Y	N/A	Accessibility increases from the north west to the south east ranging from a score of A for the northern half of the site, to D and E in the central area and a score of H towards Glasgow Road.  Potential to re-route current bus service which terminates at East Craigs along Craigs and Turnhouse Road, prior to reaching Glasgow Road. This would improve accessibility towards the northern part of the site and with appropriate Master Plan layout the western part. Residential densities should decrease towards the westernmost extremity.
1. Does the site have good infrastructure capacity?	2. Would sufficient enhancements be feasible?	Y/N	Y	<i>Drainage:</i> Seafield WwTW operated by PFI (Stirling Water); no constraints identified and any requirement for additional capacity would be responsibility of PFI operator but could be delay in delivering capacity. <i>Water supply/storage:</i> Adequate capacity (new Glencorse WTW, along with existing Marchbank WTW) <i>Primary and Secondary schools:</i> Education Appraisal identifies the educational infrastructure required to support Proposed LDP housing growth in West Edinburgh. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis. This includes a new school safeguard within this site. <i>Transport:</i> Transport Appraisal identifies the transport infrastructure required to support Proposed LDP housing growth in West Edinburgh. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis.
<b>Landscape setting and identity</b>				
Would the site, if developed, affect the wider landscape setting of the city?		N		Views from north contained by Lennie Hill and the localised ridge of West Craigs. Site not prominent in views from Glasgow Road and City Bypass, where landscape change will increasingly screen views, such as planting at Gogar Interchange "tram and rail" and the development of the International Business Gateway. Visible from local views including Turnhouse and Craigs Road. Site is visible from railway line, where the airport and wooded grounds of the bank at Gogarburn tend to form the focus of views.
Would the site enable clear and defensible green belt boundaries to be formed?		Y		To the south, the Railway line forms a clear physical feature; however, the Airport will be removed from the Green Belt. An extended site further west will provide a stronger longer term Green Belt boundary. To the east, closer to the existing built up area, mature trees at Meadowfield Farm, provide some subdivision within the landscape. Supplementary planting would be subject to safeguards to reduce bird strike risk within the aerodrome.
Can the site be integrated into and in keeping with the character of the settlement and local area?		Y		The site presents an opportunity to extend the urban area to the north and north-west of existing industrial units adjacent to Turnhouse Road. The edge of the urban area is not well defined at this site and there is an opportunity for physical integration with the Gateway Station and Gogar Interchange that

		could better define the edge of the urban area with Green Belt retained at Lennie Hill to the north.
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**Countryside recreation**

Would development of the site avoid impacting upon existing access to countryside recreation?	Y	
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**Overall assessment**

Allocated site in Second Proposed Plan. Majority of site not prominent from wider views. Extended site will provide stronger Green Belt boundary and enable public transport improvements that will further enhance accessibility of north western part of site. Transport appraisal has identified a series of actions (including Craigs Road and Maybury Junction) which will ensure that the road network can accommodate the development.

**Landscape and Visual Assessment****Location**

The site lies to the north of Edinburgh Airport and is bounded by the Edinburgh-Fife railway line to the south, Turnhouse Rd to the north and industrial and commercial land at Maybury to the east.

**Landscape Character**

The site is low-lying at approx 40-50 m above sea level and occupies flat land within the lower Almond basin. The site comprises a linear strip of large scale, open, arable fields, subdivided by hedgerow cover. Low walling lines Turnhouse Road to the north, which runs between Maybury and the Airport Cargo facility. Mature tree cover is sparse within the landscape and is limited to the tree-lined approach to Meadowfield farmstead and its associated cottages. The only other built development within the site is Turnhouse Garage to the west. The site's lowland farmland character is influenced by its proximity to industry and transport infrastructure on the west of the city.

**Views and Visibility**

The site is not visible from the northern approach to the city due to housing on Queensferry Rd and the intervening landform of Lennie Hill.

The site is visible from the Railway as open farmland setting. The Airport and wooded grounds of RBS Gogarburn tend to form the focus of views.

The site is not prominent in views from the A8 and City Bypass due to its low lying location. From these locations landscape change will increasingly screen views, such as planting at the Tram Depot and Tram/Rail Interchange. Views from the tram will be restricted by cuttings on the approach to Gogar.

The site is visible in local views from Turnhouse Road and Craigs Road. To the east, trees lining the driveway to Meadowfield Farm and Turnhouse Rd partly filter views to the site.

From Turnhouse Golf Course and elevated ground to the north, southern views are drawn towards the extensive backdrop of the Pentland Hills to the south of the city, beyond the wooded grounds of RBS Gogarburn HQ.

**Would the site, if developed, affect the wider landscape setting of the city?**

Residential development would introduce urban housing into an area of lowland farmland, influenced by industry and transport infrastructure.

The site's low-lying elevation, reduced visibility from key approaches to the city and future development of the IBG to the south, would limit impacts of this change upon the city's wider landscape setting.

Development to the west of the site would be more visible from the Airport and Railway and in local views from Turnhouse Rd. The eastern extent of the site benefits from some existing tree cover.

**Would the site enable clear and defensible green belt boundaries to be formed?**

To the east, the existing industrial estate and residential development at West Craigs form a fragmented edge to the green belt. To the south, the Railway line forms a clear physical feature; however, the Airport will be removed from the Green Belt.

The site is open in character and lacks existing planting to contain development, particularly to the north and west of the site, where it is open to Turnhouse Rd and the Railway.

To the east, closer to the existing built up area, mature trees at Meadowfield Farm, provide some subdivision within the landscape. Supplementary planting would be subject to safeguards to reduce bird strike risk within the aerodrome.

Lennie Hill and West Craigs ridge to the north provide strong landscape features capable forming a future green belt boundary.

**Updated Landscape and Visual Assessment at Proposed Plan stage:**

The representation applies to the wider landholding of West Craigs Ltd, some 170 acres of land north of Gogar / Edinburgh Airport, stated as being capable of delivering new homes, associated community infrastructure and transport improvements. Representation stated that the MIR Maybury 1 and 2 sites should be extended to the north along the Craigs Rd boundary and further west along Turnhouse Rd. The site is not prominent from wider views within the landscape and subject to further planting and removal of the airport from the green belt could be incorporated into the urban area. A new green belt boundary could be formed along Turnhouse Golf Course and to the south of Cammo.

Having regard to all representations relating to the assessment area and factors considered in the MIR stage landscape assessment, the developer's representation is accepted on landscape grounds. The site will therefore extend to include the developer's wider landholding and beyond to the western end of Turnhouse Rd. The site is not prominent within the wider landscape and whilst Meadowfield Farm provides some sub-division within the landscape, the broad and defining features within the wider landscape are Lennie Hill and ridgeline along Craigs Road. This topography is capable of forming a new long-term green belt boundary upon removal of Edinburgh Airport from the greenbelt provided it is enhanced by additional planting. The site brief for this area makes provision for constraint upon development at the highpoint of West Craigs in order to retain a rural southern aspect to views from the Cammo Inventory Site to the north and skyline views of Corstorphine Hill from the IBG to the southwest. The development will remain visible from the Edinburgh – Fife railway line to passengers travelling. However, it is recognised that comprehensive masterplanning, to complement the strategic urban design and landscape frameworks for the IBG, could address and enhance the integration of development with the railway, airport infrastructure and existing industrial uses.

## EAST OF TURNHOUSE ROAD Housing Site Assessment

### Who made representation(s) relating to the assessment area?

Cardross Asset Management (GVA)  
Taylor Wimpey (Turleys)  
Individuals  
Other developers and Community Groups  
SNH

Site assessment criteria		YES / NO		Comments / mitigation potential
<b>Appropriate Locations</b>				
Is the site located on brownfield land?		Y/N		Predominantly arable farmland but does include industrial units to the south of the site with potential redevelopment opportunities.
Can the site be made available for development?		Y		Two representations received during MIR consultation and Proposed Plan representation promoting site for residential development.
1. Does the site have good accessibility to existing public transport?	2. Would sufficient enhancements be feasible?	Y	N/A	Accessibility varies across the site ranging from scores of B and C in the centre of the site, to a score of E on the southern edge and F and G in the south east corner of the site.  Potential to re-route current bus service which terminates at East Craigs along Craigs and Turnhouse Road, prior to reaching Glasgow Road. This would improve accessibility towards the north and eastern parts of the site.
1. Does the site have good infrastructure capacity?	2. Would sufficient enhancements be feasible?	Y/N	Y	<i>Drainage:</i> Seafeld WwTW operated by PFI (Stirling Water); no constraints identified and any requirement for additional capacity would be responsibility of PFI operator but could be delay in delivering capacity. <i>Water supply/storage:</i> Adequate capacity (new Glencorse WTW, along with existing Marchbank WTW) <i>Primary and Secondary schools:</i> Education Appraisal identifies the educational infrastructure required to support Proposed LDP housing growth in West Edinburgh. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis. <i>Transport:</i> Transport Appraisal identifies the transport infrastructure required to support Proposed LDP housing growth in West Edinburgh. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis.
<b>Landscape setting and identity</b>				
Would the site, if developed, affect the wider landscape setting of the city?		N		Views from north contained by Lennie Hill and the localised ridge of West Craigs. Site not prominent in views from Glasgow Road and City Bypass, where landscape change will increasingly screen views, such as planting at Gogar Interchange and the development of the International Business Gateway. Elevated ground is visible from the wider area and would be conspicuous from the International Business Gateway and Maybury Road.
Would the site enable clear and defensible green belt boundaries to be formed?		Y		Ridge of Lennie Hill and West Craigs is aligned with Craig's Road and provides landform enclosure to the north, which could be enhanced by planting.
Can the site be integrated into and in keeping with the character of the settlement and local area?		Y		The site presents an opportunity to extend the urban area to the north and north-west of existing residential development and industrial units at West Craigs. The edge of the urban area is not well defined at this site and there is an opportunity for physical integration with the Gateway Station and Gogar Interchange that could better define the edge of the urban area with Green Belt retained at Lennie Hill to the north. The site also provides an opportunity to form a new north south strategic green network connection to the west of the city.

<b>Countryside recreation</b>		
Would development of the site avoid impacting upon existing access to countryside recreation?	Y	
<b>Overall assessment</b>		
Allocated site in <a href="#">Second Proposed Plan</a> . Considering representations and further assessment work, developable area increased with height constraints identified in site brief. Majority of site not prominent from wider views. Public transport accessibility good with potential to improve further. Transport appraisal has identified a series of actions (including Craigs Road and Maybury Junction) which will ensure that the road network can accommodate the development.		

## Landscape and Visual Assessment

### Location

The site lies to the north of Turnhouse Rd and south of Craigs Rd. The site's eastern extent is defined by West Craigs Industrial Estate, residential development at West Craigs Avenue, and Maybury Road (A902).

### Landscape Character

The site occupies a triangular area of land, which slopes gradually from approx 50 m above sea level on Turnhouse Rd to a local ridgeline of 65 m above sea level at West Craigs Farm, to the south of Lennie Hill. West Craigs Industrial Estate lies within a former quarry cut into the slope. Landcover comprises large arable fields, enclosed by hedgerows and low walling along Turnhouse Rd. The higher ground around West Craigs Farm, to the northeast of the industrial estate is uncultivated. Tree cover is limited to the curtilage of West Craigs Farm, margins of the Industrial estate and roadside planting along Maybury Rd to the east. Settlement is limited to dispersed farmsteads, detached properties and small row of cottages at Lennie to the west at the junction of Turnhouse and Craigs Rd. Meadowfield Rd subdivides the site to the west. A telecommunications mast is sited on high ground to the south of Craigs Rd. The site's lowland farmland character is influenced by nearby industry and transport infrastructure to the west of the city.

### Views and Visibility

From Maybury Road, West Craigs Farm is visible on the ridgeline in both directions of travel. The site's open slopes to the north of housing at West Craigs Cresc are also in view but land to the west of the Industrial Estate is screened by landform. The site is visible in northwards views from the Railway to the south, as open farmland rising towards the backdrop of Lennie Hill. The Airport and wooded grounds of RBS Gogarburn tend to form the focus of views. The site's upper slopes are not prominent in northward views from the City Bypass and will be obscured by planting around the Tram Depot and Tram/Rail Interchange. From the A8, Lennie Hill and the ridge at West Craigs are visible in northeastward views below the wooded skyline of Corstorphine Hill. From this location, landscape change will increasingly restrict views through the development of the International Business Gateway. A view corridor to Corstorphine Hill, set above the ridge at West Craigs will be retained from the western side of IBG and tram line. The site is prominent in local views from Turnhouse and Craigs Rd due to its sloping landform and lack of tree cover. From Turnhouse Golf Course to the north, southern views tend to focus upon the backdrop of the Pentland Hills beyond woodland at the RBS Gogarburn HQ.

### Would the site, if developed, affect the wider landscape setting of the city?

Residential development would introduce urban housing into an area of lowland farmland, influenced by industry and transport infrastructure. The site's low-lying elevation, reduced visibility from key approaches to the city and future development of the IBG to the south, would limit impacts of this change upon the city's wider landscape setting. The site's upper ridgeline is considered unsuitable for development. The additional height of dwellings would be conspicuous in this elevated location in views from Maybury Rd, planned vistas towards Corstorphine Hill from the IBG and in southward views to the Pentland Hills from Cammo's southern parkland. In the short term, development would be visible in local views from Turnhouse Road and to those travelling on the Edinburgh-Fife railway.

### Would the site enable clear and defensible green belt boundaries to be formed?

To the east, the existing industrial estate and residential development at West Craigs form a fragmented edge to the green belt. To the south, the Railway line forms a clear physical feature; however, the Airport will be removed from the Green Belt. Lennie Hill and West Craigs ridge to the north provide strong landscape features capable forming a future green belt boundary. Supplementary planting would be subject to safeguards to reduce bird strike risk within the aerodrome.

**Updated Landscape and Visual Assessment at Proposed Plan stage:**

The representation applies to the wider landholding of West Craigs Ltd, some 170 acres of land north of Gogar / Edinburgh Airport, capable of delivering 650-1000 new homes, associated community infrastructure and transport improvements. The MIR Maybury 1 and 2 sites should be extended to the north along the Craigs Rd boundary and further west along Turnhouse Rd. The site is not prominent from wider views within the landscape and subject to further planting and removal of the airport from the green belt could be incorporated into the urban area. A new green belt boundary could be formed along Turnhouse Golf Course and to the south of Cammo.

Having regard to all representations relating to the assessment area and factors considered in the MIR stage landscape assessment, the developer's representation is accepted on landscape grounds. The site will therefore extend to include the developer's wider landholding and beyond to the western end of Turnhouse Rd. The site is not prominent within the wider landscape and whilst Meadowfield Farm provides some sub-division within the landscape, the broad and defining features within the wider landscape are Lennie Hill and ridgeline along Craigs Road. This topography is capable of forming a new long-term green belt boundary enhanced by additional planting upon removal of Edinburgh Airport from the greenbelt. The site brief for this area makes provision for constraint upon development design at the highpoint of West Craigs in order to retain a rural southern aspect to views from the Cammo Inventory Site to the north and skyline views of Corstorphine Hill from the IBG to the southwest. The development will remain visible from the Edinburgh – Fife railway line to passengers travelling at speed. However, it is recognised that comprehensive masterplanning, to complement the strategic urban design and landscape frameworks for the IBG, could address and enhance the integration of development with the railway, Airport infrastructure and existing industrial uses.



### Indicative area available for new housing

Indicative area available for new housing are based on the below map and table



<b>Name: Maybury</b>	
<b>Site area:</b>	75 ha
Excl. Turnhouse Rd:	2 ha
<b>Non-developable area:</b>	
Meadowfield Farm	1
Northern woodland planting	3.5
Primary school (Not shown here)	2
<b>Allowance for:</b>	
Strategic green corridor (Not shown here)	2.5
Large greenspace (Not shown here)	2
<b>Indicative Area available for new housing:</b> (See page 28, volume 1 for comment on capacity range)	62 ha
<b>Name: Cammo</b>	
<b>Site area:</b>	28 ha
<b>Non-developable area:</b> woodland planting	3 ha
<b>Allowance for:</b> view corridors and Maybury Rd frontage (Not shown here)	5 ha
<b>Indicative Area available for new housing:</b>	20 ha

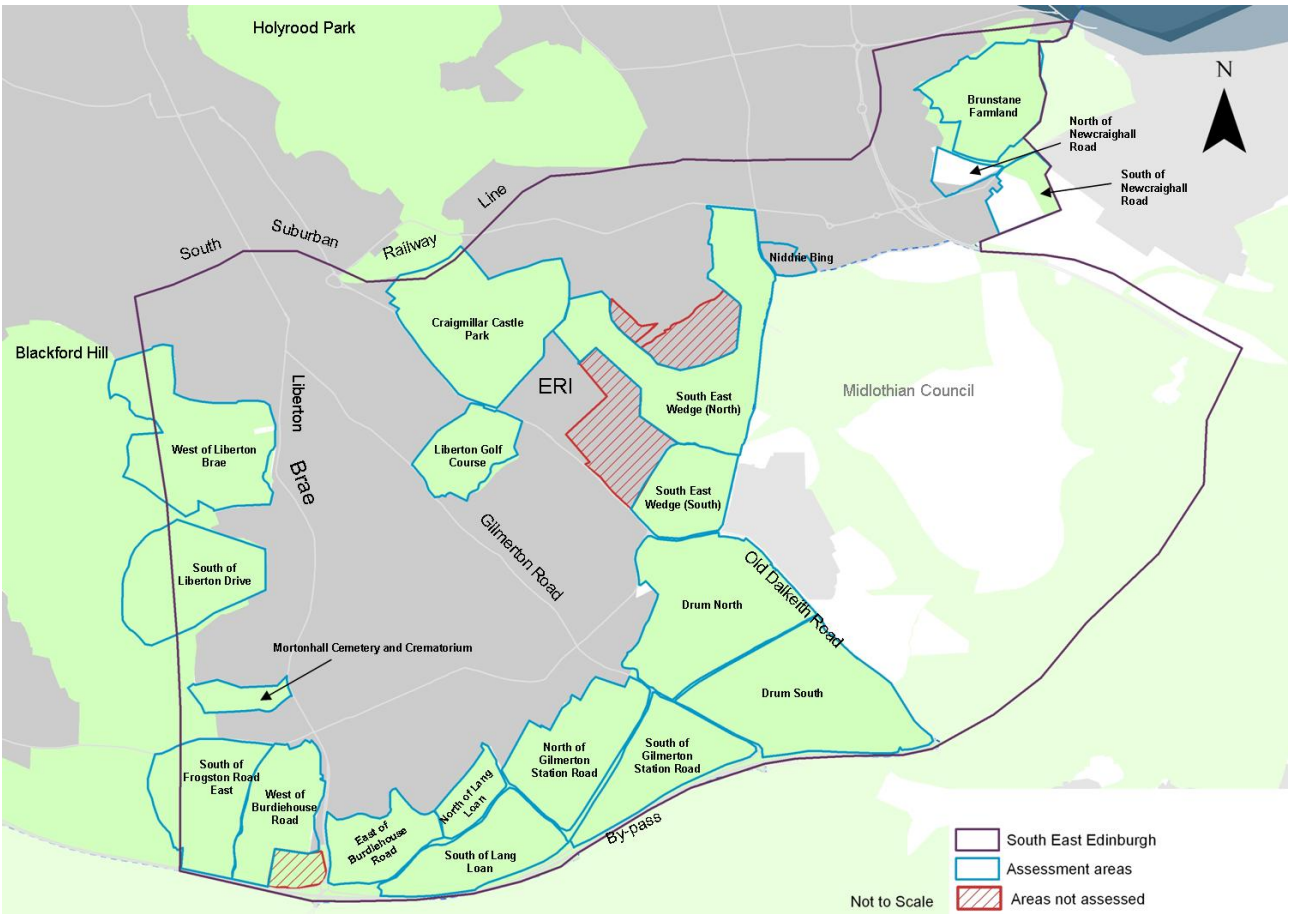
## **APPENDIX 6: South East Edinburgh**

All land in South East Edinburgh with potential for development has been assessed. A housing site assessment has been completed for all assessment areas and consideration has been given to which parts of each assessment area are suitable for new development.

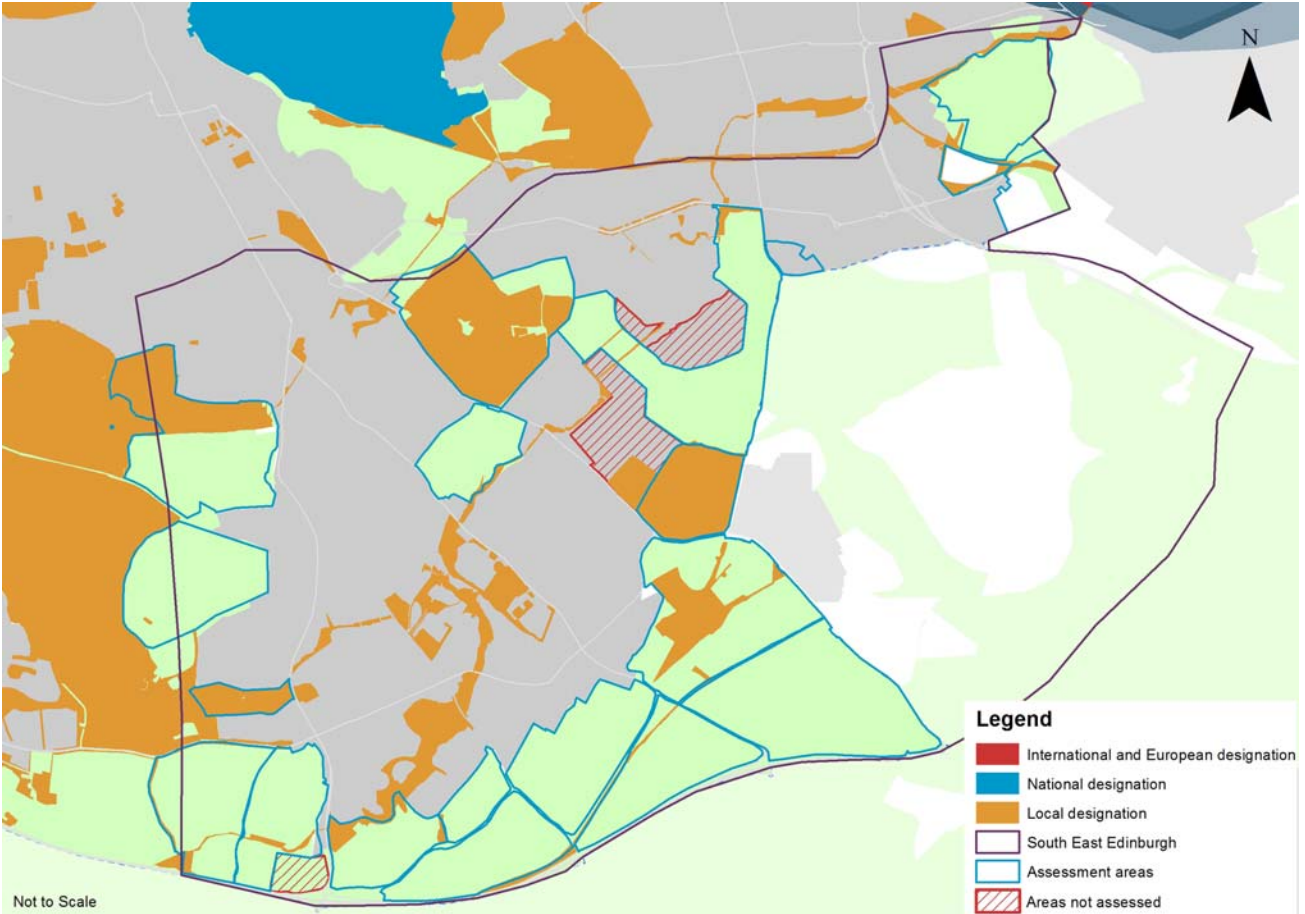
Following the publication of the Main Issues Report, these assessments have been updated having due regard to all representations received. Updates to the assessments have been added in blue for ease of reference. Following the publication of the Second Proposed Plan, these assessments have been further updated having regard to all representations, with updates added in green text.

A detailed landscape assessment has informed the housing site assessments. The landscape and visual assessments describe the general characteristics, visibility and views within each SDA, reviewed by means of site assessment and desk study, to assess their potential for meeting development needs. A series of graphics covering the whole of South East Edinburgh illustrate landform, woodland and the general visibility of the landscape which have been considered in the detailed assessments for each assessment area.

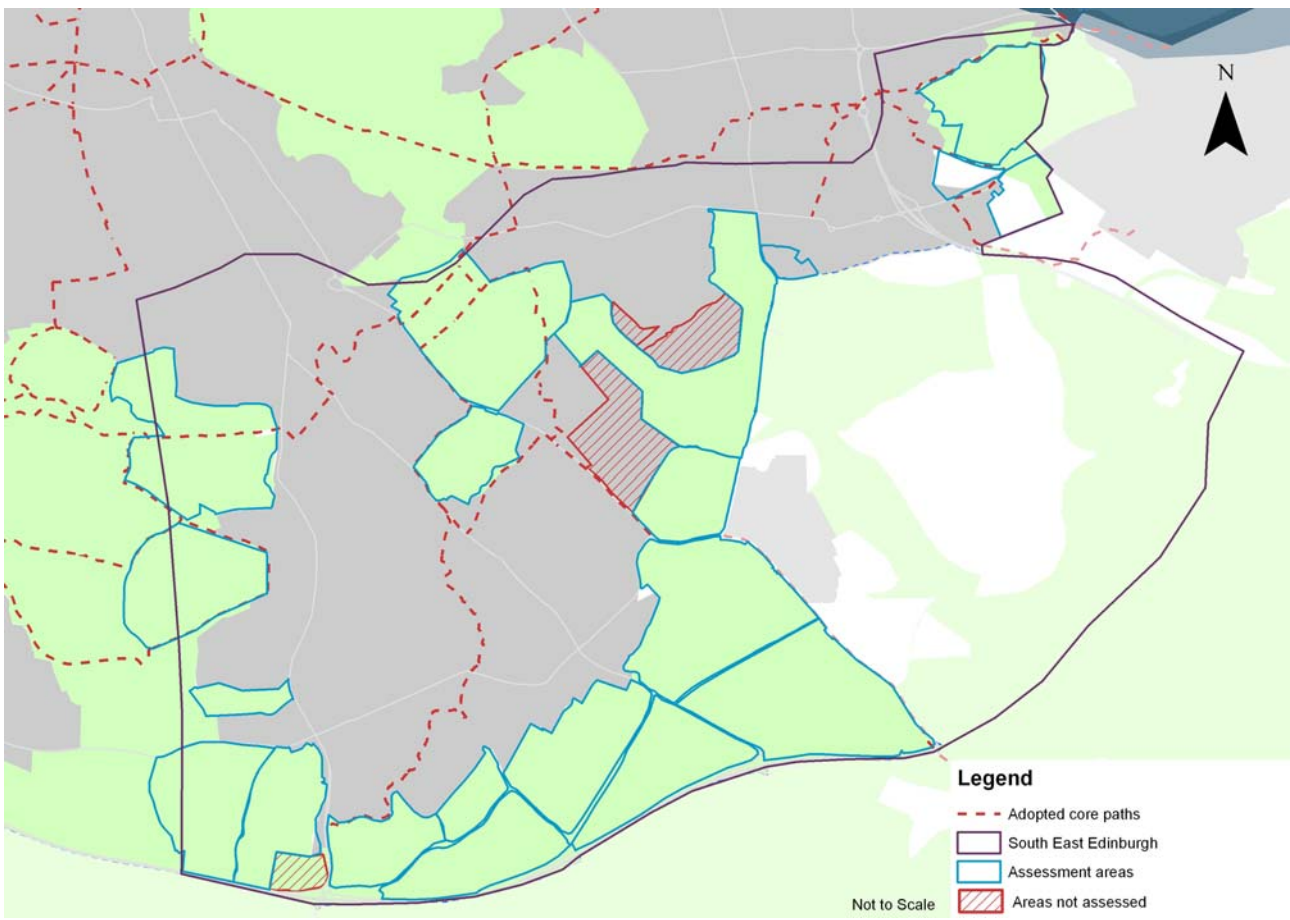
Environmental constraints have been identified and mapped and further background information collated to inform the assessments that have been undertaken. Areas considered not suitable for development at this time have not been subject to SEA at this stage. If any sites within these assessment areas are subsequently considered for inclusion in the Proposed Plan, they would be included within the revised ER.



South East Edinburgh assessment areas

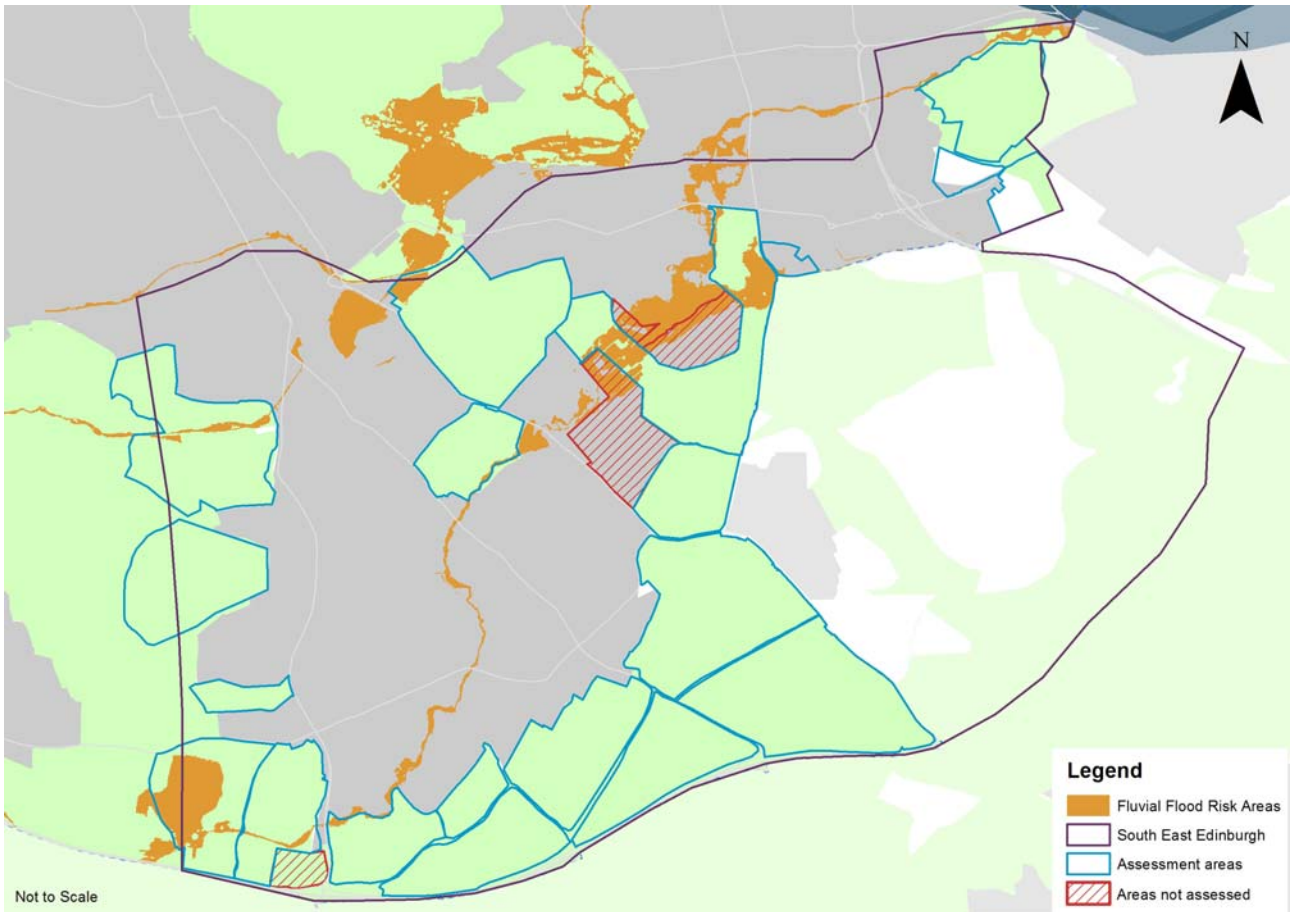


Biodiversity, Fauna and Flora

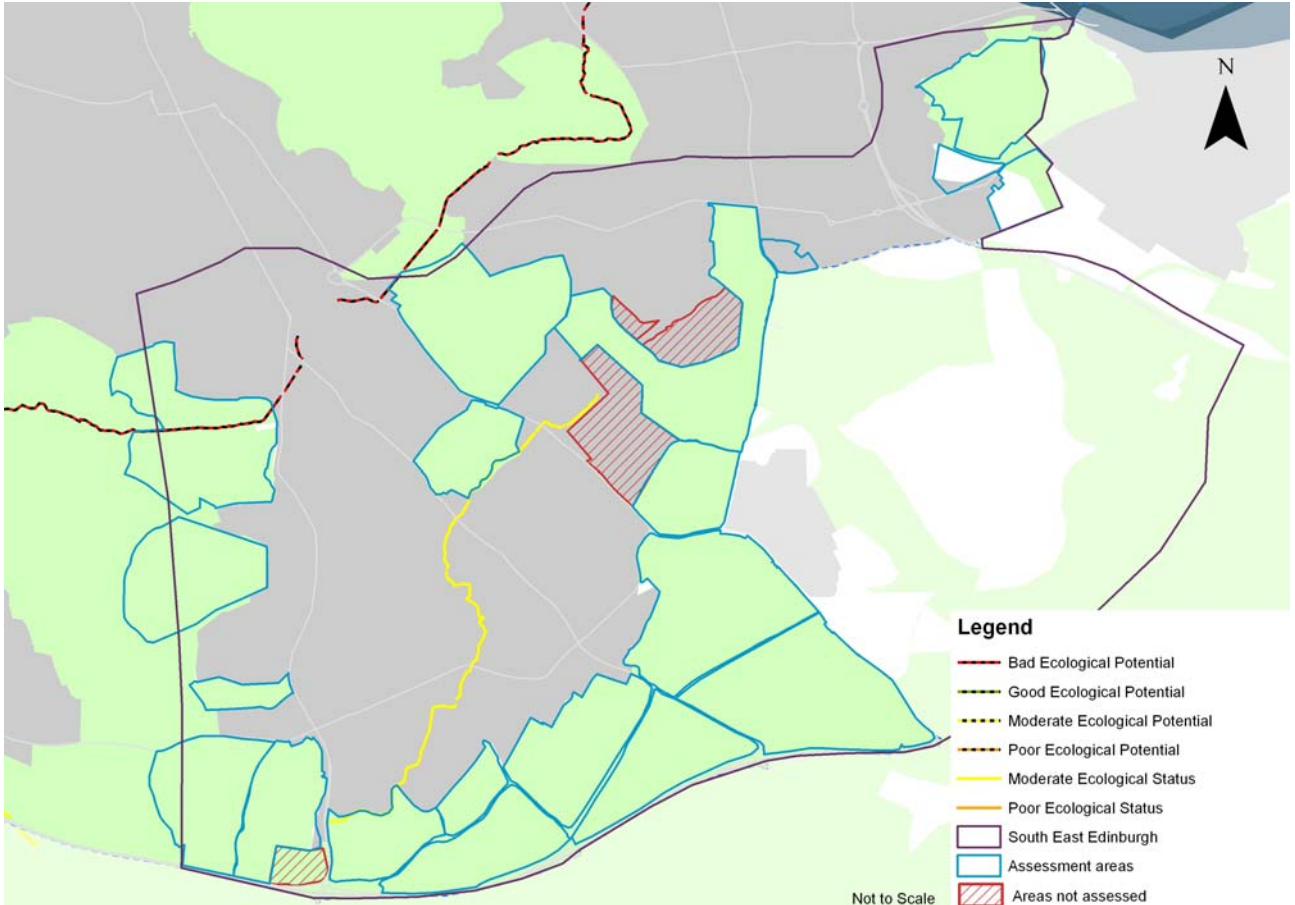


*Active travel*

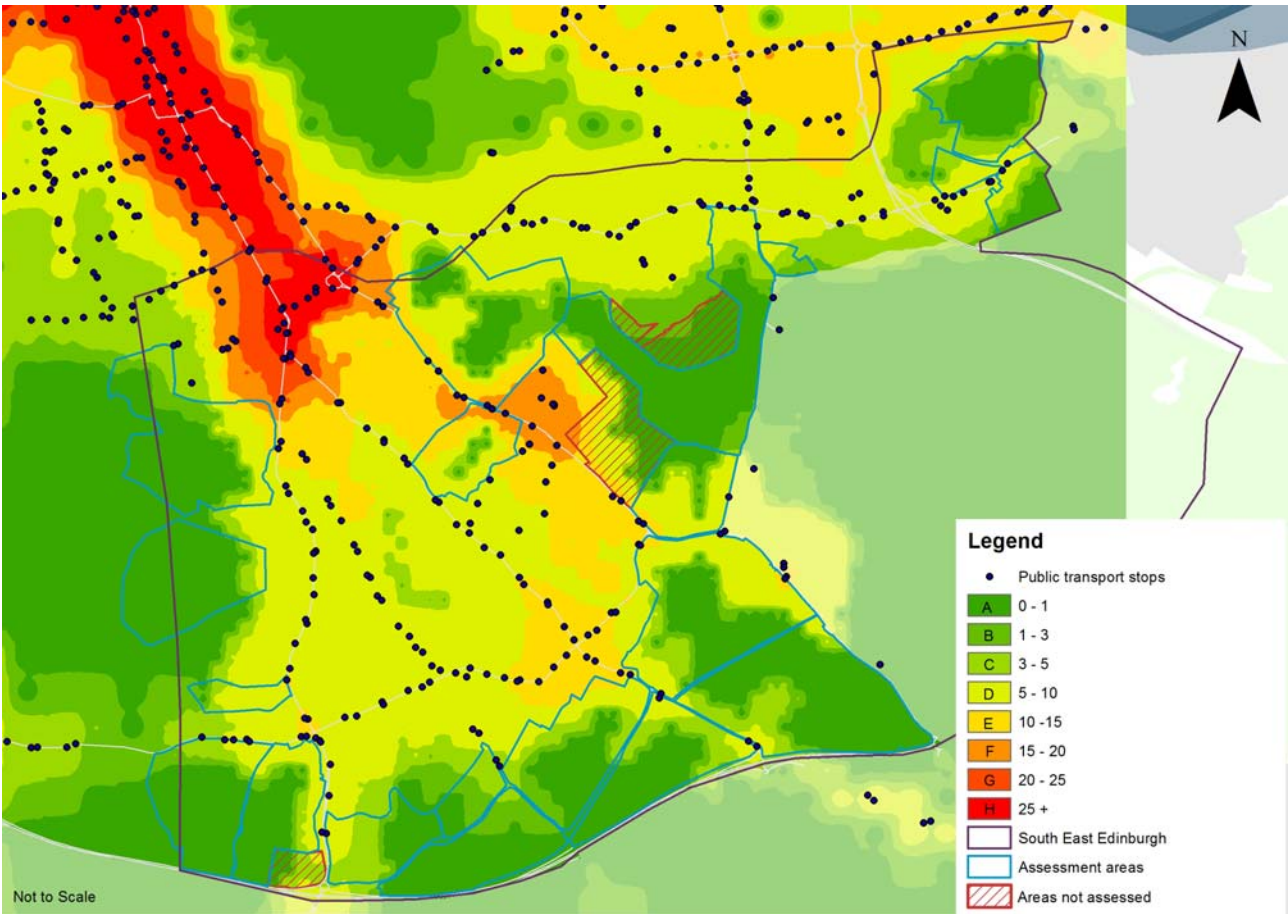
School capacity maps included in Environmental Report for Main Issues Report have been superseded by Revised Education Appraisal undertaken to support Second Proposed LDP housing sites.



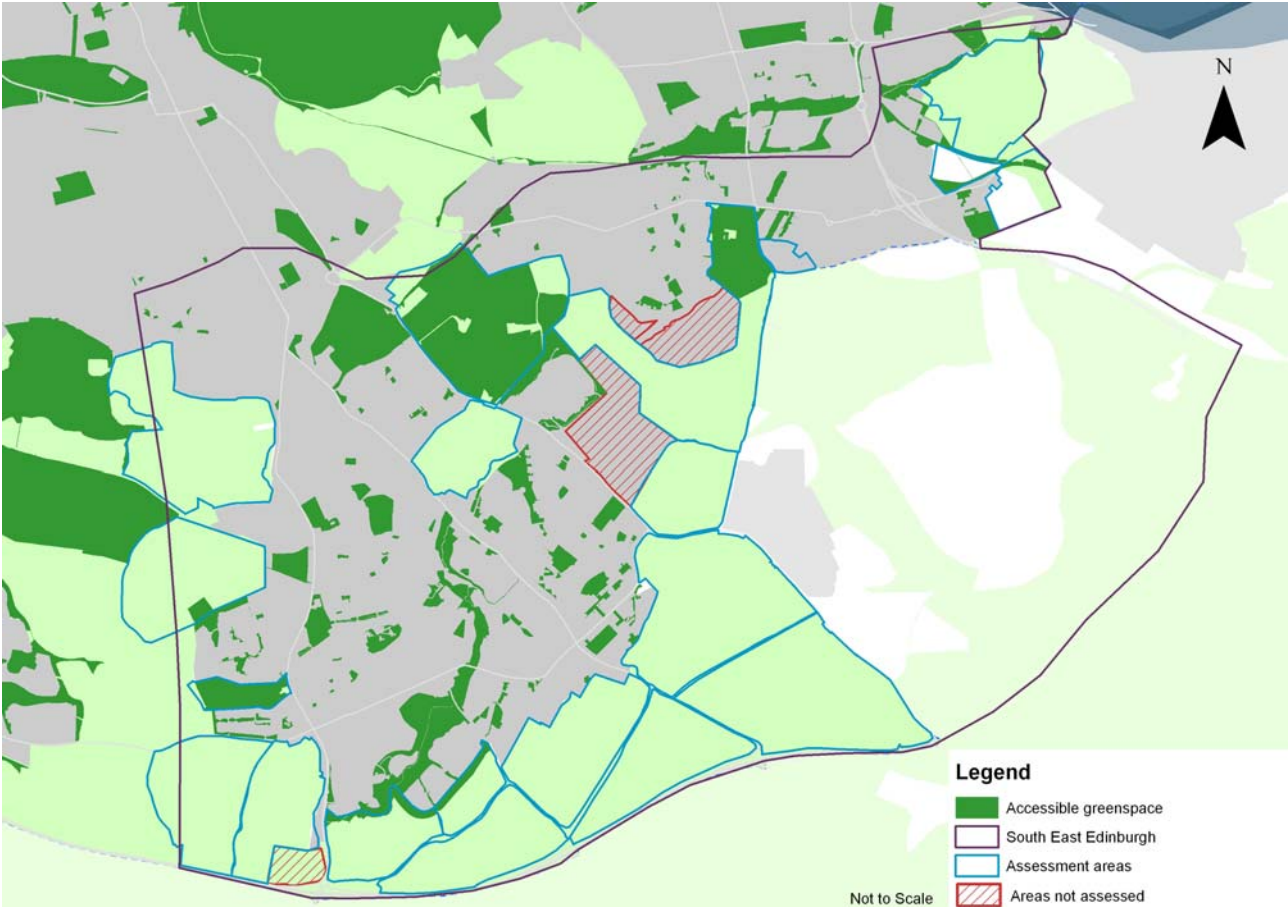
*Fluvial Flood Risk Areas (updated using SEPA mapping, January 2014)*



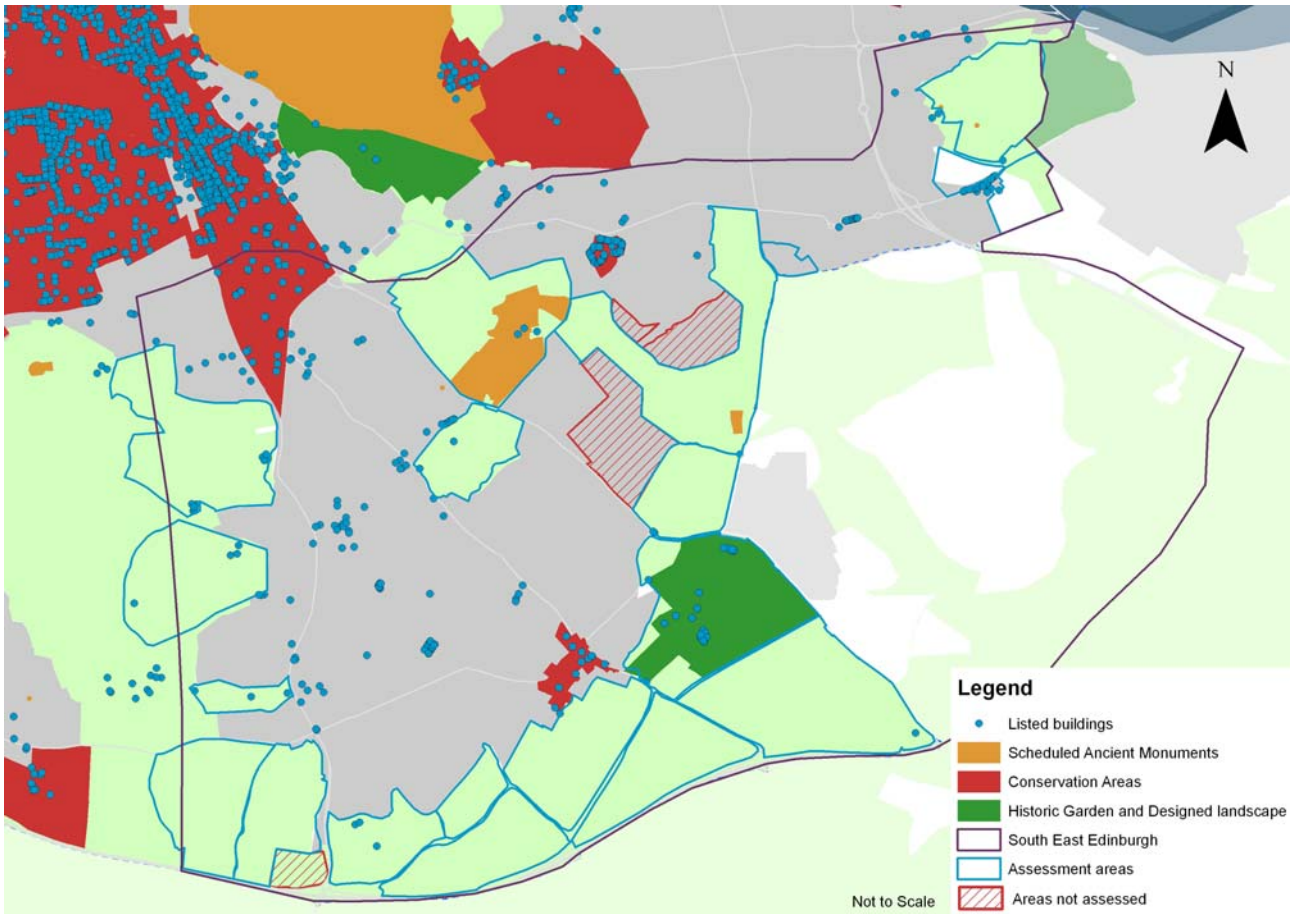
*Quality of the Water Environment*



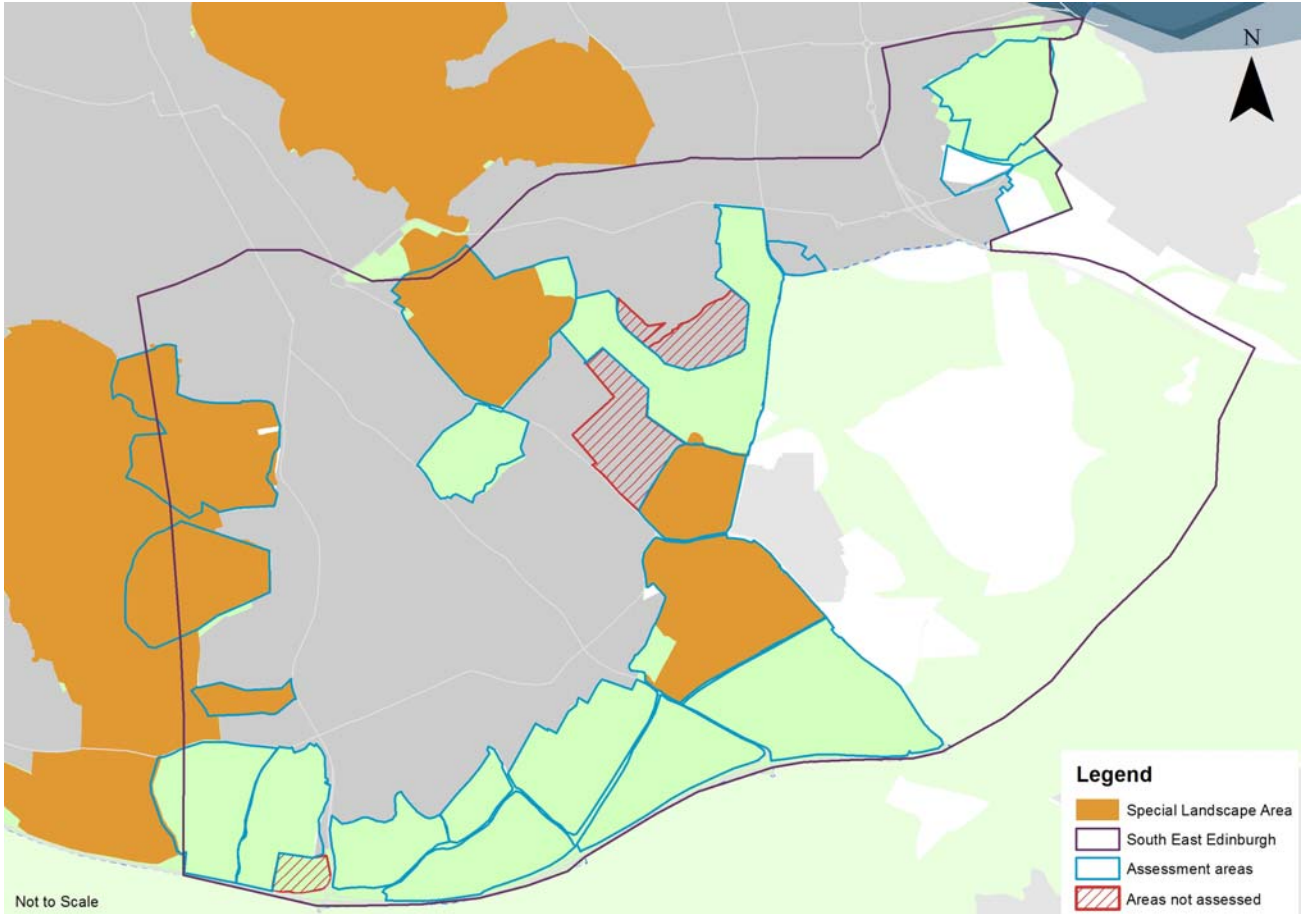
Public transport accessibility (banding adjusted from first Proposed Plan assessment)



Accessible greenspace



*Cultural Heritage*



*Local Landscape designations*

### South East Edinburgh - General landscape characteristics, visibility and views

The South East Edinburgh Strategic Development Area (SDA) is bounded by the South Suburban Railway and Milton Rd East (A199) to the north. To the east, it follows the Council's administrative boundary between Newhailes and Sheriffhall. It is defined by the City Bypass (A720) to the south and farmland on the urban fringe at Liberton to the west.

Much of the greenbelt to the southeast of the city is visually prominent in views from the City Bypass, A1, radial approaches, secondary roads within the green belt, and popular recreational paths and viewpoints, including the Pentland Hills.

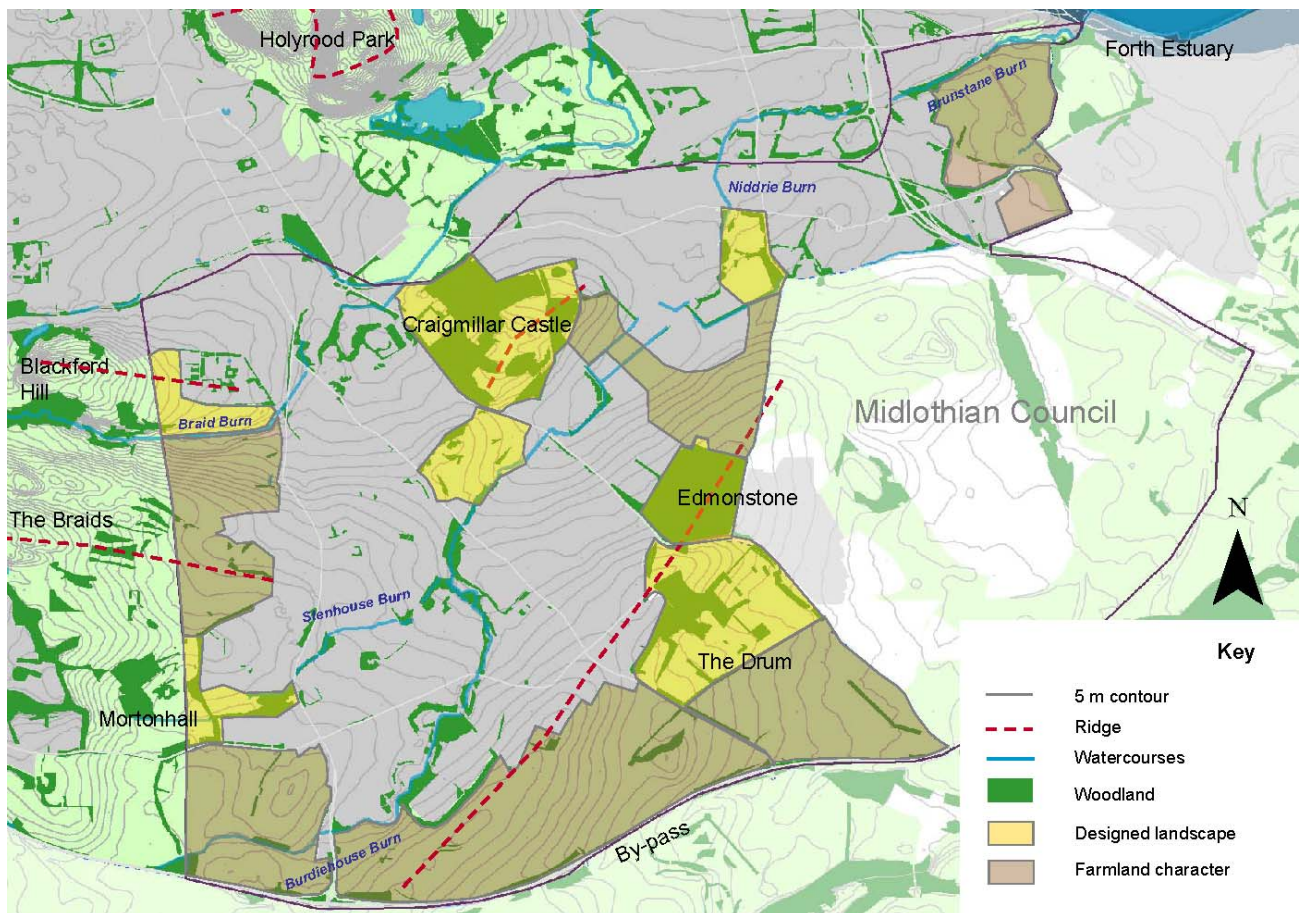
The landscape comprises open slopes of arable farmland and woodland of country estate origin, set across a series of visually inter-related hills and ridges, separated by watercourses aligned from southwest - northeast.

These physical features form part of views to and from the city and repeat Edinburgh's characteristic undulating terrain and designed landscape influences. This topography provides containment to the settlement edge, distinguishing the city from open countryside and surrounding settlements.

The landscape is also influenced by the city's transport network, routing of high voltage power lines, urban edge residential development and the city's regional landscape setting of the Pentland Hills to the southwest.

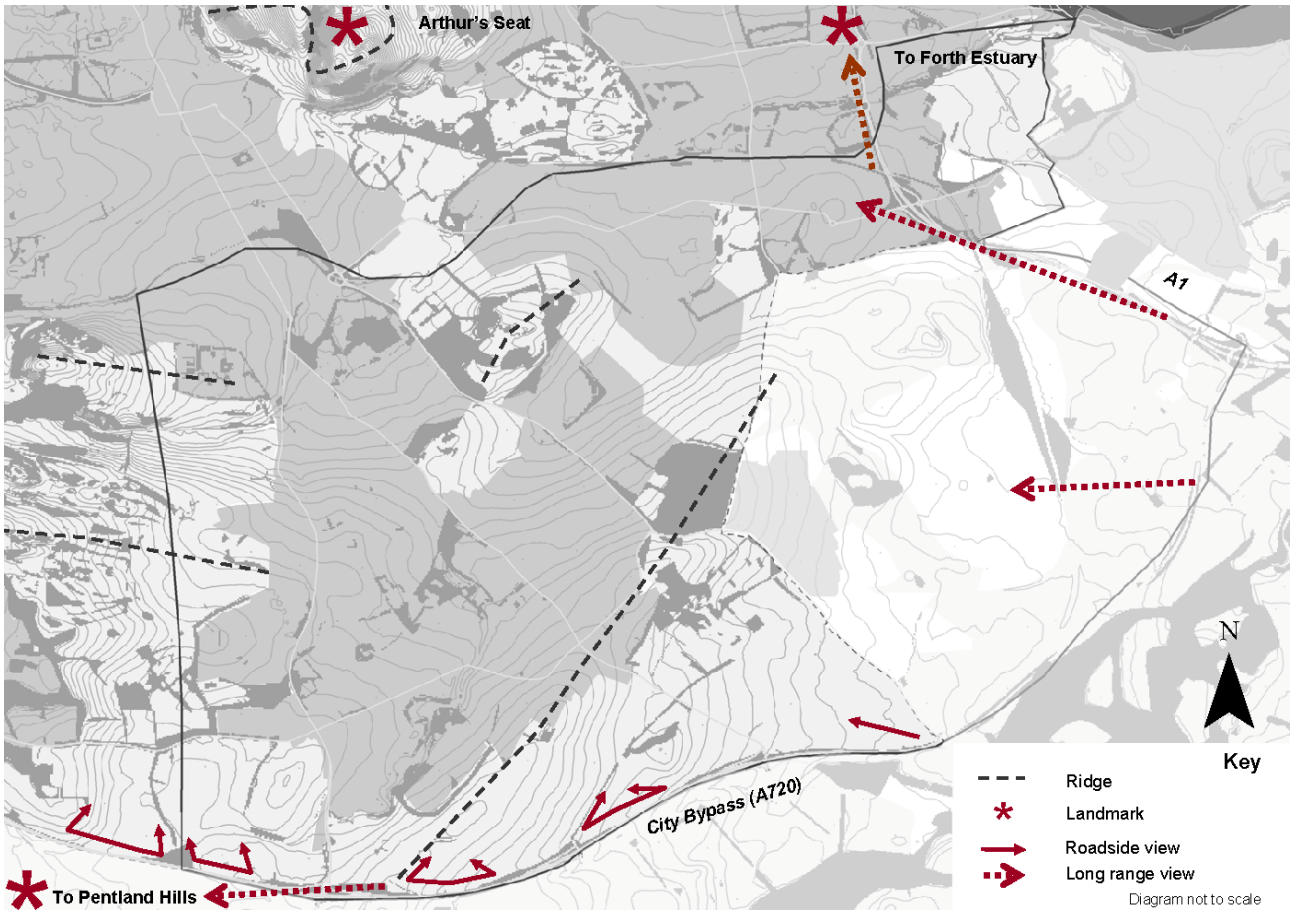
Closer to the coastal margins of the Forth, the landscape is flatter and low lying. Land within the green belt is often screened from view by built up areas and tree-lined road and rail corridors. A visual relationship with the city is less pronounced, though views exist towards Arthur's Seat, the Pentland Hills and Forth Estuary.

Site specific evaluation of the potential impact of development upon landscape and views within the South East Edinburgh SDA is provided in the following section and summarised in the accompanying Environmental Report, volume 1.

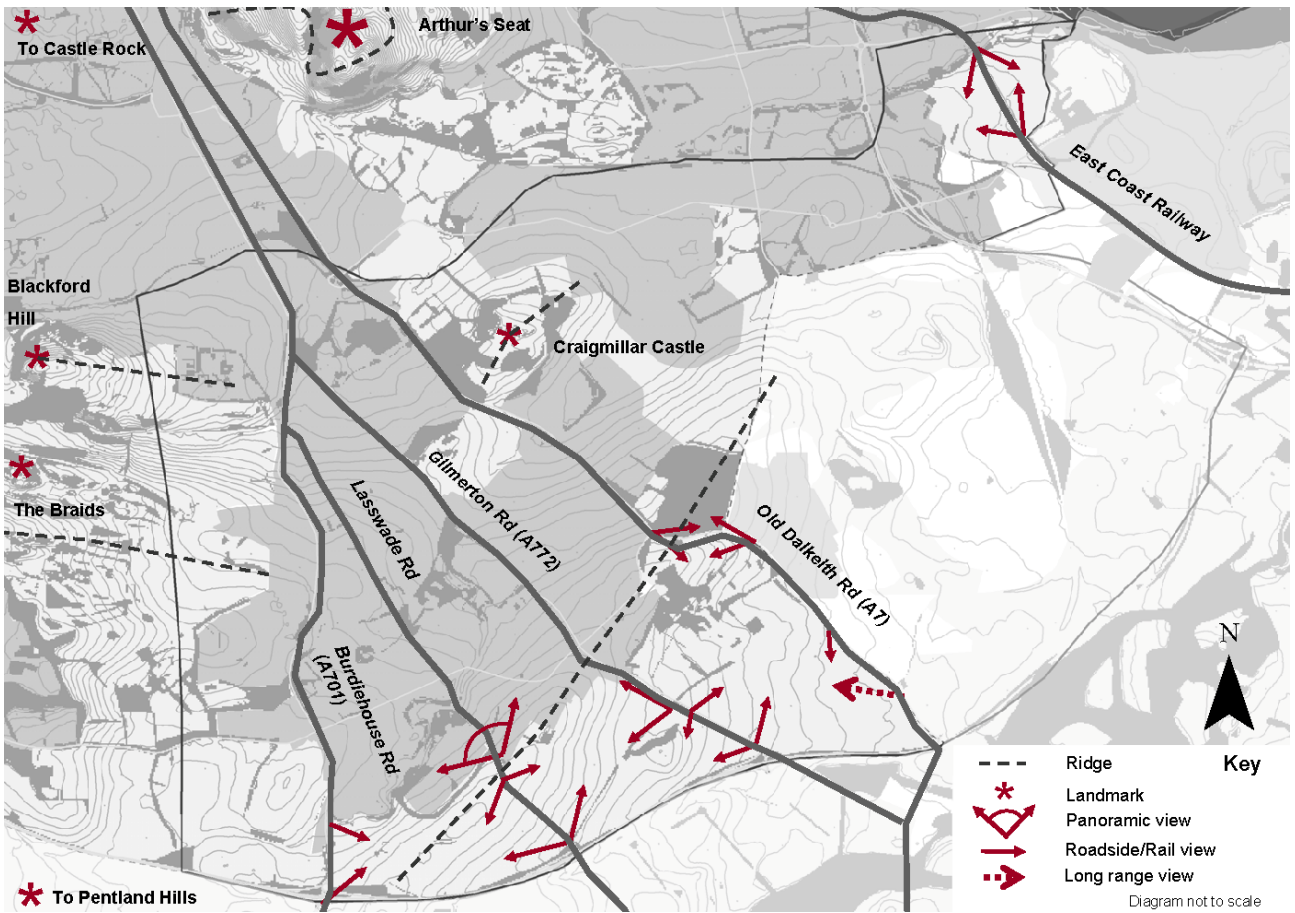


Landscape characteristics

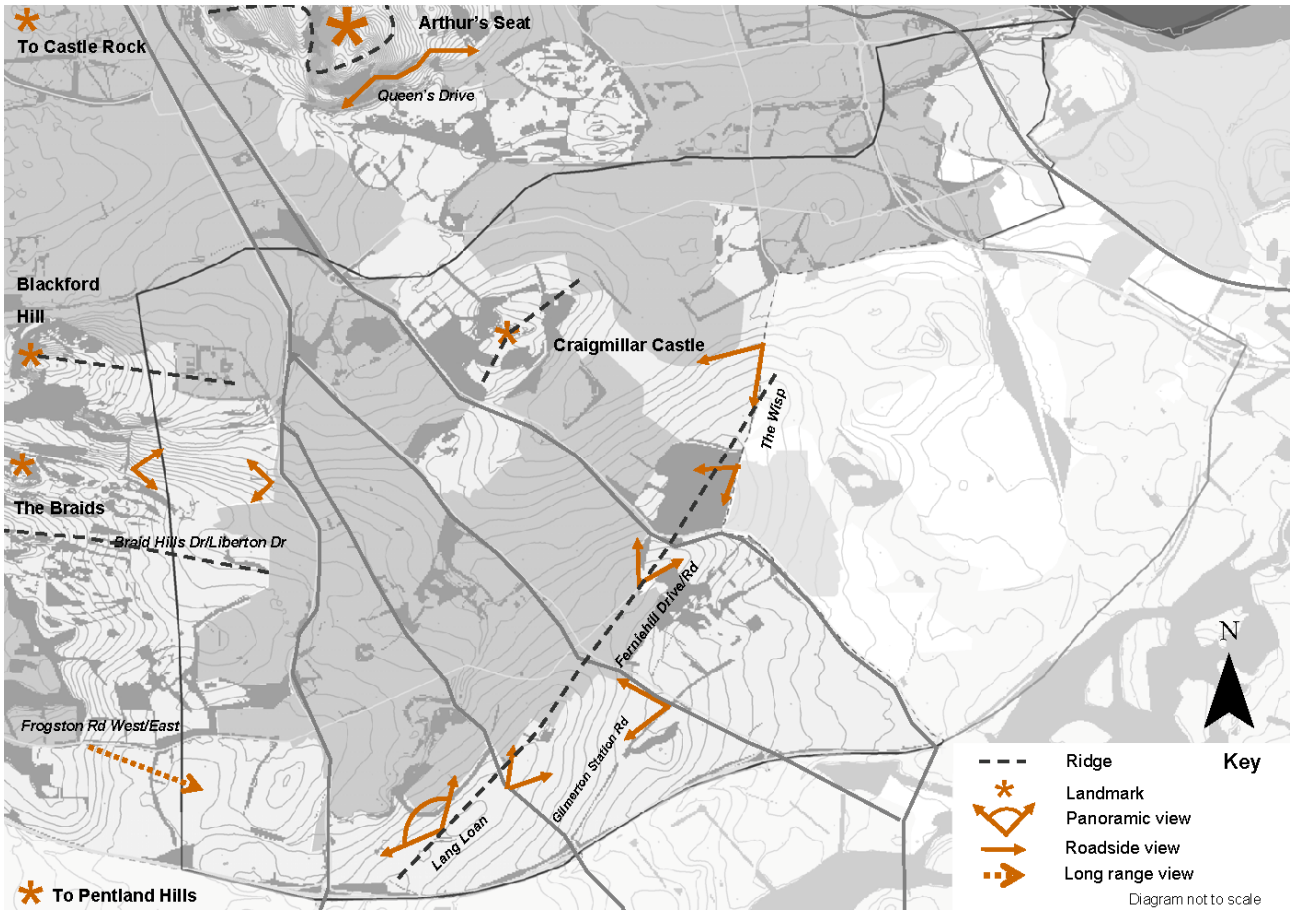




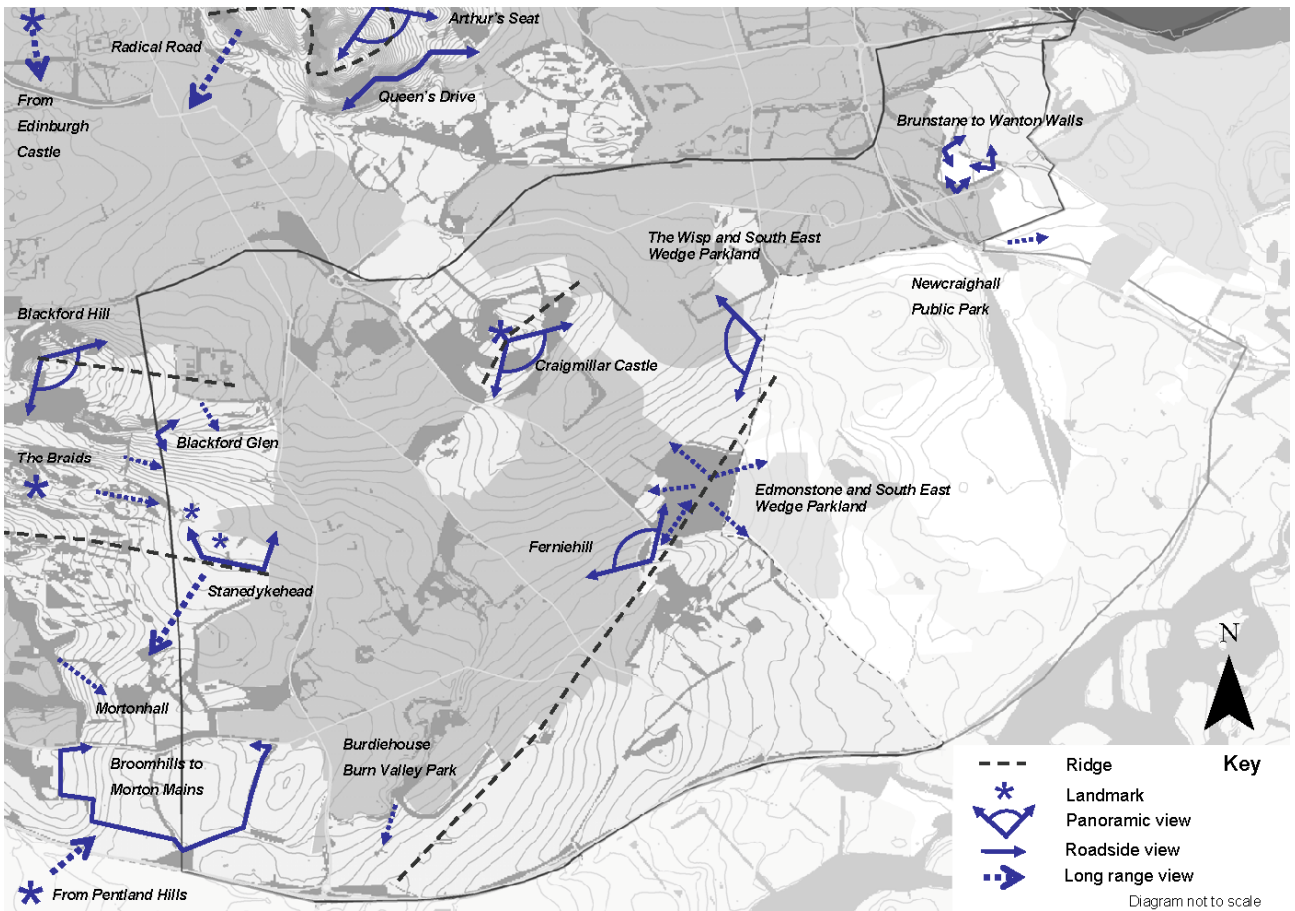
Views from City Bypass



Views from main routes leading into City Centre



Views from secondary routes



Recreational viewpoints

## WEST OF LIBERTON BRAE Housing Site Assessment

Who made representation(s) relating to the assessment area?

McTaggart & Mickel Homes Ltd (Holder Planning)  
SNH, SEPA

Site assessment criteria		YES / NO		Comments / mitigation potential
<b>Appropriate Locations</b>				
Is the site located on brownfield land?		N		Predominantly arable farmland and golf course. Parts of the site contain brownfield land including Liberton Tower, Blackford Depot and a small number of residential units to the east and south of the site.
Can the site be made available for development?		Y/N		Craigmillar Park Golf Club occupies the northern part of the site. <a href="#">Two representations received during MIR consultation and Proposed Plan representation promoting eastern and southern parts of assessment area for residential development.</a> <a href="#">Parts of the site undevelopable due to fluvial flood risk.</a>
1. Does the site have good accessibility to existing public transport?	2. Would sufficient enhancements be feasible?	Y/N	N/A	<a href="#">Accessibility across the site improves from west to east ranging from a score of A to the west to scores of predominantly B and D to the east of the site, with a score of E running parallel to Liberton Brae.</a> <a href="#">Developer suggests sites have good public transport accessibility. It is agreed that the sites promoted do have good public transport access, with the wider assessment area (not being promoted for development) not having good public transport access.</a>
1. Does the site have good infrastructure capacity?	2. Would sufficient enhancements be feasible?	Y/N	Y	<i>Drainage:</i> Seafield WwTW operated by PFI (Stirling Water); no constraints identified and any requirement for additional capacity would be responsibility of PFI operator but could be delay in delivering capacity. <i>Water supply/storage:</i> Supplied by Glencorse WTW. May require SW investment to increase capacity for additional development. <i>Primary and Secondary schools:</i> Education Appraisal identifies the educational infrastructure required to support Proposed LDP housing growth in South East Edinburgh. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis. <i>Transport:</i> Transport Appraisal identifies the transport infrastructure required to support Proposed LDP housing growth in South East Edinburgh. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis.
<b>Landscape setting and identity</b>				
Would the site, if developed, affect the wider landscape setting of the city?		Y		Elevated location and open character on the city's southern skyline and prominence in views towards the Old Town ridge, Arthur's Seat and Pentland Hills from surrounding roads and recreational viewpoints.
Would the site enable clear and defensible green belt boundaries to be formed?		N		Site is open in character and lacks features capable of forming a sufficiently robust boundary.
<a href="#">Can the site be integrated into and in keeping with the character of the settlement and local area?</a>		N		<a href="#">Development of this site would be out of character with the surrounding area which has a distinctly rural character despite proximity to the urban area.</a>
<b>Countryside recreation</b>				
Would development of the site avoid impacting upon existing access to countryside recreation?		N		Craigmillar Park Golf Club is located within the site.

**Overall assessment**

Not currently a reasonable site. A large part of the site is not available for development. Development of any part of the site **including the sites promoted during the MIR and Proposed Plan stage** would affect the wider landscape setting of the city and fail to enable clear and defensible Green Belt boundaries to be formed.

**Landscape and Visual Assessment****Location**

The northern edge of the site is formed by Observatory Road, West Mains Rd and Edinburgh University's King's Buildings. It is located to the west of housing lining Mayfield Road, Liberton Brae and Alnwickhill Road. To the south it is bounded by Braid Hills Drive and housing at Liberton Drive. To the west the site adjoins Blackford Hill and the Hermitage of Braid Golf Course.

**Landscape Character**

The site comprises Blackford Glen and course of the Braid Burn, which is formed by the tapering eastern flanks of Blackford Hill to the north and the Braid Hills to the south. A narrow access road runs along the burn bank within the bottom of the glen.

On the north side of the glen, semi-natural vegetation on Blackford Hill extends eastwards beyond Blackford Quarry, to merge into the semi-enclosed parkland setting of Craigmillar Park Golf Course.

To the south of the glen, large, amalgamated, arable fields and smaller parcels of grazing land on lower slopes, rise towards the eastern ridge of the Braid Hills.

West of the main built up area, settlement is limited to dispersed cottages along Blackford Glen and farmsteads set back from the road at Liberton Tower Mains, Upper Liberton and Liberton Tower.

The pattern of farmland, landform, open water and minimal settlement combines to give the site a rural character despite its proximity to the city.

**Views and Visibility**

The surrounding landscape provides a variety of recreational opportunities, including golf courses and extensive path networks. The site is prominent in views experienced by those undertaking outdoor recreation and to vehicular travellers on Braid Hills Drive and Queen's Drive.

From The Braid Hills and Braid Hills Drive to the south, the site forms a foreground element in panoramic views towards the city skyline, Arthur's Seat, Salisbury Crags and backdrop of the Firth of Forth and Fife hills.

From viewpoints to the north, such as Blackford Observatory and Holyrood Park, the site is viewed as an integral part of the east-west ridgeline of Blackford Hill and the Braid Hills, which form the city's southern skyline to the east of the Pentland Hills.

The hill summits and their eastern flanks form a landmark to the south of the city and have a visual relationship with surrounding hills, such as Craigmillar Castle to the east and Craiglockhart hills to the west.

Within Blackford Glen, views towards the urban area are contained by valley side slopes, where Liberton Tower forms a skyline feature to the southeast.

**Would the site if developed, affect the wider landscape setting of the city?**

Development of the site would introduce urban housing within an area of farmland, set across an open hill and secluded glen with rural characteristics. These changes would have an adverse impact upon views towards the city skyline and those of landmark open hills on the southern edge of the city, from a range of recreational viewpoints and public roads.

**Would the site enable clear and defensible green belt boundaries to be formed?**

The site is open in character and lacks features capable of forming a sufficiently robust boundary.

**Updated Landscape and Visual Assessment at Proposed Plan stage:**

Residential development is being promoted by the developer at two locations within the assessment area, considered as unsuitable for development in the MIR stage Environmental Report. Landscape and visual analysis is presented to generate revised green belt boundaries and land parcels for development, seeking to address comments from the 2008 Edinburgh Green Belt Study.

Having regard to all representations relating to the assessment area and factors considered in the MIR stage landscape assessment, the developer's representation is not accepted on landscape grounds. Development of southern site would alter the open ridge top setting of Liberton Tower and impact on northward views to the city skyline from the adjoining assessment

area 'South of Liberton Drive'. Development of eastern site would impact adversely on the character of an important landform feature and upon views from which an impression of the city and its landscape context can be gained, lacks an established green belt boundary or firm basis for its location. Additionally, significant landscape effects may arise in conjunction with nearby representation sites.

*Comments on developer submission landscape assessment (site 29)*

Infill development is not considered appropriate in this location, as the existing green belt boundary permits Liberton Tower to be read as landmark feature within a rural landscape setting, whilst enabling northward views to the city skyline. Examination in the field, supported by the submitted visualisations reveals this to be the case from Alnwickhill Drive, Blackford Hill and Queen's Drive.

The clustering of development around a vertical tower house diminishes its contrast as a focal point within the landscape, through loss of a visual gap to its east, where open sky and the Braids presently provide a backdrop. Development would also obstruct northward views to the city skyline of the Old Town Ridge and Calton Hill from Stanedykehead. Viewpoint 3, illustrated from the junction of Alnwickhill Rd and Stanedykehead is not considered to be fully representative of the panoramic views available from the west end of Stanedykehead, part of Core Path of The Braids and Seven Acre Park, the local greenspace serving Alnwickhill. In these views, the site forms part of a clear sightline to the Old Town Ridge and the wooded backdrop and monuments of Calton Hill.

Skyline views of Liberton Tower from the rural setting of Blackford Glen have not been assessed.

Consequently, the Council does not consider that the impact of development on the setting of Liberton Tower would be minimal. Setting relates to the broader landscape context from which an historic asset can be experienced and understood.

The supplementary assessment submitted by the developer has not evaluated the impact of development upon landscape character, only visual amenity, which is not consistent with national policy and guidance.

*Comments on developer submission landscape assessment (site 32)*

The MIR stage assessment, considered the landscape of Blackford Glen and eastern flanks of Blackford Hill and the Braid Hills, which possess a strong rural character despite their proximity to the urban area and contribute to the landscape setting of the city.

The site is visually prominent from a range of recreational viewpoints, including elevated vantage points of Blackford Hill, Braid Hills Drive and Queens Drive. The range of recreational opportunities in the surrounding area provides for further views across the site and assessment area. This includes paths on the north side of Blackford Hill, connecting to Blackford Glen Road and to the Braid Hills via Howe Dean Path.

The site is also overlooked from Craigmillar Park Golf Course to the north and local path between Liberton Tower and Blackford Glen Rd to the south. In addition there are views from Alnwickhill Rd travelling toward the city centre.

Whilst it is noted that the site has been set further down the hillside than in the MIR submission, it has been extended further westwards into the greenbelt and amounts to 17.9 ha. As noted at the proposed LDP stage, the site lacks an established green belt boundary based on strong physical or visual features. To the south, the proposed boundary follows an existing hedged and terraced field boundary. Whilst to the west, it crosses open arable farmland, lacking strong physical and visual features required of a green belt boundary.

The existing pattern of urban settlement is confined to the margins of the valley landscape, with residential properties confined to cottages within Blackford Glen and farmsteads set back from the road at Liberton Tower Mains, Upper Liberton and Liberton Tower. Development of a 17.9 ha site would introduce a relatively large scale urban residential development in excess of 400 units into an area of settled farmland within the urban area, recognised for its contribution to the landscape setting of the city.

These physical changes, given the exposed boundary to the west of the site and its visual prominence, would impact adversely on views towards the city skyline and landmark open hills on the southern edge of the city, from a range of recreational viewpoints and public roads within the Green Belt. A field boundary treatment of hedgerow and trees, would not provide a robust

and defensible alternative green belt boundary, in particular to a release of this scale. Given the site's hillside location, any tree planting would require 10-15 years to establish and mitigate views of the proposed development site.

## SOUTH OF LIBERTON DRIVE Housing Site Assessment

Who made representation(s) relating to the assessment area?

McTaggart & Mickel Homes Ltd (Holder Planning)  
Land Options East (Derek Scott Planning)  
SNH

Site assessment criteria		YES / NO		Comments / mitigation potential
<b>Appropriate Locations</b>				
Is the site located on brownfield land?		N		Predominantly arable farmland. Parts of the site contain brownfield land including Braid Hills Nursing Home and Golf Centre.
Can the site be made available for development?		Y		Three representations received during MIR consultation and one Proposed Plan representation promoting parts of site for residential development.
1. Does the site have good accessibility to existing public transport?	2. Would sufficient enhancements be feasible?	N	Y/N	The majority of the site has a score of A with a small strip of land to the east of the site running parallel to Alnwickhill Road having a score of C and D. Developers suggest sites have good access to public transport. Whilst there is a high frequency of service, the sites are a reasonable walk from existing stops.
1. Does the site have good infrastructure capacity?	2. Would sufficient enhancements be feasible?	Y/N	Y	<i>Drainage:</i> Seafield WwTW operated by PFI (Stirling Water); no constraints identified and any requirement for additional capacity would be responsibility of PFI operator but could be delay in delivering capacity. <i>Water supply/storage:</i> Supplied by Glencorse WTW. May require SW investment to increase capacity for additional development. <i>Primary and Secondary schools:</i> Education Appraisal identifies the educational infrastructure required to support Proposed LDP housing growth in South East Edinburgh. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis. <i>Transport:</i> Transport Appraisal identifies the transport infrastructure required to support Proposed LDP housing growth in South East Edinburgh. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis.
<b>Landscape setting and identity</b>				
Would the site, if developed, affect the wider landscape setting of the city?		Y		Elevated location and open character on the city's southern skyline and prominence in views towards the Old Town ridge, Arthur's Seat and Pentland Hills from surrounding roads and recreational viewpoints.
Would the site enable clear and defensible green belt boundaries to be formed?		N		Landscape is open in character with few existing features capable of forming physical boundaries or visual containment to the area.
Can the site be integrated into and in keeping with the character of the settlement and local area?		N		Development of this site would be out of character with the surrounding area which has a distinctly rural character. The site is close to the existing built up area and could be logically connected to existing street layouts. However, there would be a significant adverse impact on the landscape of the area if this site were to be developed for housing.
<b>Countryside recreation</b>				
Would development of the site avoid impacting upon existing		N		Riding school and stables and golf driving range are located within the site.

access to countryside recreation?		
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**Overall assessment**

Not currently a reasonable site. Development of any part of the site [including the sites promoted during the MIR and Proposed Plan stage](#) would affect the wider landscape setting of the city and fail to enable clear and defensible Green Belt boundaries to be formed.

**Landscape and Visual Assessment****Location**

The site is bounded by Liberton Drive to the north and west, Alnwickhill Road to the east and Stanedykehead to the south.

**Landscape Character**

The site lies to the east of the undulating terrain of the Braid Hills and Mortonhall Hall golf courses and is broadly enclosed by residential land use to the north, south and east.

It comprises a ridge top plateau of settled farmland to the west of Liberton and south of Blackford Glen.

The site's pattern of rectilinear fields, remnant hedging, fencing and stone walls, contrasts with the semi-natural scrub, tree planting and fairways to the west.

A Core Path skirts the site's boundary to the south, east, and northwest and much of the farmland provides for a variety of recreational functions.

In the northwest of the site, The Braid Hills Golf Centre driving range is enclosed by coniferous hedging. Adjoining fields to the south and east, serve as paddocks for Tower Farm Riding Stables and the livery yards at Meadowhead Farm.

Towards the centre of the site, mounded landform and scrub vegetation marks the location of former gun emplacements and Liberton Kennels. Seven Acre Park sits midway along the site's southern boundary, which borders a woodland edge to housing at Alnwickhill.

A broad area of open arable farmland occupies the southeastern extent of the site. To the northeast, a small paddock is enclosed by a shelterbelt to the south and tree cover within the curtailage of Liberton House and Braid Hills Nursing Centre to the west.

Recent landscape disturbance has included pipeline laying across the southern extent of the site. This will connect Scottish Water's Alnwickhill facility to the east of the site with new water treatment works at Glencorse in Midlothian.

**Views and Visibility**

The site is visible from elevated recreational viewpoints across the city, such as Queen's Drive in Holyrood Park, where it is viewed as an integral part of the east-west ridgeline of the Braid Hills on the city's southern skyline.

From Liberton Drive to the north, the site forms a prominent foreground element in views set against a backdrop of the Pentland Hills. Liberton House provides a local landmark feature, viewed across the open paddock to the northeast of the site.

From the ridge top path of Stanedykehead, striking panoramic views across the site exist towards the city centre skyline and Arthur's Seat.

In views towards Arthur's Seat from Alnwickhill Road, the site provides an open aspect to the west.

**Would the site if developed, affect the wider landscape setting of the city?**

Development of the site would introduce urban housing within an area of settled farmland set across a broad open ridge. This would have an adverse impact on the city's wider landscape setting due to the site's elevated location on the city's southern skyline and prominence in views towards the Old Town ridge, Arthur's Seat, Salisbury Crags and Pentland Hills from surrounding roads and recreational viewpoints.

**Would the site enable clear and defensible green belt boundaries to be formed?**

The landscape is open in character with few existing features capable of forming physical boundaries or visual containment to the area.

**Updated Landscape and Visual Assessment at Proposed Plan stage:**

**McTaggart & Mickel Homes Representation:** Residential development is promoted at two locations within the assessment area, considered as unsuitable for development in the MIR stage Environmental Report. Landscape and visual analysis is presented to generate revised green belt boundaries and land parcels for development, seeking to address comments from the 2008 Edinburgh Green Belt Study.



**Cruden Homes Representation:** Release of the site at Liberton Drive for housing would not result in coalescence and would maintain a continuous green belt around Edinburgh. The site benefits from an establishing landscape framework, which could be strengthened to create a boundary to contain development and improve the setting of Liberton House.

Having regard to all representations relating to the assessment area and factors considered in the MIR stage landscape assessment, the developers' representations are not accepted on landscape grounds. Any development within the assessment area would impact adversely on the character of an important landform feature and upon views from which an impression of the city and its landscape context can be gained. Neither the boundary to the development parcels 28 and 30, nor the long-term green belt boundary, represent defensible green belt boundaries and without providing clarity on where development will and will not take place, risk unplanned growth. Whilst site 31 is partly enclosed by existing planting, development of the 3.8 ha site would enclose the remaining views of Liberton House within the setting of the wider landscape and backdrop of the Pentland Hills. Additionally, significant landscape effects may arise in conjunction with representation sites to the north.

*Comments on developer submission landscape assessment*

The Revised Environmental Report (March 2013) did not support development of the site due to the potential for adverse effects on the landform feature of the Braid Hills and upon views from which an impression of the city and its landscape context can be gained.

Land to the South of Liberton Drive, additionally provides for a range of recreational activities and is therefore consistent with Green Belt objectives relating to the landscape setting of the city and countryside recreation.

The area's landscape qualities including: distinctive character, scenic and recreational value, cultural interest and naturalness, geology and integrity of landscape composition, support designation of Land to the South of Liberton Drive as part of the Braids, Liberton and Mortonhall Special Landscape Area.

It was noted that partial enclosure to the site from the south is provided by woodland planting in the state of establishment. However, it was considered that development of the entire 3.8 ha site would enclose the remaining views of Liberton House within its wider landscape setting and backdrop of the Pentland Hills, as viewed from Liberton Drive and Alnwickhill Road.

Potential for cumulative effects on the integrity of the landscape setting of the city in conjunction with other representation sites in the local area was noted.

The partial development of the site would continue to introduce urban residential development into settled farmland of rural character and scenic value, located on the long eastern ridge of the Braid Hills, forming part of the City's open southern skyline. The proposal would partly enclose the remaining open aspect of Liberton House and its walled garden, both category A Listed, which would no longer read as singular landmark features within a rural landscape setting.

Existing views across the open landscape to the west of Alnwickhill Rd would be replaced by a residential street, whilst visual gap would be retained from Liberton Drive across an area of open space.

The existing Green Belt boundary is clearly formed by Liberton Drive and Alnwickhill Rd, which have an open aspect to the south and west permitting appreciation of the landscape. The open aspect to the south of Liberton Drive and west of Alnwickhill Rd, establishes clear separation between the city and open countryside of the Braid Hills, whilst permitting views across the landscape.

Whilst development could form an alternative green belt boundary to the south of the site, it would not establish a more clearly legible boundary on the ground to the west of the site. The disposition of Liberton House, Braid Hills Care Home, Tower Mains Riding Stables and Braid Hills Golf Centre subdivide the otherwise open character of the landscape.

Development of the site, whilst retaining partial views across the site, would be likely to result in cumulative erosion of the integrity of the green belt in this location, through granting of individual planning permissions.

## MORTONHALL Housing Site Assessment

Who made representation(s) relating to the assessment area?

SNH, SEPA

Site assessment criteria		YES / NO		Comments / mitigation potential
<b>Appropriate Locations</b>				
Is the site located on brownfield land?		Y/N		Mortonhall Crematorium and Cemetery including a wooded area surrounding the cemetery.
Can the site be made available for development?		N		A cemetery is located within the site.
1. Does the site have good accessibility to existing public transport?	2. Would sufficient enhancements be feasible?	Y	N/A	Majority of site has a score of D with a small area to the west having scores of B and C.
1. Does the site have good infrastructure capacity?	2. Would sufficient enhancements be feasible?	Y/N	Y	<p><i>Drainage:</i> Seafield WwTW operated by PFI (Stirling Water); no constraints identified and any requirement for additional capacity would be responsibility of PFI operator but could be delay in delivering capacity.</p> <p><i>Water supply/storage:</i> Supplied by Glencorse WTW. May require SW investment to increase capacity for additional development.</p> <p><i>Primary and Secondary schools:</i> Education Appraisal identifies the educational infrastructure required to support Proposed LDP housing growth in South East Edinburgh. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis.</p> <p><i>Transport:</i> Transport Appraisal identifies the transport infrastructure required to support Proposed LDP housing growth in South East Edinburgh. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis.</p>
<b>Landscape setting and identity</b>				
Would the site, if developed, affect the wider landscape setting of the city?		Y		The sites wooded character contributes to the city's setting in the southeast, where it forms part of a wider network of open spaces adjoining the course of the Stenhouse Burn.
Would the site enable clear and defensible green belt boundaries to be formed?		N		The existing Green Belt boundary is clearly formed by perimeter tree belts.
Can the site be integrated into and in keeping with the character of the settlement and local area?		Y		The site could be integrated into existing residential development that bounds the site subject to the retention of trees where necessary.
<b>Countryside recreation</b>				
Would development of the site avoid impacting upon existing access to countryside recreation?		Y		
<b>Overall assessment</b>				
Not currently a reasonable site. Site is not available for development and the wooded character of the site contributes to the wider landscape setting of the city.				

## **Landscape and Visual Assessment**

### **Location**

The site, Mortonhall Cemetery is bounded by housing at Alwickhill to the north and Mortonhall Park Avenue/View to the south. The site boundary to the east is formed by Howden Hall Rd (A701) and to the west by the grounds of Mortonhall estate.

### **Landscape Character**

The site lies at approx. 125 m above sea level and comprises the wooded setting of Mortonhall Crematorium and Cemetery. It occupies a linear plot running east-west between housing on the southeast edge of the city, within the former grounds of Mortonhall. The Stenhouse Burn runs along the northern edge of the site.

### **Views and Visibility**

The site's woodland cover is viewed as an extension of the Mortonhall estate from local paths and the elevated vantage point of Hillend. Views within the crematorium are contained by mature trees, though views to the Pentland Hills exist from open parts of the site.

### **Would the site, if developed, affect the wider landscape setting of the city?**

The site is open space, classified as a cemetery and is therefore considered unsuitable for development. Its wooded character contributes to the city's setting in the southeast, where it forms part of a wider network of open spaces adjoining the course of the Stenhouse Burn.

### **Would the site enable clear and defensible green belt boundaries to be formed?**

The existing Green Belt boundary is clearly formed by perimeter tree belts.

## SOUTH OF FROGSTON ROAD EAST Housing Site Assessment

Who made representation(s) relating to the assessment area?

Catchelaw Trust and BDW Homes (Clarendon Planning and Development)  
SNH, SEPA

Site assessment criteria		YES / NO		Comments / mitigation potential
<b>Appropriate Locations</b>				
Is the site located on brownfield land?		N		Arable farmland
Can the site be made available for development?		Y		Representation received during MIR consultation and Proposed Plan representation for eastern part of site. Subject to agreement of landowner, no reason to suggest that the land could not be made available for development within plan period. Parts of the site undevelopable due to fluvial flood risk.
1. Does the site have good accessibility to existing public transport?	2. Would sufficient enhancements be feasible?	N	N	The majority of the site scores A in the Ptal assessment. The northern edge of the site scores between B and D in the north east corner. While the frequency of services along Frogston Road may be able to be increased, the radial route does not appear to be able to be re-routed to cut through the site. Developer suggests site does have good access to public transport. The site being promoted lies within the north east corner of the assessment area. This position of the site has good access to public transport but the wider assessment area (not being promoted for development) does not.
1. Does the site have good infrastructure capacity?	2. Would sufficient enhancements be feasible?	Y/N	Y	<i>Drainage:</i> Seafield WwTW operated by PFI (Stirling Water); no constraints identified and any requirement for additional capacity would be responsibility of PFI operator but could be delay in delivering capacity. <i>Water supply/storage:</i> Supplied by Glencorse WTW. May require SW investment to increase capacity for additional development. <i>Primary and Secondary schools:</i> Education Appraisal identifies the educational infrastructure required to support Proposed LDP housing growth in South East Edinburgh. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis. <i>Transport:</i> Transport Appraisal identifies the transport infrastructure required to support Proposed LDP housing growth in South East Edinburgh. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis.
<b>Landscape setting and identity</b>				
Would the site, if developed, affect the wider landscape setting of the city?		Y		Important visual relationship with Pentland Hills, which form city's regional landscape setting, including views outward from the city to Hillend and those from the northern slopes and summits of the Pentlands. Forms part of a green wedge extending into the city, in combination with Mortonhall, Braid Hills and Blackford Hill.
Would the site enable clear and defensible green belt boundaries to be formed?		N		Existing boundary clearly defined by Frogston Road East and woodland at Mortonhall. Features on site which could form basis of greenbelt boundaries, however, the site is remote from the existing built up area. Green Belt boundary suggested by developer not considered appropriate due to importance on land further west for the landscape setting of the city. Power lines will not enable clear defensible Green Belt boundary to be formed.
Can the site be integrated into and in keeping with the character of the settlement and local area?		N		The site is bounded to the north by Frogston Road East and by the City Bypass to the south. Residential development on the site would not be in character with the area which is characterised by broad open, arable farmland extending from Burdiehouse Road to Morton Mains. The site lack opportunities for physical integration into the urban area with policy woodland at Mortonhall and Frogston Road providing

		a clear boundary to the urban edge.
<b>Countryside recreation</b>		
Would development of the site avoid impacting upon existing access to countryside recreation?	Y	Subject to existing footpaths and cycle tracks being maintained.
<b>Overall assessment</b>		
Not currently a reasonable site. Development of any part of the site <a href="#">including the site promoted during the MIR and Proposed Plan stage</a> would affect the wider landscape setting of the city and fail to enable clear and defensible Green Belt boundaries to be formed. The site has poor access to public transport with little scope for sustainable transport improvements.		

## Landscape and Visual Assessment

### Location

The site is located to the south of Frogston Road East (B701) and bounded by Broomhills Rd to the east. Its western edge is formed by a shelterbelt which extends southwards from Frogston Brae towards the site's southern boundary with the City Bypass (A720).

### Landscape Character

The site comprises open arable farmland sloping gently to the southwest. A hedgerow and trees line Frogston Rd East to the north. Within the site, sparse hedgerows mark remnant field boundaries with a mature tree belt providing greater enclosure to the west.

The Burdiehouse Burn crosses the southern part of the site flowing through a small triangular area of tree planting close to the City Bypass. A semi-mature shelterbelt bounds the site to the east along Broomhills Rd, which leads to Broomhills Cottages and farmstead. High voltage powerlines cross the northeast corner and southern extent of the site. Local paths between Broomhills Rd and Morton Mains skirt the southern and eastern edge of the site.

### Views and Visibility

Though low lying at 125-130 m above sea level, the site is prominent in views from the City Bypass, to which it provides a rural context. It is also visible when travelling in both directions along Frogston Road, as well as local recreational paths.

The landscape has an important visual relationship with the Pentland Hills, which form the city's regional landscape setting. The site forms a foreground element in outward views from the city towards Hillend. From the northern slopes and summits of the Pentlands, the fields form part of a green wedge extending into the city, in combination with Mortonhall, the Braid Hills and Blackford Hill.

### Would the site if developed, affect the wider landscape setting of the city?

Development of the site would introduce urban housing into an area of open, rural character, which extends across the southern edge of the city between Morton Mains and Burdiehouse Rd. Given the site's prominence in views from major roads and recreational viewpoints by a large numbers of receptors, it is considered that development of the site would have an adverse impact upon the city's wider landscape setting and identity.

### Would the site enable clear and defensible green belt boundaries to be formed?

The existing urban edge to the north is clearly defined by Frogston Rd East and policy woodland at Mortonhall. There are features on site which could form the basis of greenbelt boundaries. However, the site is remote from the existing built up area.

### Updated Landscape and Visual Assessment at Proposed Plan stage:

[Bellway Homes conclude that the site is appropriate for the development of circa 100 homes and that a defensible green belt boundary can be formed to the northeast of the high voltage powerlines. A countryside area policy should apply to land between the proposed site and green belt boundary in order to control inappropriate development.](#)

Having regard to all representations relating to the assessment area and factors considered in the MIR stage landscape assessment, the developers' representations are not accepted on landscape grounds. The Council considers the representation does not support regeneration by directing growth to the most appropriate locations or protect and enhance the quality, character and landscape setting of the city. The high voltage powerlines do not provide a suitable basis for a new green belt boundary, nor a visual break or change in character between town and country. Having met the necessary site assessment criteria, the Council proposes to allocate the site to the West of Broomhills Rd. This representation site would reduce the effectiveness of the Broomhills Rd tree belt as a long-term green belt boundary.

**WEST OF BURDIEHOUSE ROAD  
Housing Site Assessment**

**Who made representation(s) relating to the assessment area?**

Catchelaw Trust and BDW Homes (Clarendon Planning & Development)  
Individuals  
Other developers and Community Groups  
SNH, SEPA

Site assessment criteria		YES / NO		Comments / mitigation potential
<b>Appropriate Locations</b>				
Is the site located on brownfield land?		N		Predominantly arable farmland with a cluster of residential units and small business units running along Broomhills Road on the western boundary of the site.
Can the site be made available for development?		Y		Representation received during MIR consultation and Proposed Plan representation promoting site for residential development. Site investigation undertaken confirming stability of ground.
1. Does the site have good accessibility to existing public transport?	2. Would sufficient enhancements be feasible?	Y/N	Y/N	The south west of the site scores A with scores of C and D nearer to Frogston Road East and Burdiehouse Road.  Developer suggests site has good access to public transport. Increased frequency of services along the two main roads may be possible. Direct pedestrian and cycle connections to existing bus stops on Burdiehouse Road and Frogston Road East have been identified in the site brief to reduce walking distances to public transport.
1. Does the site have good infrastructure capacity?	2. Would sufficient enhancements be feasible?	Y/N	Y	<i>Drainage:</i> Seafield WwTW operated by PFI (Stirling Water); no constraints identified and any requirement for additional capacity would be responsibility of PFI operator but could be delay in delivering capacity. <i>Water supply/storage:</i> Supplied by Glencorse WTW. May require SW investment to increase capacity for additional development. <i>Primary and Secondary schools:</i> Education Appraisal identifies the educational infrastructure required to support Proposed LDP housing growth in South East Edinburgh. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis. <i>Transport:</i> Transport Appraisal identifies the transport infrastructure required to support Proposed LDP housing growth in South East Edinburgh. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis.
<b>Landscape setting and identity</b>				
Would the site, if developed, affect the wider landscape setting of the city?		N		Low lying and gently sloping farmland, largely screened by existing dwellings and planting has potential to accommodate development, subject to enhancement of planted boundaries. Central knoll is most prominent part of site, development of which would have an adverse impact on wider landscape setting of the city.
Would the site enable clear and defensible green belt boundaries to be formed?		Y		Enhancement to existing shelterbelt on Broomhills Road and planting on banks of the Burdiehouse Burn would provide a physical feature capable of forming a new Green Belt boundary. To the south and west, high voltage power lines further restrict additional development. Green Belt boundary suggested by developer not considered appropriate due to importance on land further west for the landscape setting of the city.
Can the site be integrated into and in keeping with the character of the settlement and local area?		Y		The site can be integrated into the urban area subject to a detailed masterplan ensuring that the impact on views from the site is mitigated. Landscape impact will be mitigated through the elevated land in the

		centre of the site becoming parkland. There is existing development along Burdiehouse Road and Frogston Road East which adds an urban element to the north and east edges of the site and further development would not be out of character with this.
<b>Countryside recreation</b>		
Would development of the site avoid impacting upon existing access to countryside recreation?	Y	
<b>Overall assessment</b>		
Allocated site in Second Proposed Plan. Low lying and gently sloping land has potential to accommodate development, subject to additional planting. Elevated land towards the centre of the site too prominent and not suitable for development. Transport appraisal has identified a series of actions (including Frogston and Burdiehouse Road Junction) which will ensure that the road network can accommodate the development.		

## Landscape and Visual Assessment

### Location

The site is situated to the south of Frogston Road East (B701), west of Burdiehouse Rd (A701) and Old Burdiehouse Rd. It is bounded to the west by Broomhills Rd and the Burdiehouse Burn to the south.

### Landscape Character

The site comprises an open field which rises to a pronounced knoll, sloping gradually away to the south and east. To the north and east, the site is mainly lined by residential development. To the west a semi-mature shelterbelt edges Broomhills Rd, which leads to Broomhills Cottages and farmstead. To the south, the Burdiehouse Burn traverses the site alongside sparse tree cover. High voltage power lines cross the southern extent of the site, which adjoins a large electricity sub-station adjacent to the City Bypass.

### Views and Visibility

The site is visible in panoramic views from Hillend as open farmland backed by the built up edge of Burdiehouse. Glimpsed views of the southern edge of the site exist from the Biggar Rd (A702), where development at Straiton is discernible in views.

The site is not prominent in views from the City Bypass due to the pattern of north-south shelterbelts to the south of Frogston Road East and intervening landform and embankments on the approach to Straiton Junction. Views from Frogston Road are similarly restricted by landform, roadside planting and shelterbelts.

Existing development limits views towards the site's eastern slopes from Burdiehouse Rd. The farmland forms part of local views between gaps in development along Old Burdiehouse Road, where its character is influenced by urban elements and the nearby sub-station.

The site forms a middle-ground element in westward views from the Lang Loan towards the Pentland Hills, though its lower slopes are partly screened by planting and dwellings on Burdiehouse Rd and tree cover surrounding Burdiehouse Limekilns. [Outward views from the site, include Hillend and the Pentland Hills to the south and west and City skyline to the north, which explain Edinburgh's setting and provide a sense of place.](#)

### Would the site if developed, affect the wider landscape setting of the city?

Whilst open farmland extends across the southern edge of the city between Morton Mains and Burdiehouse Rd, its rural character in this location is influenced by the urban edge to the east and large substation to the south.

The low lying and gently sloping farmland, largely screened by existing dwellings and tree cover has potential to accommodate residential development, subject to enhancement of planted boundaries.

The central knoll is the most prominent part of site, where the added height of development would have an adverse impact on the wider landscape setting of the city.

### Would the site enable clear and defensible green belt boundaries to be formed?

The existing boundary follows the exposed edge of dwellings on Burdiehouse Rd, Old Burdiehouse Rd and Frogston Road East. Enhancement to existing shelterbelt planting on Broomhills Road and banks of the Burdiehouse Burn would provide a strong physical feature capable of forming a new green belt boundary. To the south and west, high voltage power lines provide a constraint to development.



**Updated Landscape and Visual Assessment at Proposed Plan stage:**

The representation finds the area of landscape constraint based upon the central knoll within the site to be excessive and propose that this is reduced, whilst minimising impacts on the city's landscape setting.

The Council's housing site assessment recognised the site's central knoll as a constraint upon development, as previously acknowledged in the 2008 Green Belt Study. Accordingly, the central and elevated terrain within the site, corresponding with the 135 m contour, will be allocated as Green Space Proposal 9, Broomhills Park, providing a new 5 ha park with outward views to the Pentland Hills and city skyline, whilst protecting and enhancing the landscape setting of the city.

## EAST OF BURDIEHOUSE ROAD \* (Including site which has permission in principle) Housing Site Assessment

### Who made representation(s) relating to the assessment area?

Hallam Land Management (Amec)  
Individuals  
Other developers and Community Groups  
SNH, SEPA, Scottish Government

Site assessment criteria		YES / NO		Comments / mitigation potential
<b>Appropriate Locations</b>				
Is the site located on brownfield land?		N		Arable farmland.
Can the site be made available for development?		Y		Part of site already obtained planning permission in principle with a developable area of four hectares (equivalent to 100 units). <a href="#">Representation received during MIR consultation and Proposed Plan representation promoting wider site for residential development.</a>
1. Does the site have good accessibility to existing public transport?	2. Would sufficient enhancements be feasible?	Y/N	Y	<a href="#">Accessibility improves from east to west ranging from the eastern half of the site having a score of A with the western half having a score of C or D.</a>  Potential bus link running through the Murrays providing a link from Lasswade Road to Burdiehouse Road would improve accessibility through the centre of the site.
1. Does the site have good infrastructure capacity?	2. Would sufficient enhancements be feasible?	Y/N	Y	<i>Drainage:</i> Seafeld WwTW operated by PFI (Stirling Water); no constraints identified and any requirement for additional capacity would be responsibility of PFI operator but could be delay in delivering capacity. <i>Water supply/storage:</i> Supplied by Glencorse WTW. May require SW investment to increase capacity for additional development. <i>Primary and Secondary schools:</i> Education Appraisal identifies the educational infrastructure required to support Proposed LDP housing growth in South East Edinburgh. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis. <i>Transport:</i> Transport Appraisal identifies the transport infrastructure required to support Proposed LDP housing growth in South East Edinburgh. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis.
<b>Landscape setting and identity</b>				
Would the site, if developed, affect the wider landscape setting of the city?		N		Southeast facing slopes visible from Lang Loan, where they provide a foreground setting to views towards the city skyline. Development of the sites northern slopes and western edge, aligned below the ridgeline and subject to a substantial planted boundary, would not impact upon northward views towards the city or the city's southern skyline.
Would the site enable clear and defensible green belt boundaries to be formed?		Y		Combination of landform and additional planting required to establish new Green Belt boundary. This could be achieved by extending woodland belt westwards from Murrays to Limekilns. Development on western edge of site would establish street frontage, whilst maintaining northward views to the city skyline.
<a href="#">Can the site be integrated into and in keeping with the character of the settlement and local area?</a>		Y		<a href="#">The site offers an opportunity to integrate development into the existing urban area to the north, with development on the west edge of Burdiehouse Road, consented development at Burdiehouse and the existing urban area to the east at 'The Murrays'. Subject to a detailed masterplan, additional tree planting</a>

		will ensure that the site will still fit in with the rural setting to the south and east of the with views retained over the site to the city skyline.
<b>Countryside recreation</b>		
Would development of the site avoid impacting upon existing access to countryside recreation?	Y	
<b>Overall assessment</b>		
<p><a href="#">Allocated site in Second Proposed Plan</a>. Development of the sites northern slopes and western edge aligned below the ridgeline would not affect landscape setting of the city. Opportunity to establish a clear new Green Belt boundary by continuing existing woodland belt. Good accessibility to the west of the site with potential enhancements providing the opportunity to improve accessibility further. <a href="#">Transport appraisal has identified a series of actions (including Frogston and Burdiehouse Road Junction) which will ensure that the road network can accommodate the development.</a></p>		

## Landscape and Visual Assessment

### Location

The site is bounded by Burdiehouse Road (A701) to the west, Lang Loan to the south and Burdiehouse Burn to the north. To the east, the site boundary is formed by perimeter planting to 'The Murrays' housing estate and a row of mature hedgerow trees, which extend southwards towards the Lang Loan.

### Landscape Character

The southern and eastern extent of the site comprises an open ridge top plateau of amalgamated arable farmland. This forms part of the wider Gilmerton ridge and extends northeastwards to the wooded hilltops of the Drum and Edmonstone.

In the northwest of the site, Burdiehouse Mains farmstead sits within smaller scale hedged fields to the south of the wooded corridor of the Burdiehouse Burn and urban edge of Burdiehouse. Former limekilns mark the south-western extent of the ridge, set within scrub vegetation, with detached properties sited to the northeast and southwest.

The site's western edge is influenced by the urban carriageway of the A701 to the west. High voltage power lines cross open fields to the north of Straiton Junction.

The site adjoins the planted edge of 'The Murrays' housing estate to the east, which lies on land sloping northwards towards the Burdiehouse Burn valley.

Potential landscape change includes consent for 100 houses in the field to the south of Burdiehouse Mains and north of limekilns, which will add to the urban character of Burdiehouse Road.

### Views and Visibility

From the Lang Loan, open farmland on the ridge top forms a foreground element in views across housing at Burdiehouse, towards the city skyline. To the north and west, this includes Arthur's Seat and the Old Town ridge, set against distant hills in Fife and the Forth Estuary to the east. To the west lie Blackford Hill, The Braid Hills, Mortonhall and the Pentland Hills. Views to the east are contained by planting at 'The Murrays'.

In views from Burdiehouse Rd, the open farmland and limekilns to the east play an important role in establishing Edinburgh's physical separation from development in Midlothian to the south, though such views will become more urban in character as a result of the consented permission with open farmland retained to south under the pylons.

Farmland to the east of Burdiehouse Mains is set-back from the Burdiehouse Rd and is less prominent in views experienced by vehicular travellers.

The upper slopes of the site are visible in local views from the Burdiehouse Burn path and surrounding semi-natural parkland.

The ridgeline is discernable in longer range views from elevated viewpoints to the south, such as Mortonhall and Arthur's Seat. The upper part of the site is also visible from Frogston Rd East.

### Would the site, if developed, affect the wider landscape setting of the city?

The introduction of urban residential development to the site's southern slopes and ridgeline would impact upon the city's wider landscape setting. This part of the site is visually prominent as open farmland in northward views towards the city skyline from surrounding road network. The landform visually contains the urban edge and provides an undeveloped skyline in southward views.

Development of the site's northern slopes and western edge, would add to the urban character of the A701 and reduce the remaining open setting between Edinburgh and Straiton. If aligned below the ridgeline and Limekilns, and subject to a substantial planted boundary, development would not impact upon northward views towards the city centre or the city's southern skyline.

**Would the site enable clear and defensible green belt boundaries to be formed?**

To the west, the green belt boundary is currently formed by the Burdiehouse Burn, though the urban edge to the north is visible. A combination of landform and additional planting would be required to establish a new green belt boundary. This could be achieved by extending a substantial woodland belt westwards from the Murrays toward the Limekilns, whilst maintaining northward views to the city skyline.

## NORTH OF LANG LOAN Housing Site Assessment

Who made representation(s) relating to the assessment area?

SNH

Site assessment criteria		YES / NO		Comments / mitigation potential
<b>Appropriate Locations</b>				
Is the site located on brownfield land?		N		Arable farmland.
Can the site be made available for development?		Y		Subject to agreement of landowner, no reason to suggest that the land could not be made available for development within plan period.
1. Does the site have good accessibility to existing public transport?	2. Would sufficient enhancements be feasible?	Y	N/A	The western third of the site has a score A, the central area a score of B and the third nearest to Lasswade Road having a score of C.
1. Does the site have good infrastructure capacity?	2. Would sufficient enhancements be feasible?	Y/N	Y	<p><i>Drainage:</i> Seafeld WwTW operated by PFI (Stirling Water); no constraints identified and any requirement for additional capacity would be responsibility of PFI operator but could be delay in delivering capacity.</p> <p><i>Water supply/storage:</i> Supplied by Glencorse WTW. May require SW investment to increase capacity for additional development.</p> <p><i>Primary and Secondary schools:</i> Education Appraisal identifies the educational infrastructure required to support Proposed LDP housing growth in South East Edinburgh. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis.</p> <p><i>Transport:</i> Transport Appraisal identifies the transport infrastructure required to support Proposed LDP housing growth in South East Edinburgh. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis.</p>
<b>Landscape setting and identity</b>				
Would the site, if developed, affect the wider landscape setting of the city?		Y		Development of the sites ridgetop location would impact upon the city's wider landscape setting. Visually prominent in northward views towards the city skyline from surrounding road network. Landform visually contains existing urban edge and provides an undeveloped skyline in southward views.
Would the site enable clear and defensible green belt boundaries to be formed?		N		Perimeter woodland encircling the Murrays defines the edge of the Green Belt. Development to the south would breach this defensible boundary. The site's prominent elevated location and open boundaries lack established planting capable of integrating further development within the landscape.
Can the site be integrated into and in keeping with the character of the settlement and local area?		N		Development of this site would not be integrated into the urban area due to the woodland at the north-west of the site providing a robust boundary to the green belt at the Murray's. Housing development would be out of character with the rural characteristics of the area.
<b>Countryside recreation</b>				
Would development of the site avoid impacting upon existing access to countryside recreation?		Y		

**Overall assessment**

Not currently a reasonable site. Site is visually prominent in views of the city's skyline and development would affect the wider landscape setting of the city. Development would also breach an existing established Green Belt boundary, which would not be able to be redefined adequately.

**Landscape and Visual Assessment****Location**

The site is bounded by Lasswade Rd to the east and Lang Loan to the south. To the north, the site boundary follows woodland planting on the edge of 'The Murrays' housing estate. A line of mature trees extending between the Lang Loan and 'The Murrays' forms the site's western edge.

**Landscape Character**

The site lies at between 140-5 m above sea level and comprises a large field of arable farmland set upon an open ridge top plateau. The site forms part of the wider Gilmerton ridge, which extends eastwards to the wooded hilltops of the Drum and Edmonstone, and southwestwards to Burdiehouse. Woodland planting on the southern edge of the Murray's adjoins the northern boundary of the site, with mature hedgerow trees lining the western edge of the site. A covered reservoir is situated on the site's southern boundary, enclosed by fencing. Settlement within the site is limited to a detached property on Lasswade Rd.

**Views and Visibility**

The site's elevated location offers panoramic views across the surrounding landscape; northwards to the city skyline, westward to the Pentland Hills and southwards to the North Esk Valley and Moorfoot Hills.

From the Lang Loan, the site forms an open foreground element in views towards the Old Town ridge and Arthur's Seat, viewed against hills in Fife and Forth Estuary to the east. To the west, there are open views to the Braid Hills, Mortonhall and Pentland Hills. The planted edge to 'The Murrays' obscures the urban edge to the north in the middle ground of views.

Similar views are gained from the high point of Lasswade Road, on the approach to the city, where the site provides an open foreground element in westward views towards the Pentland Hills.

Landform to the south and east restricts views of the site in westward views from Gilmerton Station Rd and in northward views from the City Bypass, where West Edge Farm forms the skyline.

In longer range views from Mortonhall and Arthur's Seat, planting to the south of The Murrays is visible on the city's southern skyline.

**Would the site, if developed, affect the wider landscape setting of the city?**

The introduction of urban residential development to the site would extend the built up area onto a ridgeline location and alter the site's rural characteristics.

Development would have an adverse impact upon views from the Lang Loan and Lasswade Road. It would obscure views gained across the site and over 'The Murrays' towards the city skyline, Fife hills, Forth Estuary and Pentland Hills.

The additional height of development and absence of existing planted boundaries to the south and east, could introduce urban elements upon the open skyline in views from the Bypass and Gilmerton Station Rd.

**Would the site enable clear and defensible green belt boundaries to be formed?**

The existing green belt boundary is clearly formed by a broad belt of woodland to the south of 'The Murrays'. Mature hedgerow trees to the west provide some existing enclosure; however, to the south and east, the site is open to view and lacks strong physical features capable of forming a new green belt boundary.

## SOUTH OF LANG LOAN Housing Site Assessment

Who made representation(s) relating to the assessment area?

SNH

Site assessment criteria		YES / NO		Comments / mitigation potential
<b>Appropriate Locations</b>				
Is the site located on brownfield land?		N		Arable farmland.
Can the site be made available for development?		Y		Subject to agreement of landowner, no reason to suggest that the land could not be made available for development within plan period.
1. Does the site have good accessibility to existing public transport?	2. Would sufficient enhancements be feasible?	N	N	The majority of the site has a score of A with the north east corner having a score of B rising to C where the site meets Lasswade Road.  No measures available to increase accessibility for this site.
1. Does the site have good infrastructure capacity?	2. Would sufficient enhancements be feasible?	Y/N	Y	<i>Drainage:</i> Seafeld WwTW operated by PFI (Stirling Water); no constraints identified and any requirement for additional capacity would be responsibility of PFI operator but could be delay in delivering capacity. <i>Water supply/storage:</i> Supplied by Glencorse WTW. May require SW investment to increase capacity for additional development. <i>Primary and Secondary schools:</i> Education Appraisal identifies the educational infrastructure required to support Proposed LDP housing growth in South East Edinburgh. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis. <i>Transport:</i> Transport Appraisal identifies the transport infrastructure required to support Proposed LDP housing growth in South East Edinburgh. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis.
<b>Landscape setting and identity</b>				
Would the site, if developed, affect the wider landscape setting of the city?		Y		Due to site's prominence in views towards Hillend from the Bypass and surrounding roads, to which it provides an open setting of rural character.
Would the site enable clear and defensible green belt boundaries to be formed?		N		The existing edge of Green Belt is clearly formed by broad woodland belt which contains development below main ridgeline, whilst allowing northward views to the city skyline. The area is remote from the existing built up area and lacks existing site features capable of forming a new Green Belt boundary. The presence of overhead powerlines prevents a suitable planted boundary from being established between Lang Loan and the Bypass.
Can the site be integrated into and in keeping with the character of the settlement and local area?		N		The site is currently separated from the urban area by arable farmland and would need development around it to be completed before integration into the urban area would be a possibility. Any development of the site would be out of character with the rural nature of the surrounding area and the rural setting of the City Bypass.
<b>Countryside recreation</b>				
Would development of the site avoid impacting upon existing		Y		

access to countryside recreation?		
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**Overall assessment**

Not currently a reasonable site. Due to the sites prominence and rural character, development of any part of the site would affect the wider landscape setting of the city and fail to enable clear and defensible Green Belt boundaries to be formed. The site has poor access to public transport with little scope for sustainable transport improvements.

**Landscape and Visual Assessment****Location**

The site is triangular in layout and located to the south of the Lang Loan, west of Lasswade Road and north of the City Bypass (A720).

**Landscape Character**

The site comprises a broad expanse of arable farmland, which slopes southeastwards between 140m – 120m above sea level, falling from the Lang Loan towards the City Bypass. Mid-way across the slope, a double row of high voltage powerlines cross the site. West Edge Farm sits on the ridgeline to the east of the site, setback from a row of stone cottages on Lasswade Rd. The western extent of the site forms a narrow planted divide between the Bypass sliproad and Lang Loan. To the southeast, a strip of woodland is enclosed between the former Edinburgh to Loanhead railway line and City Bypass.

**Views and Visibility**

The site forms a prominent foreground element in westward views from the City Bypass, Gilmerton Station Rd and Lang Loan, which are backdropped by the city's landscape setting of the Pentland Hills. More generally, open views of the farmland, West Edge Farm and the undeveloped ridgeline contribute to a sense of separation between Edinburgh and Straiton.

**Would the site if developed, affect the wider landscape setting of the city?**

Development of the site would change the character of the city's setting through the introduction of urban housing upon open farmland slopes, remote from the built up area. This would impact upon views towards Hillend, part of the city's wider landscape setting to the south, which is prominent in views from surrounding roads and Bypass. It would also alter the rural setting of the City Bypass.

**Would the site enable clear and defensible green belt boundaries to be formed?**

The existing greenbelt boundary is clearly formed by a broad woodland belt at 'The Murrays' to the north and westwards along the Burdiehouse Burn. The site is remote from the existing built up area. A lack of existing site features and presence of overhead powerlines prevents a suitable planted boundary from being established between the Lang Loan and City-Bypass.



**NORTH OF GILMERTON STATION ROAD  
Housing Site Assessment**

**Who made representation(s) relating to the assessment area?**

McTaggart & Mickel Homes Ltd (Colliers International)  
Land Options East (Derek Scott Planning)  
Individuals  
Other developers and Community Groups  
SNH, SEPA

Site assessment criteria		YES / NO		Comments / mitigation potential
<b>Appropriate Locations</b>				
Is the site located on brownfield land?		N		Arable farmland
Can the site be made available for development?		Y		Representation received during MIR consultation and Proposed Plan representation promoting site for residential development. Detailed site investigation undertaken confirming stability of ground.
1. Does the site have good accessibility to existing public transport?	2. Would sufficient enhancements be feasible?	Y/N	Y/N	South west of the site has a score of A, with the scoring rising to B and C on the western boundary to scores of C and D to the north and east and a small area of E in the north east corner. Potential for improved pedestrian links through the eastern part of the site could improve accessibility. Developer suggests all of the site is well located to local bus services. The centre of the site is not considered to have good access to public transport due to the distance required to walk to a stop.
1. Does the site have good infrastructure capacity?	2. Would sufficient enhancements be feasible?	Y/N	Y	<i>Drainage:</i> Seafield WwTW operated by PFI (Stirling Water); no constraints identified and any requirement for additional capacity would be responsibility of PFI operator but could be delay in delivering capacity. <i>Water supply/storage:</i> Supplied by Glencorse WTW. May require SW investment to increase capacity for additional development. <i>Primary and Secondary schools:</i> Education Appraisal identifies the educational infrastructure required to support Proposed LDP housing growth in South East Edinburgh. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis. <i>Transport:</i> Transport Appraisal identifies the transport infrastructure required to support Proposed LDP housing growth in South East Edinburgh. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis.
<b>Landscape setting and identity</b>				
Would the site, if developed, affect the wider landscape setting of the city?		N		Enhancement to remnant policies of Gilmerton House, similar to layout principles followed at Gilmerton Place, would enable a small area of development to be contained on flatter land off the ridge top, with some shorter-term impacts on views. Development of the open ridge to the west, which lacks any form of enclosure, would have an adverse impact on the city's wider landscape setting.
Would the site enable clear and defensible green belt boundaries to be formed?		Y		Aside from remnant policies of Gilmerton House, few other features capable of forming clear and defensible Green Belt boundaries in the short to medium term. However, opportunity exists to enhance landscape setting through advanced planting to exposed urban edge, to create an area suitable for future planned development.
Can the site be integrated into and in keeping with the character of the settlement and local area?		Y		Development of this site could be integrated into the existing urban area to the north and north-west of the site where existing development extends to the south of the ridgeline and provides opportunities for access connections and extending the street frontage along Drum Street. Subject to a detailed masterplan, tree planting in advance of construction would mitigate the impact on the rural character of the area and create a robust green belt boundary.

<b>Countryside recreation</b>		
Would development of the site avoid impacting upon existing access to countryside recreation?	Y	
<p><b>Overall assessment</b></p> <p>Two allocated sites in <a href="#">Second Proposed Plan</a>. Site scores well with public transport accessibility. Development of the open ridge to the west would alter the site's rural character and would have an adverse impact on views from the Bypass and Lasswade Road. Enhancement to the remnant policies of Gilmerton House, similar to layout principles followed at Gilmerton Place, would enhance the ability of the site to contain development on the flatter land on the ridge top, without change to the wider rural character of the site. <a href="#">Transport appraisal has identified a series of actions (including Gilmerton Crossroads Junction) which will ensure that the road network can accommodate the development.</a></p> <p>The eastern extent of the site is not prominent in views from the wider landscape and its rural character is influenced by the urban edge to the north and east and depot to the south. The opportunity exists to enhance the city's landscape setting by creating a substantial planted boundary to the urban edge to the east in combination with new residential development. Though development in this location would minimise impacts on the wider landscape setting, advance planting would be required to reduce impacts upon local views in the short-term.</p>		

## Landscape and Visual Assessment

### Location

The site is bounded by Lasswade Rd to the west and Gilmerton Station Rd to the south. To the east, the site fronts onto Drum St and is partly lined by residential development. The northern boundary follows walling and remnant policy woodland along Gilmerton Dykes Rd, whilst to the east it skirts the edge of South Farm and properties set to the south of Ravenscroft St.

### Landscape Character

The site extends across the southern slopes of the Burdiehouse – Edmonstone ridgeline. Landform falls from a broad area of flatter land on the ridge top at 140 m above sea level, southwards to Gilmerton Station Rd at between 115-110 m above sea level (above sea level).

Arable fields cover the north and west extent of the site separated from a broad area of pasture to the east by hedging. To the north, parcels of woodland crown the ridgeline, remnants of the policies of Gilmerton House and tree cover surrounding the steadings of South Farm. Former quarry sites provide areas of scrub to the north and east of the site.

To the east, the site has a more settled character. Post-war housing extends southwards across the ridge at Ravenscroft Gardens, Limefield and Drum St, where development continues along the western edge of the Drum Estate.

To the south of the site, semi-natural vegetation lines the disused Edinburgh to Loanhead railway line, which adjoins a plant hire and reprocessing yard of industrial character to the southeast.

Landscape change has included the redevelopment of land at Gilmerton Place.

### Views and Visibility

The site is not prominent in views from the City Bypass, due to embankment planting, woodland lining the disused railway line and incline of slopes by Lasswade Rd and West Edge Farm.

Northwards views along Gilmerton Rd, are partially screened by the knoll to the south of the plant hire and reprocessing yard and wooded strip of the disused railway line. The site is more apparent on the approach to Gilmerton at Drum St, where residential development is visible rising up over the ridge.

The site's open slopes and ridgeline are prominent in views from Gilmerton Station Rd, which are backdropped in westward views by the Pentland Hills and restricted to the south by the disused railway line.

From Lasswade Rd, the incline of adjacent fields and hedgerows restrict views eastwards to Gilmerton. There are open views to the ridgeline to the north, marked by remnant shelterbelts and specimen trees.

From the summit of Lasswade Rd, the urban edge along Gilmerton Dykes Road is in full view, partially backdropped by the city skyline, including Arthur's Seat. Housing at 'The Murrays' to the northwest is largely screened by woodland, permitting open views to the Braid Hills and Pentlands.

Eastward views from the Lang Loan focus on the remnant policies of Gilmerton House ahead, whilst the landform shelves away to either side; northwards to the city and south towards the North Esk Valley and backdrop of the Moorfoot and Lammermuir Hills.

The remnant policy woodland of Gilmerton House is discernable from elevated vantage points to the south, set against the backdrop of the Moorfoot Hills.

**Would the site if developed, affect the wider landscape setting of the city?**

Development of the open ridge to the west would alter the site's rural character and would have an adverse impact on views from the Bypass and Lasswade Road.

Enhancement to the remnant policies of Gilmerton House, similar to layout principles followed at Gilmerton Place, would enhance the ability of the site to contain development on the flatter land on the ridge top, without change to the wider rural character of the site. However, there would be some shorter-term impacts on views from the west.

The eastern extent of the site is not prominent in views from the wider landscape and its rural character is influenced by the urban edge to the north and east and depot to the south. The opportunity exists to enhance the city's landscape setting by creating a substantial planted boundary to the urban edge to the east in combination with new residential development. Though development in this location would minimise impacts on the wider landscape setting, advance planting would be required to reduce impacts upon local views in the short-term.

**Would the site enable clear and defensible green belt boundaries to be formed?**

Aside from the remnant policies of Gilmerton House, there are few other features capable of forming clear and defensible green belt boundaries in the short to medium term.

**Updated Landscape and Visual Assessment at Proposed Plan stage:**

McTaggart and Mickel proposed a wider development site referred to as 'South Gilmerton', with an alternative boundary to the north and west of the site to reflect landscape and visual considerations, design, infrastructure, ground conditions and deliverability.

Having regard to all representations relating to the assessment area and factors considered in the MIR stage landscape assessment, the developer's representation is not accepted on landscape grounds. The Council proposes to allocate the MIR Preferred Option Gilmerton 2, MIR map ref c, excluding the land to the south of Gilmerton Station Rd, which is identified as long-term redevelopment opportunity subject to the land becoming available for development.

Whilst land to the north of Gilmerton Station Rd, lacks enclosure to the west, its north and eastern extent is not prominent in views from the wider landscape and its character is partly influenced by the existing urban edge to the north and east and depot to the south. Consequently the indicative green belt boundary followed the South Farm access road to the west, which is considered to reflect the site's visual envelope i.e. its containment in views from the wider, rural, landscape setting of the city as viewed from locations including, the City Bypass, Lasswade Road and Lang Loan.

The extension of the site to the more open and visually prominent land north and west to along Lasswade Rd and adjoining the western end of Gilmerton Dykes Rd, does not serve to integrate new housing with its surroundings as experienced from southern approaches to the City.

*Comments on developer submission landscape assessment*

The green belt boundary shown in the Proposed LDP, reflects an approach to prevent adverse effects on the landscape setting of the city as viewed from the City Bypass, Lasswade Road and Lang Loan. The site assessment process did not take into account land ownership issues.

The extension of the site to the more open and visually prominent land to the north and west of the site, alongside Lasswade Rd and adjoining the western end of Gilmerton Dykes Rd, does not serve to integrate new housing with its surroundings as experienced from southern approaches to the city.

Clustering development towards Drum St provides for a planned extension to Gilmerton, complementing the proposed allocation of 125-175 units at The Drum and longer-term redevelopment opportunities of Brownfield land to the south of Gilmerton Station Rd.

The site brief details measures to support the physical and visual integration with the existing local centre, providing opportunities for ground floor retail/commercial units along Drum St and public realm improvements.

The new green belt boundary will connect woodland habitat; linking the remnant policies of Gilmerton House with the semi-natural vegetation along the disused railway line and boundary planting to the existing depot and plant hire yard. Sufficient scope exists for site master planning and detailed design to interpret the site brief and establish woodland laid out in a natural form, tapering into the site layout, whilst including path links to Gilmerton Dykes Rd.

## SOUTH OF GILMERTON STATION ROAD Housing Site Assessment

Who made representation(s) relating to the assessment area?

MacTaggart and Mickel (Colliers International)  
SNH

Site assessment criteria		YES / NO		Comments / mitigation potential
<b>Appropriate Locations</b>				
Is the site located on brownfield land?		Y/N		Predominantly arable farmland, with a triangular area of land to the north of the site comprising a number of industrial processes and associated buildings.
Can the site be made available for development?		Y		Subject to agreement of landowner, no reason to suggest that the land could not be made available for development within plan period.
1. Does the site have good accessibility to existing public transport?	2. Would sufficient enhancements be feasible?	N	N	The majority of the site scores A in the Ptal assessment with the eastern part of the site having a score ranging between C and D.  No measures available to increase accessibility for this site.
1. Does the site have good infrastructure capacity?	2. Would sufficient enhancements be feasible?	Y/N	Y	<i>Drainage:</i> Seafield WwTW operated by PFI (Stirling Water); no constraints identified and any requirement for additional capacity would be responsibility of PFI operator but could be delay in delivering capacity. <i>Water supply/storage:</i> Supplied by Glencorse WTW. May require SW investment to increase capacity for additional development. <i>Primary and Secondary schools:</i> Education Appraisal identifies the educational infrastructure required to support Proposed LDP housing growth in South East Edinburgh. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis. <i>Transport:</i> Transport Appraisal identifies the transport infrastructure required to support Proposed LDP housing growth in South East Edinburgh. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis.
<b>Landscape setting and identity</b>				
Would the site, if developed, affect the wider landscape setting of the city?		Y/N		Much of the site provides an open setting to the Bypass, set against a backdrop of the Pentland Hills to the west, where development would impact on the city's wider setting. Development and associated plating to the south would also be restricted by overhead powerlines which occupy much of the site. To the northeast, the plant hire and reprocessing yard forms a discrete parcel of land, enclosed from view by landform and planting. Development within these visual parameters would have a limited impact on the wider setting of the city.
Would the site enable clear and defensible green belt boundaries to be formed?		Y/N		Due to its open setting, development outwith the plant hire and reprocessing yard to the south would not enable clear and defensible Green Belt boundaries to be formed. For the redevelopment of the brownfield land to the north, the disused railway line, landform and planting to the south of the reprocessing yard form readily identifiable features on the ground, which could be enhanced by supplementary planting.
Can the site be integrated into and in keeping with the character of the settlement and local area?		Y/N		The majority of the site is open countryside and housing development would not fit in with the rural character of the area. The area of brownfield land at the north-east of the site presents opportunity for redevelopment in the longer term. This part of the site has planting which forms a defensible boundary which could be strengthened with further planting and be integrated into the site to the north of Gilmerton Station Road.

<b>Countryside recreation</b>		
Would development of the site avoid impacting upon existing access to countryside recreation?	Y	
<b>Overall assessment</b>		
Not currently a reasonable site. Majority of site provides open setting to Bypass where development would affect the landscape setting of the city, with overhead powerlines restricting the formation of defensible Green Belt boundaries to be formed. Existing brownfield land to the north east is a discrete parcel of land containing features capable of providing a clear and defensible Green Belt boundary, and is more accessible with regard to public transport.		

## Landscape and Visual Assessment

### Location

The site is bounded to the north by Gilmerton Station Rd, to the east by Gilmerton Rd (A772), to the south by the City Bypass (A720) and to the west by Lasswade Rd.

### Landscape Character

The site is broadly triangular in layout and is generally low-lying but slopes to a prominent knoll to the northeast. It comprises a mix of small to medium scale grazing land and arable fields subdivided by thorn hedging. To the west outgrown hedging lines Lasswade Rd, to the south a combination of cuttings and low hedging from the edge to the City Bypass. To the east, remnant walling and post and wire fencing form the site's boundary with Gilmerton Rd. To the north, scrub woodland has developed along the former Edinburgh to Lasswade railway line. In the northeast of the site, a triangular plot comprising a plant hire depot and reprocessing yard is enclosed by the knoll landform and perimeter planting. Its security fencing, lighting, stored materials and buildings form a small area of industrial character to the south of Gilmerton. A double row of high voltage powerlines cross the southern extent of the site parallel to the City Bypass

### Views and Visibility

The site is a prominent feature in open views from the Bypass to the east of the Lasswade junction but is screened by a cutting closer to the Gilmerton slip road. In westward views, the powerlines draw the eye toward the Pentland Hills. In eastward views, the rising landform to the northeast of the site and tree cover lining the disused railway and depot restrict views towards Gilmerton. Open views across the site from Gilmerton Rd are similarly contained to the north. Vegetation along the disused railway line and the plant hire yard screen views of the site from the north, as does outgrown hedging along Lasswade Rd.

### Would the site if developed, affect the wider landscape setting of the city?

Much of the site provides an open setting to the Bypass, set against a backdrop of the Pentland Hills to the west, where the introduction of urban housing would impact on the city's wider setting. Development and planting to the south of the site would also be constrained by the overhead powerlines, which occupy much of the site. To the northeast, the plant hire and reprocessing yard, forms a discrete parcel of land of industrial character, generally enclosed from view by landform and planting to the south and west. Its development, within these visual parameters would have a limited impact on the wider rural setting of the city.

### Would the site enable clear and defensible green belt boundaries to be formed?

The disused railway line, landform and planting to the south of the plant hire and reprocessing yard form readily identifiable features on the ground, which could be enhanced by supplementary planting.

**Updated Landscape and Visual at Proposed Plan stage:** The Council proposes to allocate the MIR Preferred Option Gilmerton 2, excluding the land to the south of Gilmerton Station Rd, which is identified as long-term redevelopment opportunity subject to the land becoming available for development. This reflects the existing housing site assessment with regard to the brownfield land to the northeast of the assessment areas, creating an area suitable for planned development between the proposed settlement edge and long-term green belt boundary.

## DRUM NORTH Housing Site Assessment

### Who made representation(s) relating to the assessment area?

SEEDCo (Holder Planning)  
Individuals  
Community Groups  
SNH, Scottish Government

Site assessment criteria		YES / NO		Comments / mitigation potential
<b>Appropriate Locations</b>				
Is the site located on brownfield land?		N		Arable farmland
Can the site be made available for development?		Y		Representation received during MIR consultation and Proposed Plan representation promoting site for residential development.
1. Does the site have good accessibility to existing public transport?	2. Would sufficient enhancements be feasible?	Y/N	N	Central areas have a score of A with accessibility improving the closer to Gilmerton and Old Dalkeith Road with scores of C and D. Developer suggests that the conclusions regarding access to existing public transport provision are flawed as they are based on the limitation of the PTAL assessment. PTAL assessment takes into account distance to public transport as well as frequency of services. Land directly adjacent to old Dalkeith Road does have a score of D and considered to have good access to public transport. Land located towards the centre of the site is further away from public transport and has poor accessibility to public transport. The distance between the two road corridors is over 1,200 metres, resulting in the centre of the site being inaccessible. There is no finalised route for the Orbital Bus Route which the developer suggests would improve accessibility to the centre of the site.
1. Does the site have good infrastructure capacity?	2. Would sufficient enhancements be feasible?	Y/N	Y	<i>Drainage:</i> Seafield WWTW operated by PFI (Stirling Water); no constraints identified and any requirement for additional capacity would be responsibility of PFI operator but could be delay in delivering capacity. <i>Water supply/storage:</i> Supplied by Glencorse WTW. May require SW investment to increase capacity for additional development. <i>Primary and Secondary schools:</i> Education Appraisal identifies the educational infrastructure required to support Proposed LDP housing growth in South East Edinburgh. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis. <i>Transport:</i> Transport Appraisal identifies the transport infrastructure required to support Proposed LDP housing growth in South East Edinburgh. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis.
<b>Landscape setting and identity</b>				
Would the site, if developed, affect the wider landscape setting of the city?		Y		Sites primary role in the Green Belt is policy woodland and being on elevated terrain. Woodland cover forms a significant feature on the ridgeline from elevated vantage points within the city such as Holyrood Park. In views from Ferniehill Drive and Old Dalkeith Road, the site provides physical separation between Danderhall and Gilmerton. Parts of the landscape are intervisible with the remnant policies of Edmonstone along the ridgeline to the east and the site contributes to the continuity of a wider green network which extends from Holyrood Park to the wider landscape of Midlothian. Lower lying and less prominent sites outwith the wooded grounds of the Drum have potential to accommodate development, particularly where these would not impact on the house and its enclosed parkland setting.
Would the site enable clear and defensible green belt boundaries				Woodland belts enclosing the core parkland landscape of Drum House have potential to form a

to be formed?	Y	defensible inner Green Belt boundary on the western edge of the site. Former railway line provides strong physical feature to the south west.
Can the site be integrated into and in keeping with the character of the settlement and local area?	Y/N	Part of this site offers potential for close integration with existing built form and streets at Candlemaker's Park to the north and Drum Street to the west. The woodland to the north and east would minimise visual impact through on its boundaries, though supplementary planting will be necessary, and development would be related to existing housing development nearby.  The remainder of the site is remote from the existing urban area within Edinburgh or lacks potential for integration due to impacts on landscape character, views and the designed landscape.
<b>Countryside recreation</b>		
Would development of the site avoid impacting upon existing access to countryside recreation?	Y	
<b>Overall assessment</b> Allocated site in <a href="#">Second Proposed Plan</a> . Topography of site forms a significant feature on woodland ridgeline from elevated vantage points and parts of landscape are intervisible with wider ridge line of Edmonstone to the east. Lower lying less prominent parts of the site to the south would not impact on the wider landscape setting of the city and have potential to accommodate development. <a href="#">Transport appraisal has identified a series of actions (including Gilmerton Crossroads Junction) which will ensure that the road network can accommodate the development.</a>		

## Landscape and Visual Assessment

### Location

The site is bounded to the northwest by Ferniehill Road (B701) and housing at Candlemaker's Park, south of Ferniehill Drive. To the north and east, the site boundary is formed by Old Dalkeith Rd (A7), to the south by the former Edinburgh to Loanhead railway and to the west by Gilmerton Rd (A772).

### Landscape Character

The site extends across the eastern end of a prominent ridgeline, situated to the south of the city, which spans from Burdiehouse in the southwest to Edmonstone in the northeast. Landform falls from 120 m above sea level on the ridge top to approx. 75 m above sea level to the southeast.

Much of the site forms part of the Inventory designed landscape setting of Drum House, a Category A Listed Building. Enclosed by boundary plantings and stone walling, its parkland setting remains intact and screened from the surrounding environs. Landscape features include planned vistas, avenues, drives, woodland, ornamental shrubbery and specimen trees.

Land on the fringes of the designed landscape, encompasses an area of accessible scrub woodland on the ridgeline to the north and an open area of grassland enclosed by woodland planting to the south of Candlemaker's Park. To the south of the west drive, a single field is separated from open farmland to the south by the disused railway line.

### Views and Visibility

The site's wooded ridgeline is visible from elevated viewpoints across the city, such as Queen's Drive and Craigmillar Castle, where it forms part of Edinburgh's southern skyline against the backdrop of the Moorfoot Hills.

The prominent, scrub covered hill to the north of the Inventory site, offers panoramic views across the city skyline and Arthur's Seat from informal trails. In combination with parkland to the south, it has a visual relationship with open parkland of Edmonstone, set along the ridgeline to the east. In this way, the site contributes to the continuity of the wider green network extending between Holyrood and Midlothian.

Views into the designed landscape are restricted by landform, perimeter woodland belts and estate walling. However, in views from Ferniehill Road and Old Dalkeith Road, these features contribute to local character and establish physical separation between Gilmerton and Danderhall, within Midlothian.

### Would the site if developed, affect the wider landscape setting of the city?

The northern ridge is unsuitable for development due to its prominence in views from major roads and popular recreational viewpoints, including the South East Wedge Parkland at Edmonstone. The additional height of development would be a conspicuous feature and change the wooded character of the hilltop. Development would also increase perceptions of a continuous built-up area between Edinburgh and Midlothian, impacting on settlement identity.

Lower-lying, less visually prominent sites, fringing the designed landscape have potential to accommodate development, particularly where these would not impact on the house or the character of its enclosed and relatively intact parkland setting.

Development of the enclosed field to the south of Candlemaker's Park would not impact upon the city's wider setting or views from the Drum. The introduction of housing would relate to the pattern of built development to the north, without change to features of the designed landscape.

Residential development would alter the character of farmland, which provides an open context to the western approach to the house. This change would be visible from the sunken, tree-lined driveway. However, the site has good enclosure from the wider landscape provided by the Drum's perimeter tree belts, roadside planting and tree cover along the disused railway.

**Would the site enable clear and defensible green belt boundaries to be formed?**

To the north the existing boundary of Ferniehill Road coincides with a steep change in landform. Woodland belts enclosing the core parkland landscape of Drum House have potential to form a defensible inner green belt boundary on the western edge of the site. The former Edinburgh to Loanhead railway line provides a strong physical feature to the southwest.

**Updated Landscape and Visual Assessment at Proposed Plan stage:**

The South East Edinburgh Development Company Limited is promoting development of 2500 homes as part of a mixed use environment focussed around the Inventory Designed Landscape of Drum House. SEEDCo concur with the landscape assessment for the Council's MIR Preferred Site, Drum 1. SEEDCo disagree that the Council's MIR Reasonable Alternative, Drum 2, would impact on the Inventory site. SEEDCo consider that the remainder of the Drum North and Drum South assessment areas have been dismissed by the Council's assessment, whilst performing well against the assessment criteria. SEEDCo submitted a supporting Conservation Plan to inform future proposals for conservation and development within the Inventory site.

Having regard to all representations relating to the assessment area and factors considered in the MIR stage landscape assessment, the developer's representation is not accepted on landscape grounds. The Drum is of national importance as a site on the Inventory of Gardens and Designed Landscapes in Scotland and setting to a category A Listed Building. Its open farmland, policy woodland and elevated terrain to the north also contribute to the quality, character, landscape setting and identity of the city and are visually prominent from southern approaches to the city and elevated recreational viewpoints.

Drum 1 – Preferred Option

The Council proposes to allocate the MIR Preferred Option 'Drum 1' for housing (SEEDCo site 1), the site is not prominent in views from the wider landscape and relates well to the existing urban edge of Gilmerton.

Due to previous mineral extraction and landfill operations, which have altered the site's landform and historic landscape character, it is considered that housing development could be accommodated without significant adverse effects on The Drum Inventory site.

The existing poplar trees are short-lived and uncharacteristic of the designed landscape and should be replaced with a long-term green belt boundary of native woodland along the banking to the southern edge of the site. The layout should avoid built form viewed against the skyline to the north and west in views from the Inventory site, to mitigate visual impacts in the short to medium term until supplementary planting has established, which would be assessed through design policies.

The boundary of the Drum Special Landscape Area would be amended to recognise the proposed housing site and formation of a robust visual and physical boundary to the green belt and Inventory Site. As stated in the MIR, the candidate SLA boundary was defined by the existing urban edge at Candlemaker's Park and therefore included the preferred housing site.

Drum 2 – Reasonable Alternative

The Council does not intend to take forward the reasonable alternative 'Drum 2' for housing (SEEDCo site 2). The capacity and physical integration of the site with the existing townscape to the north would be compromised by required mitigation measures including:

- The set back of development from the boundary of the Inventory Site and its west driveway at Drum
- Roadside measures to mitigate views to the estate along Gilmerton Rd.
- The severance of the wooded banking required as mitigation to form a robust boundary to the Inventory Site at Drum 1



## Other Options

The Council assessed all land within the green belt in the South East Edinburgh SDA on a consistent basis.

The Council does not support the development parcels identified as part of the submitted Drum Policies Conservation Plan. Insufficient weight in that document is given to:

- The role of the wider policies and farmed estate in contributing to the character and amenity of a relatively intact designed landscape.
- The value of the estate boundary treatments in providing both enclosure to the grounds, contributing to local character and providing and signalling the presence of the historic environment.
- Views towards the designed landscape and its contribution to the character of the wider landscape setting of the city, including maintaining Edinburgh's separate identity from surrounding settlements by forming part of a structural green wedge to the southeast of the city

Many of the recommendations in the Conservation Plan are based upon the restoration and redevelopment of existing built structures, alongside small scale intervention of residential development, designed and detailed to respond to its historic setting, rather than strategic housing allocations capable of delivering 2500 units.

The parcels of land identified are dispersed around the periphery of the estate within the rural landscape and therefore do not represent a coherent urban area integrated with the physical fabric of the city.

The Council contends that if the recommendations of the Conservation Plan were adopted in full, the level of development would have significant adverse effects on the character and appearance of the Inventory site.

The Conservation Plan aims to remove or replace elements consider of negative significance in the designed landscape, however, commercial plantations to the east of the estate, which are considered to be negative in terms of their heritage value, are proposed as a means to screen development parcels.

The Council has separately requested that Historic Scotland include The Drum as part of its review of the *Inventory of Gardens and Designed Landscapes in Scotland* to provide clarity in the longer term with regard to its heritage value and ability to accommodate change.

### *Comments on developer submission landscape assessment*

#### Special Landscape Area

The Inventory of Gardens and Designed Landscapes in Scotland acknowledges that the setting of Drum House is enclosed by estate boundary plantings. However, this does not diminish the value of the wider policies and farmed estate in terms of landscape character and in announcing the presence of the historic environment. As noted in the Inventory, the Drum's 'policy woodlands make a significant contribution to the surrounding scenery', being visible from arterial approaches and elevated viewpoints in the south of the city. In addition to providing seclusion, the Drum's woodland belts, estate boundary walling, lodges, railings and gatepiers, signal the existence of the estate landscape beyond.

In combination with Holyrood Park, Duddingston House and Prestonfield, Craigmillar Castle, the South East Wedge Parkland and Edmonstone estate, the Drum contributes to a structural wedge of open landscape and green space to the southeast of the city. This contributes to the landscape setting of the city and retains Edinburgh's distinct identity from surrounding settlements.

The proposed boundary of the Drum cSLA therefore reflects the availability of foreground views and overall composition of historic environment assets, as perceived in their landscape context of the city's southern skyline.

**DRUM SOUTH  
Housing Site Assessment**

Who made representation(s) relating to the assessment area?

SEEDCo (Holder Planning)  
Community Groups  
SNH

Site assessment criteria		YES / NO		Comments / mitigation potential
<b>Appropriate Locations</b>				
Is the site located on brownfield land?		N		Arable farmland
Can the site be made available for development?		Y		Representation received during MIR consultation and Proposed Plan representation promoting site for residential development.
1. Does the site have good accessibility to existing public transport?	2. Would sufficient enhancements be feasible?	N	N	The majority of the site has a score of A with the north east corner having a score of C and D and the western part of the area having scores of C and D. Developer suggests that the conclusions regarding access to existing public transport provision are flawed as they are based on the limitation of the PTAL assessment. PTAL assessment takes into account distance to public transport as well as frequency of services. All of the assessment area has poor access to public transport, particularly the central areas of the site. The distance between the two road corridors is over 1,200 metres, resulting in the centre of the site being inaccessible. There is no fixed route for the Orbital Bus Route which is required to improve accessibility to the centre of the site.
1. Does the site have good infrastructure capacity?	2. Would sufficient enhancements be feasible?	Y/N	Y	<i>Drainage:</i> Seafield WwTW operated by PFI (Stirling Water); no constraints identified and any requirement for additional capacity would be responsibility of PFI operator but could be delay in delivering capacity. <i>Water supply/storage:</i> Supplied by Glencorse WTW. May require SW investment to increase capacity for additional development. <i>Primary and Secondary schools:</i> Education Appraisal identifies the educational infrastructure required to support Proposed LDP housing growth in South East Edinburgh. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis. <i>Transport:</i> Transport Appraisal identifies the transport infrastructure required to support Proposed LDP housing growth in South East Edinburgh. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis.
<b>Landscape setting and identity</b>				
Would the site, if developed, affect the wider landscape setting of the city?		Y		Although low lying, the site forms part of a broad area of open agricultural fields with little enclosure and is prominent in views from arterial approaches to the city and Bypass, to which it provides a rural setting.
Would the site enable clear and defensible green belt boundaries to be formed?		N		Remote from existing built up areas. Site includes hedgerows and access tracks but lacks distinguishable features capable of forming a green belt boundary. Overhead power lines sub-divide the site and place restrictions on level of planting required to screen development.
Can the site be integrated into and in keeping with the character of the settlement and local area?		N		The site is isolated and currently could not be physically integrated into the existing urban area. Development in this location would fundamentally change the rural character of this area.
<b>Countryside recreation</b>				
Would development of the site avoid impacting upon existing access to countryside recreation?		Y		

**Overall assessment**

Not currently a reasonable site. Site is part of a broad area of open agricultural fields and prominent in views from arterial approaches and development would affect the landscape setting of the city. Majority of the site scores poorly in public transport accessibility.

**Landscape and Visual Assessment****Location**

The site is bounded to the north by the former Edinburgh to Loanhead railway, to the east by Old Dalkeith Rd (A7), to the west by Gilmerton Road (A772) and to the south by the City Bypass (A720).

**Landscape Character**

The site consists of gently sloping arable farmland, situated to the south of the prominent ridgeline at Gilmerton and wooded grounds of Drum House. Land falls from approximately 100 m AOD in the northwest of the site to 65 m AOD by the City Bypass at Sheriffhall, to the southeast.

Large scale fields are subdivided by hedges and hedgerow trees, post and wire fencing and remnant stone walling but are typically open in character. The northern portion of the site is more enclosed by outgrown hedgerows and recent boundary reinstatement on Gilmerton Rd.

Settlement is limited to small groupings at Summerside to the southeast and on Gilmerton Rd to the southwest. A larger cluster of cottages, out buildings, hard standing and perimeter planting exists at Todhills, to the northeast. High voltage power lines run from east to west across the middle of the site.

**Views and Visibility**

The southern extent of the site is visually prominent in views from the A7, A772 and A720. It forms a foreground element in views on the approach to the city, set against a backdrop of the wooded grounds of the Drum to the north and to the north and the Gilmerton ridge and Pentland Hills to the north and west.

The site's open character contrasts with recent landscape change at 'Shawfair' in Midlothian to the east of Old Dalkeith Rd, where recent development is prominent in view and structure planting is yet to establish. In this respect, the site provides physical separation and distinction between existing and emerging development.

**Would the site if developed, affect the wider landscape setting of the city?**

Residential development would alter the rural character of open agricultural fields. This setting is prominent in views from arterial approaches to the city and is visible from the Bypass at Sheriffhall. Loss of this open context would give rise to perceptions of a continuous built up area between Edinburgh and Midlothian.

**Would the site enable clear and defensible green belt boundaries to be formed?**

The site is remote from existing built up areas. The site includes hedgerows and access tracks but lacks distinguishable features capable of forming a green belt boundary. Overhead power lines sub-divide the site and place restrictions on woodland planting.

**Updated Landscape and Visual Assessment at Proposed Plan stage:**

The South East Edinburgh Development Company Limited is promoting development of 2500 homes as part of a mixed used environment focussed around the Inventory Designed Landscape of Drum House. SEEDCo concur with the landscape assessment for the Council's MIR Preferred Site, Drum 1. SEEDCo disagree that the Council's MIR Reasonable Alternative, Drum 2, would impact on the Inventory site. SEEDCo consider that the remainder of the Drum North and Drum South assessment areas have been dismissed by the Council's assessment,

whilst performing well against the assessment criteria. SEEDCo submitted a supporting Conservation Plan to inform future proposals for conservation and development within the Inventory site.

Having regard to all representations relating to the assessment area and factors considered in the MIR stage landscape assessment, the developer's representation is not accepted on landscape grounds.

Drum South is remote from the existing built up area, provides an open agricultural setting to the south of the city in views from arterial approaches and lacks features capable of forming an alternative green belt boundary.

**SOUTH EAST WEDGE PARKLAND (SOUTH)  
Housing Site Assessment**

Who made representation(s) relating to the assessment area?

Holder Planning  
SNH  
Neighbouring authority

Site assessment criteria		YES / NO		Comments / mitigation potential
<b>Appropriate Locations</b>				
Is the site located on brownfield land?		N		Open space: Subject to existing proposal for semi-natural parkland.
Can the site be made available for development?		Y/N		Representation received during MIR consultation and Proposed Plan representation promoting site for residential development. Part of site is subject to proposed parkland and some subject to development permissions granted as exceptions to Green Belt policy.
1. Does the site have good accessibility to existing public transport?	2. Would sufficient enhancements be feasible?	Y	N/A	Central and southern parts of the site have good accessibility with a score of D. Northern part of the site has a score of A. Developer suggests site has excellent public transport access. Assessment confirms that the site has good access to public transport.
1. Does the site have good infrastructure capacity?	2. Would sufficient enhancements be feasible?	Y/N	Y	<i>Drainage:</i> Seafield WwTW operated by PFI (Stirling Water); no constraints identified and any requirement for additional capacity would be responsibility of PFI operator but could be delay in delivering capacity. <i>Water supply/storage:</i> Supplied by Glencorse WTW. May require SW investment to increase capacity for additional development. <i>Primary and Secondary schools:</i> Education Appraisal identifies the educational infrastructure required to support Proposed LDP housing growth in South East Edinburgh. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis. <i>Transport:</i> Transport Appraisal identifies the transport infrastructure required to support Proposed LDP housing growth in South East Edinburgh. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis.
<b>Landscape setting and identity</b>				
Would the site, if developed, affect the wider landscape setting of the city?		Y		Site sits at eastern end of prominent ridgeline spanning north eastwards across the southern edge of the city, from Burdiehouse in the south west. Development of the site's open parkland would impact on the site's designed landscape character. The site is prominent in views from the A7, where the additional height of development would be conspicuous on the skyline. Site has a key role as part of an existing strategic green network which extends from Holyrood Park to the wider landscape of Midlothian. Landscape restoration and public access to the site has been secured as part of private hospital development.
Would the site enable clear and defensible green belt boundaries to be formed?		N		The remaining parkland is open in character and lacks enclosure. Further development of the site would break the continuity of the green belt, which encircles the city to the southeast.
Can the site be integrated into and in keeping with the character of the settlement and local area?		N		The site has a very open setting and is highly visible. Development would impact on the open, rural character of the non-inventory designed landscape. This would adversely affect views from Old Dalkeith Road and The Wisp.  The location of the parkland would result in development peripheral to the existing built up area at Ferniehill and the consented application within the former walled garden and Eight Acre Field.
<b>Countryside recreation</b>				

Would development of the site avoid impacting upon existing access to countryside recreation?	N	Site forms part of open space proposal GS 4, South East Wedge Parkland (multifunctional parkland, woodland and country paths linking with parallel developments in Midlothian). Identified as extension of city's green network in Open Space Strategy. <a href="#">Further evidence submitted in support of MIR representation suggests that portions of site may be unsuitable for public access due to undermining. This can be investigated in more detail to inform detailed layout of parkland.</a>
<p><b>Overall assessment</b> Not currently a reasonable site. Due to the sites prominent ridgeline and the sites key role as part of an existing strategic green network, development of any part of the site would affect the wider landscape setting of the city.</p>		

## Landscape and Visual Assessment

### Location

The site is bounded by the A7 Old Dalkeith Rd to the south and by the The Wisp and Danderhall to the east. To the west, Edmonstone adjoins the BioQuarter development at Little France. Its parkland forms part of a wider area of land to the north of the site allocated for the South East Wedge Parkland.

### Landscape Character

Edmonstone sits at the eastern end of a prominent ridgeline, which spans north-eastwards across the southern edge of the city, from Burdiehouse in the southwest. The north and west of the site is characterised by woodland and tree belts, which formerly surrounded Edmonstone House, its walled garden and an area of parkland on this aspect. To the south and east of the main woodland, separated by a ha-ha, parkland and specimen trees occupy a broad ridge top plateau, enclosed by estate walling. Landscape change includes planning consent for a private hospital, residential home and care village within the wooded setting to the west. Landscape restoration and public access to the parkland to the east has been secured as part of the hospital development, including paths, tree and woodland planting.

[In March 2013, a Planning Appeal \(PPA-230-2087\) was granted for 110 residential units within the former walled garden and Eight Acre Field at Edmonstone Estate. The requirements of a Planning obligation related to this consent was the submission of an updated Estate Management Strategy to secure ongoing restoration of the historic landscape, provide for public access through the estate and put in place long-term maintenance arrangements.](#)

### Views and Visibility

The site's wooded ridge is visible from elevated recreational viewpoints in the greenbelt, such as Holyrood Park and Blackford Hill. It also has an important visual relationship with Craigmillar Castle, to which it provides a wooded southern backdrop. From the City By-pass to the southeast, Danderhall is viewed against the site's woodland ridge. Further south on the A68, the site is viewed against a backdrop of Blackford Hill. Parkland trees are viewed against open sky or backed by woodland from the Wisp and A7. Their open grassland setting is limited in view by perimeter retaining walls, which contribute to local character. From the A7 and the Wisp, the open setting of the Drum and Edmonstone provide contrast between development at Gilmerton and Little France within Edinburgh and Danderhall within Midlothian. Outward views from the site include: Craigmillar Castle set against Arthur's Seat, the Old Town to the north and west and the Braid Hills and Pentland Hills to the south and west. To the south and east, the Mayfield-Tranent ridge and East Lothian coast are visible beyond Danderhall. Edmonstone's parkland has a visual relationship with the Inventory site of The Drum to the south west, their mutual boundary of the A7, being aligned in a cutting and screened from view.

### Would the site if developed, affect the wider landscape setting of the city?

The introduction of residential development would result in the loss of Edmonstone's remnant open parkland and have an adverse impact on the site's designed landscape character. The site's ridge top plateau sits just above the rooflines and roadside planting of Danderhall. The additional height of development upon the site would become a conspicuous skyline feature in northward views towards the city.

The site's parkland is retained above surrounding roads by estate boundary walls, with ground levels sitting at or above eye level. Consequently, development of the parkland would be prominent in views from surrounding roads.

Edmonstone and the Drum provide some separation between Edinburgh and Danderhall. Development of the site would give rise to perceptions of a continuous built up area.

The site is an integral part of an existing strategic green network which extends from Holyrood Park to the wider landscape of Midlothian. Landscape restoration and public access to the site has been secured as part of adjacent private hospital development.

**Would the site enable clear and defensible green belt boundaries to be formed?**

The remaining parkland is open in character and lacks enclosure. Further development of the site would break the continuity of the green belt, which encircles the city to the southeast.

**Updated Landscape and Visual Assessment at Proposed Plan stage:**

The Council's MIR position is contested. The representation considers land at Edmonstone to be appropriate for residential development to be allocated through the LDP. It asserts that significant omissions and inaccuracies in the Council's document have led to inappropriate conclusions about the landscape character of the site and its ability to accommodate development, specifically:

- Insufficient consideration has been given to the outline permission granted at Edmonstone for a residential care village (08/00934/OUT) and care home (08/00936/OUT).
- The Council's assessment failed to take into account the Estate Management Strategy (EMS) for the Edmonstone Estate, which formed part of the S75 Agreement relating to the conditions of consent for an 80 bed private hospital on part of the site (04/03551/OUT). The Council's assessment considers the current landscape only, not how this will change in the next 10 year period. The Estate management Strategy will be implemented and mature within the next decade.
- The site is compatible with criteria for preferred options set out in paragraph 3.14 of the ES and is therefore an appropriate location for residential development.
- The wooded ridge of Edmonstone screens views of the site from citywide viewpoints. The Edinburgh Bioquarter and its extension rises up to the ridgeline and will be visually prominent.
- The existing tree belts to the north of site, in combination with new tree planting on the southern and western edges, will provide a framework for development, secluded from both long and short range views.
- Diagrams within the ES inaccurately describe views into the site from adjacent roads.
- The continuity of the green belt would not be compromised if the site is developed with tree belts intact and specimen trees safeguarded and supplementary tree planting as required under the Estate Management Strategy.

The Council's assessment above acknowledges the existing planning consents at Edmonstone, which were granted as exceptions to green belt policy and the landscape restoration works already undertaken.

The restoration and subsequent management of the non-Inventory designed landscape is a condition of consent of the private hospital development (04/03551/OUT), forming part of its respective legal agreement in the form of the Estate Management Strategy (EMS), which is binding upon commencement of development of the private hospital.

The recent boundary planting is not yet a defining characteristic of the site, though subject to thorough management, could provide a young tree belt in ten years time. The developer indicates that supplementary tree planting has been carried out and that additional remedial works are under review. However, mature woodland, defining full spatial enclosure remains a long term prospect. Until this outcome is achieved, development would be prominent from Old Dalkeith Rd (A7) and The Wisp, due to the ground levels of the site which are retained above surrounding road levels by estate walling and bankings.

The MIR does not establish the criteria for preferred options under paragraph 3.14, it highlights some common benefits of sites identified as preferred options for the South East Edinburgh SDA. The MIR clearly states that the site assessment criteria are set out in the Environmental Report.

Relevant design policies and supplementary guidance for the Bioquarter will safeguard views from Craigmillar Castle and Holyrood Park towards the topographical feature of Edmonstone's wooded ridgeline.

Whilst highlighting visual considerations, Baywater's representation omits evaluation of the landscape impacts of development of the site, which include change to the landscape as a resource, its components, character and historic design.

One objective of the EMS is to restore and manage the designed landscape in association with the private hospital development, including the historic open parkland which surrounds its wooded policies, not to prepare a landscape framework for future development. The private hospital use was considered to be more suited to maintaining the structure and spatial arrangement of the designed landscape, sited within the core of the woodland, close to the site of the original Edmonstone House.

Residential development would impact adversely on the spatial character of a relatively modest-sized walled estate landscape, through the loss of Edmonstone's remaining open parkland, which provides the context to its wooded policies. The range of specimen trees within the parkland is subject to a Tree Preservation Order, posing above and below ground constraints upon use of the site.

It is Edmonstone's open parkland, in combination with the Drum policies to the southwest, which retains an open landscape setting to the southeast of the City between Edinburgh and Danderhall. A woodland belt to the perimeter of the site would only provide structural tree planting within a continuous built up area and no case for planned coalescence with development in Midlothian has been set out.

The Edinburgh Green Belt Study (EGB) commented on the former state of repair of the designed landscape and the vandalism under assessment of site condition. It acknowledged the landscape restoration works already undertaken. Under evaluation of the integrity and distinctiveness of Edmonstone's landscape character, the EGB study noted that the site's specimen trees, parkland, woodland and built features are distinctive components. The Edinburgh Green Belt Study did not conclude that this site had capacity for residential development.

In 2009, the Edinburgh Survey of Gardens and Designed Landscapes, concluded that Edmonstone is 'a traditional estate landscape of high value in the local landscape on account of its woodlands, parkland and estate walls, with some historical value and arboricultural interest, and architectural value due to its listed features.' It considered that despite the loss of the house and a long period of neglect, the landscape continues to have design value on account of its spatial arrangement and relationship of woodland and parkland areas, and high value for its outward views that in turn give it good potential for public recreation use.'

The representation is not evidenced by a site specific landscape and visual appraisal nor has it addressed the points raised in the Council's response to Baywater's MIR stage representation.

The Council has already addressed comments submitted at the MIR stage regarding the visibility of the site. However, landscape character must also be considered in the siting of development, i.e. the impact of development on the landscape resource, its components, character and historic design. The site's open parkland maintains the spatial arrangement of the designed landscape and provides a setting for its parkland trees, which are subject to a TPO. The appreciation of these characteristic features within the landscape is not considered compatible with a strategic housing allocation.

#### Special Landscape Area

It is not accepted that the quality and importance of Edmonstone is much less than other candidate SLAs. The candidate SLAs reflect the diversity of landscape character and experiential qualities across the Council's administrative area. This ranges from the coastal margin of the Forth Estuary to Edinburgh's urban hills and greenspaces; from incised river valleys, designed landscapes and rolling farmland to the upland slopes and summits of the Pentland Hills.

The relevant guidance provides for the designation of both small beauty spots, isolated landscape features or extensive coastal, riverine or upland landscapes. It also notes that small areas of landscape of lower merit may be included within designations in proximity to settlements.

Qualitative evaluation and ranking of landscape quality was a starting point for further evaluation of the relative merit of the top-third of landscape character areas, at the city-wide and regional scale. This involved public consultation; site visits to review the consistency of landscape character areas ranked close to the threshold for designation; final consideration of sites by the project working group and reporting of the findings to Planning Committee. Each SLA is accompanied by a 'Statement of Importance' to secure a better understanding of its essential characteristics and qualities and inform consideration of its susceptibility to change.



The Edinburgh Bioquarter and South East Wedge Parkland Supplementary Guidance, approved by Planning Committee on 5 Dec. 2013, supports the development of the EBQ for life sciences Research and sets out measures to minimise impacts of the development on the landscape setting of the city. Tree belts on the northern side of the Edmonstone ridge are indicated as retained landscape on Map 2, Development Principles.

Once the appeal permission has been fully implemented (110 residential units) a future review of the SLA can determine whether change is appropriate.

## SOUTH EAST WEDGE PARKLAND (NORTH) Housing Site Assessment

Who made representation(s) relating to the assessment area?

Springfield Properties Ltd (Holder Planning)  
SNH, SEPA  
Neighbouring authority

Site assessment criteria		YES / NO		Comments / mitigation potential
<b>Appropriate Locations</b>				
Is the site located on brownfield land?		N		Open space: Subject to existing proposal for semi-natural parkland.
Can the site be made available for development?		Y/N		Representation received during MIR consultation and Proposed Plan representation promoting site for residential development. Part of site is subject to proposed parkland and some subject to development permissions granted as exceptions to Green Belt policy. Part of the site undevelopable due to fluvial flood risk.
1. Does the site have good accessibility to existing public transport?	2. Would sufficient enhancements be feasible?	N	N	Majority of the site has a score of A with the south east corner having a score of B, the north west corner having a score of C and D and the north eastern part of the site having a score of C and D. Developer acknowledges that there are low levels of public transport services currently to the site and suggests public transport would be improved with development of the site. It is not considered that the development of 200 units would alter the public transport accessibility of the site.
1. Does the site have good infrastructure capacity?	2. Would sufficient enhancements be feasible?	Y/N	Y	<i>Drainage:</i> Seafeld WwTW operated by PFI (Stirling Water); no constraints identified and any requirement for additional capacity would be responsibility of PFI operator but could be delay in delivering capacity. <i>Water supply/storage:</i> Supplied by Glencorse WTW. May require SW investment to increase capacity for additional development. <i>Primary and Secondary schools:</i> Education Appraisal identifies the educational infrastructure required to support Proposed LDP housing growth in South East Edinburgh. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis. <i>Transport:</i> Transport Appraisal identifies the transport infrastructure required to support Proposed LDP housing growth in South East Edinburgh. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis.
<b>Landscape setting and identity</b>				
Would the site, if developed, affect the wider landscape setting of the city?		Y		Site is prominent in views from Holyrood Park and Craigmillar Castle where it forms the eastern continuation of the Gilmerton ridge. In views from within the site and the Wisp, parkland forms a foreground element in striking views towards the city with a near continuous backdrop of Edinburgh's hills.
Would the site enable clear and defensible green belt boundaries to be formed?		N		Lacks distinctive features but provides separation between Little France and Craigmillar and development in Midlothian to the south, which will be enhanced by implementation of landscape proposals.
Can the site be integrated into and in keeping with the character of the settlement and local area?		N		The site lies on the periphery of Little France, Craigmillar and Danderhall, separating existing and proposed built up areas and parts of the site could be integrated with these settlements. However, the planned open space contains important topographical features and has an important role in providing open space and path routes connecting through the settlements. The development of the greenspace proposal will provide a robust boundary to Edinburgh's green belt in this location through additional planting.

<b>Countryside recreation</b>		
Would development of the site avoid impacting upon existing access to countryside recreation?	N	Site forms part of open space proposal GS4, South East Wedge Parkland (multifunctional parkland, woodland and country paths linking with parallel developments in Midlothian). Identified as extension of city's green network in Open Space Strategy.
<b>Overall assessment</b>		
Not currently a reasonable site. Site is prominent from key view points in the city and forms part of wider strategic green network which extends from Holyrood Park to the wider landscape of Midlothian.		

## Landscape and Visual Assessment

### Location

The site is broadly 'U'-shaped in plan and occupies an area of open farmland south of Craigmillar, east of Little France, north of Edmonstone and west of The Wisp.

### Landscape Character

The site is set across the broad valley landform of the Niddrie Burn and rises towards Craigmillar Castle and Hawkhill Wood to the northwest and Edmonstone to the southwest. The area is subject to landscape change. Comprising uncultivated farmland and outgrown hedgerows, it is to be developed as multi-functional parkland, including woodland and paths connecting to the wider Core Path Network and development in Midlothian. The de-culverting and realignment of 1800 linear metres of the Niddrie Burn and earthworks form a major part of works proposed for this site, enabling the development of adjacent land. This will provide additional recreational open space, benefit biodiversity and increase floodwater storage capacity, whilst reducing flood risk for existing and future development. Beyond the site, development on its boundaries includes new housing at Greendykes to the north and development of the Edinburgh BioQuarter to the south and further expansion of Edinburgh Royal Infirmary at Little France.

### Views and Visibility

The site is prominent in views from Holyrood Park and Craigmillar Castle, where it forms the eastern continuation of the Gilmerton ridge and provides visual containment and backdrop to development at Little France.

In views from within the site and the Wisp, the parkland forms a foreground element in striking views towards the city with a near continuous backdrop of hills: including Hillend, Blackford Hill, Craigmillar Castle Park, the Old Town ridge and Arthur's Seat.

The site is visible from the A7 but will become increasingly screened by development at the BioQuarter and Little France.

### Would the site if developed, affect the wider landscape setting of the city?

The site is allocated in the Edinburgh City Local Plan as the South East Wedge Parkland, which provides separation between Little France, Craigmillar and Development in Midlothian to the south.

### Would the site enable clear and defensible green belt boundaries to be formed?

The site lacks distinctive features but defensible green belt boundaries will be formed by implementation of adjacent development and the parkland proposals.

### Updated Landscape Assessment at Proposed Plan stage:

Springfield Properties consider that the site sits below the prominent Gilmerton ridgeline, the additional height of development would not be prominent on the skyline and that the site is not prominent in views from the A7 (Old Dalkeith Rd). A green belt boundary would be formed by housing to the north and the Wisp to the east.

Having regard to all representations relating to the assessment area and factors considered in the MIR stage landscape assessment, the developer's representation is not accepted on landscape grounds.

The site is allocated as the South East Wedge Parkland, which in addition to its recreational function will define the landscape and townscape structure and separate identity of the City and its neighbourhoods. The representation does not acknowledge the parkland's visibility and role in maintaining southward views from Holyrood Park and Craigmillar Castle, in which the policy

woodland of the Edmonstone ridge provides a wooded backdrop and undeveloped skyline to the south of the city. It is not accepted that the additional height of development would not be prominent on this ridgeline, in particular, the southern portion of the site occupies a similar elevation to the tree belts and woodland at Edmonstone (between 70-90 m above sea level). The South East Wedge Parkland also secures panoramic views back to the City skyline and hills to the north and west. The representation site lies on the outer edge of the Green Belt, isolated from established residential communities and built up areas of Edinburgh. The representation does not present a case for planned coalescence with development in Midlothian.

The Edinburgh Green Belt Study did not conclude that this site had capacity for residential development. The representation is not evidenced by a site specific landscape and visual appraisal. No comment is made on the Landscape and Visual Assessment previously published in the Environmental Report and Council's updated response at the proposed LDP stage.

At the pLDP stage, it was considered that development would be prominent on the skyline of the Edmonstone ridge, which forms a backdrop to views from Holyrood Park and Craigmillar Castle. The Wisp (South) occupies 5.67 across the ridgeline at The Wisp sitting at a similar elevation to woodland at Edmonstone, between 70 and 90 m above sea level. Though smaller in scale at 2.29 ha and located at lower elevation of between approx 50-70 m above sea level, The Wisp (North) severs the connection between the South East Wedge Parkland and Hunter's Hall Park.

This green network connection extends along the ridgeline and forms part of the master planned landscape framework to integrate development at South East Wedge with its landscape setting. The Wisp (North) also coincides with open views across from the ridgeline to Arthur's Seat, Craigmillar Castle and Blackford Hill. The development lies on the outer edge of the greenbelt, remote from the existing settlement and not promoted as planned coalescence with development in Midlothian.

The Wisp (North) site would truncate the Edmonstone ridge, severing connectivity of the South East Wedge Parkland Greenspace Proposal to the north, where it extends to Hunter's Hall Park.

The 'Forces for Change' section within the EGB Study for Craigmillar Farmland, states that 'Development of the biomedical research facility at Little France will introduce more built development into the landscape, affecting the landscape character'. It does not state that any boundaries will be redrawn. The South East Wedge Parkland proposal will also change existing landscape character from settled farmland to urban greenspace.

## LIBERTON GOLF COURSE Housing Site Assessment

Who made representation(s) relating to the assessment area?

SNH, SEPA

Site assessment criteria		YES / NO		Comments / mitigation potential
<b>Appropriate Locations</b>				
Is the site located on brownfield land?		N		Liberton golf course is located within the site.
Can the site be made available for development?		N		Site is currently in active use as a private golf course. Not available for residential development.
1. Does the site have good accessibility to existing public transport?	2. Would sufficient enhancements be feasible?	Y	N/A	The central part of the site has a score of B. The majority of the site has a score of D or E with the eastern boundary of the site having a score of F.
1. Does the site have good infrastructure capacity?	2. Would sufficient enhancements be feasible?	Y/N	Y	<p><i>Drainage:</i> Seafield WwTW operated by PFI (Stirling Water); no constraints identified and any requirement for additional capacity would be responsibility of PFI operator but could be delay in delivering capacity.</p> <p><i>Water supply/storage:</i> Supplied by Glencorse WTW. May require SW investment to increase capacity for additional development.</p> <p><i>Primary and Secondary schools:</i> Education Appraisal identifies the educational infrastructure required to support Proposed LDP housing growth in South East Edinburgh. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis.</p> <p><i>Transport:</i> Transport Appraisal identifies the transport infrastructure required to support Proposed LDP housing growth in South East Edinburgh. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis.</p>
<b>Landscape setting and identity</b>				
Would the site, if developed, affect the wider landscape setting of the city?		Y		The golf course plays a more limited role in views from the wider landscape but its wooded parkland contributes to the character of the city in southeast, where it forms part of a wider network of open spaces adjoining the course of the Burdiehouse Burn.
Would the site enable clear and defensible green belt boundaries to be formed?		N		The existing green belt boundary is clearly formed by walled and tree-lined boundaries.
Can the site be integrated into and in keeping with the character of the settlement and local area?		N		The wooded parkland character of the site means that it would be difficult to integrate the site into the urban area. The site also provides a clear and robust green belt boundary.
<b>Countryside recreation</b>				
Would development of the site avoid impacting upon existing access to countryside recreation?		N		Liberton golf course is located within the site.
<b>Overall assessment</b>				
Not currently a reasonable site. The site is not available for development. Development would affect the landscape setting of the city.				

## **Landscape and Visual Assessment**

### **Location**

The site is bounded by Kingston Avenue to the northwest, the Old Dalkeith Rd (A7) to the north and east. To the southeast it is defined by housing at Nether Craighour and the Burdiehouse Burn, to the north of Moredun Vale Road. To the southwest, the site boundary runs along the edge of the Gilmerton Rd (A772) and housing at Greenpark.

### **Landscape Character**

The site slopes from between 80 m to 60 m above sea level from east to west.

It comprises a tightly arranged 18 hole golf course, with fairways subdivided by tree cover, set to the north of the wooded corridor of the Braid Burn. The site has been adapted from the former designed landscape of Kingston Grange, which now forms the clubhouse.

### **Views and Visibility**

The gate lodge, boundary walling and tree cover set on the site's grassland slopes feature in passing views features of views along Old Dalkeith Rd, Gilmerton Rd, and Kingston Avenue, the latter two roads also form part of Edinburgh's Core Path Network. The site forms a middleground element in longer range views from Moredun and Goodtrees to the south, against a backdrop of Craigmillar Castle Park and Arthur's Seat. From Craigmillar Castle Park, the site forms a middleground element in views towards the Pentland Hills.

### **Would the site if developed, affect the wider landscape setting of the city?**

The site is protected open space. The golf course plays a more limited role in views from the wider landscape but its wooded parkland contributes to the character of the city in southeast, where it forms part of a wider network of open spaces adjoining the course of the Burdiehouse Burn.

### **Would the site enable clear and defensible green belt boundaries to be formed?**

The existing green belt boundary is clearly formed by walled and tree-lined boundaries.

## CRAIGMILLAR CASTLE PARK Housing Site Assessment

Who made representation(s) relating to the assessment area?

SNH, SEPA

Site assessment criteria		YES / NO		Comments / mitigation potential
<b>Appropriate Locations</b>				
Is the site located on brownfield land?		N		Majority of site lies within Craigmillar Castle Country Park. Old Dalkeith Road cemetery and the Council depot at Craigmillar are within the site.
Can the site be made available for development?		N		Castle and country park lie within majority of site.
1. Does the site have good accessibility to existing public transport?	2. Would sufficient enhancements be feasible?	Y/N	N	The centre of the site has a scoring of A and B. Accessibility improves with a score of D to the north, closer to Peffermill Road with the southern edge of the site running parallel with Old Dalkeith and Craigmillar Castle Road predominately scoring E with a small concentration of F on the south west corner of the site.
1. Does the site have good infrastructure capacity?	2. Would sufficient enhancements be feasible?	Y/N	Y	<i>Drainage:</i> Seafield WWTW operated by PFI (Stirling Water); no constraints identified and any requirement for additional capacity would be responsibility of PFI operator but could be delay in delivering capacity. <i>Water supply/storage:</i> Supplied by Glencorse WTW. May require SW investment to increase capacity for additional development. <i>Primary and Secondary schools:</i> Education Appraisal identifies the educational infrastructure required to support Proposed LDP housing growth in South East Edinburgh. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis. <i>Transport:</i> Transport Appraisal identifies the transport infrastructure required to support Proposed LDP housing growth in South East Edinburgh. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis.
<b>Landscape setting and identity</b>				
Would the site, if developed, affect the wider landscape setting of the city?		Y		Development would alter the sites wooded designed landscape setting, which surrounds the hill top location of Craigmillar Castle. The site is a landmark feature in views from surrounding roads and recreational viewpoints across the city.
Would the site enable clear and defensible green belt boundaries to be formed?		N		A series of clearly identifiable physical features define the site boundary in conjunction with elevated terrain and woodland cover.
Can the site be integrated into and in keeping with the character of the settlement and local area?		N		Development on this site would be out of character with the area. Though the site is in close proximity to built up areas at its boundaries, the semi rural character of the site would be adversely affected.
<b>Countryside recreation</b>				
Would development of the site avoid impacting upon existing access to countryside recreation?		N		Craigmillar Castle country park is located within the site.
<b>Overall assessment</b>				
Not currently a reasonable site. The site is not available for development. The site forms part of a wider strategic network of open space and development would affect the wider landscape setting of the city.				

## **Landscape and Visual Assessment**

### **Location**

The site is bounded by the Old Dalkeith Road (A7) to the south and west, The Braid Burn and south suburban railway to the north and west. To the north and east, the site follows the urban edge of Craigmillar, returning southwards across playing fields and woodland at Hawkhill Wood, to join the site's southern boundary along Craigmillar Castle Rd.

### **Landscape Character**

The site occupies a low hill to the southeast of the city, between Arthur's seat and Edmonstone, which rises to 90 m above sea level. The dominant land cover is formed by woodland and areas of open parkland, which surround Craigmillar Castle's hill top location and Hawkhill to the east.

The Castle is a Historic Scotland visitor destination and the surrounding parkland and woodland is managed by the Council as Craigmillar Castle Park, served by numerous paths connecting to surrounding residential areas.

Other land uses include the Bridgend Allotments, part of the University playing fields and Craigmillar Castle Park Cemetery to the northwest of the site. Community recycling facilities are located in a former quarry to the west of the Castle. Settlement is limited to a small row of cottages at the Castle entrance and properties at Craigend to the southwest.

### **Views and Visibility**

The site offers panoramic views across the surrounding landscape. To the north and west, the Old Town ridge, Salisbury Crags and Arthur's seat are visible across Duddingston. To the northeast, the Fife coast is visible across the Forth at Portobello. Views along the East Lothian coast converge to the south and east with the Tranent ridge and Lammermuir Hills. To the south, Edmonstone is set against the backdrop of the Moorfoot Hills and to the southwest, Blackford Hill and The Braid Hills sit below the Pentland Hills.

The site is prominent in views from Arthur's Seat and Queen's drive in Holyrood Park, where it is backdropped by Edmonstone on the Gilmerton ridge. The site is also visible from Hunters Hall Park and Inch Park. From the south, it is visible from Old Dalkeith Rd, the Lang Loan and Edmonstone, where it is backdropped by Edinburgh Castle. From the west, Queen's Drive, Blackford Hill and the Braids.

### **Would the site if developed, affect the wider landscape setting of the city?**

The introduction of residential development to this site would alter the pattern of woodland of designed landscape character. This change would have an adverse impact on views from surrounding roads and recreational viewpoints across the city given the site's prominent location.

The site forms part of a wider strategic network of open space, which stretches from Holyrood Park across southeast Edinburgh to Midlothian.

### **Would the site enable clear and defensible green belt boundaries to be formed?**

A series of clearly identifiable physical features define the site boundary in conjunction with elevated terrain and woodland cover.



## NIDDRIE BING Housing Site Assessment

Who made representation(s) relating to the assessment area?

SNH, SEPA

Site assessment criteria		YES / NO		Comments / mitigation potential
<b>Appropriate Locations</b>				
Is the site located on brownfield land?		Y		Previously used as part of industrial process.
Can the site be made available for development?		Y		Site has Minded to Grant planning permission status, however, ground contamination makes the site unlikely to be viable.
1. Does the site have good accessibility to existing public transport?	2. Would sufficient enhancements be feasible?	Y	N/A	Accessibility improves from south to north with a scoring of B in the south east, rising to D in the north west part of the site.
1. Does the site have good infrastructure capacity?	2. Would sufficient enhancements be feasible?	Y/N	Y	<p><i>Drainage:</i> Seafield WwTW operated by PFI (Stirling Water); no constraints identified and any requirement for additional capacity would be responsibility of PFI operator but could be delay in delivering capacity.</p> <p><i>Water supply/storage:</i> Supplied by Glencorse WTW. May require SW investment to increase capacity for additional development.</p> <p><i>Primary and Secondary schools:</i> Education Appraisal identifies the educational infrastructure required to support Proposed LDP housing growth in South East Edinburgh. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis.</p> <p><i>Transport:</i> Transport Appraisal identifies the transport infrastructure required to support Proposed LDP housing growth in South East Edinburgh. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis.</p>
<b>Landscape setting and identity</b>				
Would the site, if developed, affect the wider landscape setting of the city?		N		No, subject to retention of planted boundaries and development set below prevailing buildings heights.
Would the site enable clear and defensible green belt boundaries to be formed?		Y		Supplementary planting would form a robust woodland edge along the site's southern boundary with Midlothian and further opportunities off road path networks.
Can the site be integrated into and in keeping with the character of the settlement and local area?		Y		Development of this could be physically integrated into the existing urban area with housing to the north of the site at Cleikimin and commercial uses at Ford Kinnaird to the east. Development would not be out of character with existing development but the site is contaminated and is unlikely to be viable.
<b>Countryside recreation</b>				
Would development of the site avoid impacting upon existing access to countryside recreation?		Y		

**Overall assessment**

Not currently a reasonable site. Although the site scores well against the assessment criteria, ground contamination makes the site unlikely to be viable.

**Landscape and Visual Assessment**

**Location**

The site is bounded by the Wisp (A6106) to the west, to the south by fencing along the local authority boundary, to the east by commercial land at Fort Kinnaird Retail Park and to the north by housing at Cleikimin.

**Landscape Character**

The site is low lying to the east of the Gilmerton ridge but comprises a raised area of uneven spoil material resulting from the former mineral workings at Niddrie Collieries. The site is generally enclosed by scrub woodland and raised bankings on its boundaries.

**Views and Visibility**

The site is not prominent in views from the surrounding landscape and is screened from local views by wooded embankments and walling along the Wisp.

**Would the site if developed, affect the wider landscape setting of the city?**

Development of the site would not impact upon the city's wider landscape setting, subject to retention of planted boundaries and development set below prevailing buildings heights.

**Would the site enable clear and defensible green belt boundaries to be formed?**

Supplementary planting would form a robust woodland edge along the site's southern boundary with Midlothian and further opportunities for off road path networks.

## SOUTH OF NEWCRAIGHALL ROAD Housing Site Assessment

### Who made representation(s) relating to the assessment area?

SEPA  
Individuals  
Community Groups

Site assessment criteria		YES / NO		Comments / mitigation potential
<b>Appropriate Locations</b>				
Is the site located on brownfield land?		N		Currently arable farmland (and disused railway embankments).
Can the site be made available for development?		Y		Subject to agreement of landowner, no reason to suggest that the land could not be made available for development within plan period. Majority of site has planning permission in principle for housing.
1. Does the site have good accessibility to existing public transport?	2. Would sufficient enhancements be feasible?	Y	Y	Accessibility improves from south to north, ranging from a score of A in the south to scores of C and D for the northern part of the site that runs parallel to Newcraighall Road. Potential bus link from Newcraighall to Queen Margaret University safeguarded in Edinburgh City Local Plan would improve accessibility through the site.
1. Does the site have good infrastructure capacity?	2. Would sufficient enhancements be feasible?	Y/N	Y	<i>Drainage:</i> Seafeld WwTW operated by PFI (Stirling Water); no constraints identified and any requirement for additional capacity would be responsibility of PFI operator but could be delay in delivering capacity. <i>Water supply/storage:</i> Supplied by Glencorse WTW. May require SW investment to increase capacity for additional development. <i>Primary and Secondary schools:</i> Education Appraisal identifies the educational infrastructure required to support Proposed LDP housing growth in South East Edinburgh. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis. <i>Transport:</i> Transport Appraisal identifies the transport infrastructure required to support Proposed LDP housing growth in South East Edinburgh. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis.
<b>Landscape setting and identity</b>				
Would the site, if developed, affect the wider landscape setting of the city?		N		Role in establishing the city's setting is limited by its low lying position and lack of prominence in views from the wider landscape and transport routes.
Would the site enable clear and defensible green belt boundaries to be formed?		Y		Council boundary currently formed by remnant field boundaries and outgrown hedgerow. Potential to be enhanced as part of cross boundary green network links, which address interface between land use in adjoining local authority areas.
Can the site be integrated into and in keeping with the character of the settlement and local area?		Y		The site could be integrated into the existing urban area with housing nearby and an existing safeguard for a bus link making the area more accessible. The rural character of the area would be changed but the characteristics of the area are already influenced by the existing housing to north and the QMU campus to the south.
<b>Countryside recreation</b>				

Would development of the site avoid impacting upon existing access to countryside recreation?	Y	
<b>Overall assessment</b> Allocated site in <a href="#">Second Proposed Plan</a> . Low lying site capable of accommodating development without affecting the wider landscape setting of the city. Existing safeguard for bus link would improve accessibility through the site further.		

## Landscape and Visual Assessment

### Location

The site is bounded by properties on Newcraighall Rd to the northwest and a disused railway embankment to the northeast. To the west, the site adjoins Newcraighall public park. The site's southern and eastern confines follow the Council's administrative boundary with East Lothian.

### Landscape Character

The site comprises a flat, low-lying, arable field, open to the rear of property boundaries on Newcraighall Road. The site is enclosed by tree planting on the eastern edge of Newcraighall public park to the west and outgrown hedgerow to the south. Across a further field to the south, lie the wooded embankments of the A1 and the white and grey, 4-5 storey elevations, of Queen Margaret University (QMU). To the north and east, scrub vegetation covers a broad disused railway embankment to the west of the East Coast mainline and settlement of Musselburgh. A high voltage power line runs from north to south across the eastern half of the site. The site has rural characteristics but is influenced by the urban edge to the north and QMU to the south.

### Views and Visibility

Views to the site are restricted by its low-lying terrain and the enclosure provided by surrounding development and planted transport corridors. The site is visible from local properties and the public park to the north and west. From these areas, the site is viewed against the backdrop of Mayfield-Tranent ridgeline, high voltage power lines and QMU, which has introduced large scale urban elements into the landscape. Views from the Bypass are limited by roadside planting and QMU buildings. Views from the East Coast Railway are restricted by car parking and embankments. The site provides a cross boundary Core Path route, which runs to the west of Newcraighall. Within East Lothian the path traces the QMU access road and railway crossing at Musselburgh Station, where views exist across farmland towards Arthur's Seat.

### Would the site if developed, affect the wider landscape setting of the city?

Development of the site would not impact upon the city's wider landscape setting. Residential development would alter the site's rural characteristics, though these are already influenced by QMU campus to the south. The site retains some physical separation between settlements in a location where the green belt narrows between southeast Edinburgh and Musselburgh, the QMU campus and severance of major transport corridors. Its role in establishing the city's setting is limited by its low-lying position and lack of prominence in views from the wider landscape and transport routes.

### Would the site enable clear and defensible green belt boundaries to be formed?

The local authority boundary is currently formed by remnant field boundaries and outgrown hedgerow. It has potential to be enhanced as part of cross boundary green network links, which address the interface between land use in adjoining local authority areas.

## NORTH OF NEWCRAIGHALL ROAD Housing Site Assessment

Who made representation(s) relating to the assessment area?

SEPA  
Individuals  
Community Groups

Site assessment criteria		YES / NO		Comments / mitigation potential
<b>Appropriate Locations</b>				
Is the site located on brownfield land?		N		Arable farmland (and disused railway embankments).
Can the site be made available for development?		Y		Subject to agreement of landowner, no reason to suggest that the land could not be made available for development within plan period. Majority of site has planning permission in principle for housing.
1. Does the site have good accessibility to existing public transport?	2. Would sufficient enhancements be feasible?	Y	N/A	Accessibility improves from north to south, ranging from scores of B and C in the north west to D in the south for the part of that runs parallel to Newcraighall Road.
1. Does the site have good infrastructure capacity?	2. Would sufficient enhancements be feasible?	Y/N	Y	<p><i>Drainage:</i> Seafield WwTW operated by PFI (Stirling Water); no constraints identified and any requirement for additional capacity would be responsibility of PFI operator but could be delay in delivering capacity.</p> <p><i>Water supply/storage:</i> Supplied by Glencorse WTW. May require SW investment to increase capacity for additional development.</p> <p><i>Primary and Secondary schools:</i> Education Appraisal identifies the educational infrastructure required to support Proposed LDP housing growth in South East Edinburgh. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis.</p> <p><i>Transport:</i> Transport Appraisal identifies the transport infrastructure required to support Proposed LDP housing growth in South East Edinburgh. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis.</p>
<b>Landscape setting and identity</b>				
Would the site, if developed, affect the wider landscape setting of the city?		N		Development would result in would not be visible from the surrounding road network or elevated viewpoints. Development would be visible in views from the Core Path, though an open aspect to features of the wider landscape could be retained to the north of the site.
Would the site enable clear and defensible green belt boundaries to be formed?		Y		The disused railway line to the north would constrain development to the north of the site.
Can the site be integrated into and in keeping with the character of the settlement and local area?		Y		The site could be integrated into the urban area with housing development at the southern boundary of the site. The rural character of the area would be changed but the character of the area is already influenced by surrounding residential development.
<b>Countryside recreation</b>				
Would development of the site avoid impacting upon existing access to countryside recreation?		Y		
<b>Overall assessment</b>				
Allocated site in Second Proposed Plan. Low lying site capable of accommodating development without affecting the wider landscape setting of the city.				

## **Landscape and Visual Assessment**

### **Location**

The site lies to the north of housing and a disused railway line on Newcraighall Rd, east of housing at Gilbertstoun and south of a disused railway line which runs between Gilbertstoun and Wanton Walls.

### **Landscape Character**

The site is flat and low-lying at approx 30 m above sea level and comprises a small area of arable farmland. To the south, semi-natural vegetation lines the disused railway line along Newcraighall Road. To the west, woodland planting edges housing at Gilbertstoun. The embankment of a disused railway forms the site boundary to the north, and serves as a Core Path Link, with high voltage power line routed overhead. A local path crosses the site between Gilbertstoun and Newcraighall alongside a remnant stone wall.

### **Views and Visibility.**

The site is enclosed from view from surrounding roads by existing development and woodland cover, from which there is little sense of separation between Edinburgh and Musselburgh.

From the summit of Arthur's Seat, the site is screened by the wooded edge of Gilbertstoun, which merges with woodland cover on the disused railway and at Newhailes.

Outward views are limited to those from the Core Path which forms the site's northern boundary. From this location, farmland to the north provides an open context to views of woodland at Newhailes and features of the wider landscape such as the Forth Estuary, Mayfield-Tranent ridge, Arthur's Seat and Pentland Hills. The open aspect provides path users with some sense of separation between Edinburgh and Musselburgh, though the site plays a limited role in this. The direct presence of pylons and high voltage power lines overhead dominate the outlook.

### **Would the site, if developed, affect the wider landscape setting of the city?**

Development would introduce urban housing into part of the remaining area of open farmland between Edinburgh and Musselburgh. Such a change would not be visible from the surrounding road network or elevated viewpoints. Development would be visible in views from the Core Path, though an open aspect to features of the wider landscape could be retained to the north.

### **Would the site enable clear and defensible green belt boundaries to be formed?**

Development in this location would break continuity of the greenbelt in a location where it narrows between southeast Edinburgh, Musselburgh and major transport corridors. The disused railway line to the north and overhead power lines would constrain development to the north of the site.

## BRUNSTANE FARMLAND Housing Site Assessment

Who made representation(s) relating to the assessment area?

EDI Group Ltd (GVA)  
SNH, SEPA  
Individuals

Site assessment criteria		YES / NO		Comments / mitigation potential
<b>Appropriate Locations</b>				
Is the site located on brownfield land?		N		Arable farmland.
Can the site be made available for development?		Y		Representation received during MIR consultation and Proposed Plan representation promoting site for residential development.
1. Does the site have good accessibility to existing public transport?	2. Would sufficient enhancements be feasible?	N	Y/N	Majority of site has a score of A with edges of the site towards Newcraighall Road and Milton Road East having scores ranging between B and D. Developer submission states that PTAL assessment does not include train services. The PTAL assessment does include train as well as bus services. Developer suggests bus services could be diverted to serve southern part of site. Diversion of bus services through the site would be required to provide sufficient enhancements to public transport. Developer submission demonstrates that it is physically feasible to provide a bus route from Milton Road East across the burn, the East Coast Mainline and exiting the site onto Newcraighall Road, creating a through route service, enabling the major re-routing of bus services.
1. Does the site have good infrastructure capacity?	2. Would sufficient enhancements be feasible?	Y/N	Y	<i>Drainage:</i> Seafield WWTW operated by PFI (Stirling Water); no constraints identified and any requirement for additional capacity would be responsibility of PFI operator but could be delay in delivering capacity. <i>Water supply/storage:</i> Supplied by Glencorse WTW. May require SW investment to increase capacity for additional development. <i>Primary and Secondary schools:</i> Education Appraisal identifies the educational infrastructure required to support Proposed LDP housing growth in South East Edinburgh. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis. <i>Transport:</i> Transport Appraisal identifies the transport infrastructure required to support Proposed LDP housing growth in South East Edinburgh. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis.
<b>Landscape setting and identity</b>				
Would the site, if developed, affect the wider landscape setting of the city?		N		Site is flat, low-lying and largely enclosed from view from the wider landscape and surrounding roads by woodland cover and existing development. Principally viewed from path routes which cross the site and a main railway line which cuts through the site.
Would the site enable clear and defensible green belt boundaries to be formed?		Y		Site is effectively an island of Green Belt and serves little purpose in preventing coalescence between Edinburgh and Musselburgh. Recent developments including Queen Margaret University and existing allocations in the adjoining authority have resulted in perceived coalescence on the ground and on plan.
Can the site be integrated into and in keeping with the character of the settlement and local area?		Y		Development would impact on the rural character of remaining farmland between Edinburgh and Musselburgh, however existing development at Edinburgh College (Jewel and Esk) and existing consent to the south have already changed this context. The site could be integrated into the existing urban area to the north and west. The Newcraighall allocation to the south west offers further opportunities for physical connections. Additionally, a number of existing pedestrian/cycle links exist.

<b>Countryside recreation</b>		
Would development of the site avoid impacting upon existing access to countryside recreation?	Y	Subject to maintaining existing footpaths that run through the site.
<b>Overall assessment</b>		
Allocated site in Second Proposed Plan. The site is flat and low lying and would not affect the landscape setting of the city. <b>Physically feasible to create a through route service which would enable the major re-routing of bus services and improve accessibility of the site.</b>		

## Landscape and Visual Assessment

### Location

The site lies to the south of the Brunstane Burn, west of Newhailes House and east of by housing at Gilbertstoun. Its southern edge is formed by a disused railway line, which runs between Gilbertstoun and a small grouping of properties at Wanton Walls.

### Landscape Character

The site lies close to the coastal margin and slopes north-eastwards from 30 m above sea level to 15 m above sea level. It comprises a broad area of arable farmland, which is open in character. The East Coast railway line crosses the central part of the site from northwest to southeast. To the east, the local authority boundary follows the perimeter walling and woodland, which enclose the grounds of Newhailes House. To the north, the site boundary traces the wooded edge of the Brunstane Burn, a Core Path route, set within a narrow valley to the south of Joppa. To the west, housing at Gilbertstoun is enclosed by blocks of woodland planting, clustered to the west of Brunstane House, steading and farm cottages. The site's southern boundary is formed by the embankment of a dismantled railway, which now forms part of a Core Path link between Brunstane and Wanton Walls.

### Views and Visibility.

The site is enclosed from view from surrounding roads by existing development and woodland cover. Little sense of separation between Edinburgh and Musselburgh is gained from the land, though this may be discernable from the Forth Estuary. From the summit of Arthur's Seat, the site is visible as a narrow strip of farmland, set within the wider pattern of woodland and settlement on the coastal margin, where the large white structure of Jewel and Esk College forms a distinctive feature.

Views of the site from the Brunstane Burn path and open space at Brunstane Mill Road to the north, are partly constrained by vegetation and valley landform. From the grounds of Newhailes House, views to the site are restricted by perimeter tree belts and brick walling. Views to Arthur's Seat and the Pentland Hills from Newhailes exist over canopy level, with the principal vista from the house, focussing northwards to the Forth Estuary. Glimpsed views of the site as an open setting are possible from the East Coast Railway line.

The site is principally viewed from the Core Path between Brunstane and Wanton Walls to the south. The site provides an open context to views of woodland at Newhailes to the northeast and features of the wider landscape such as the Forth Estuary, Mayfield-Tranent ridge, Arthur's Seat and Pentland Hills. Some separation between Edinburgh and Musselburgh is experienced by path users. The direct presence of pylons and high voltage power lines overhead dominate views.

### Would the site, if developed, affect the wider landscape setting of the city?

Development of the site would introduce urban housing into a large area of remaining open farmland between Edinburgh and Musselburgh. Such a change to landscape character would not be visible from the surrounding road network or to a great degree from elevated viewpoints. There would be an impact on local views towards Newhailes and the Forth Estuary, experienced from the Core Path on the southern edge of the site.

### Would the site enable clear and defensible green belt boundaries to be formed?

The Green Belt is not continuous in this location and takes the form of a wedge between the coastal margin, settlements of Edinburgh and Musselburgh and major transport corridors. The East Coast Railway Line provides physical division within the site but the site is open and lacks features which could form an edge to development. **The site therefore needs to be considered as an indivisible unit when assessed as a potential Green Belt housing release.**



## Indicative areas available for new housing

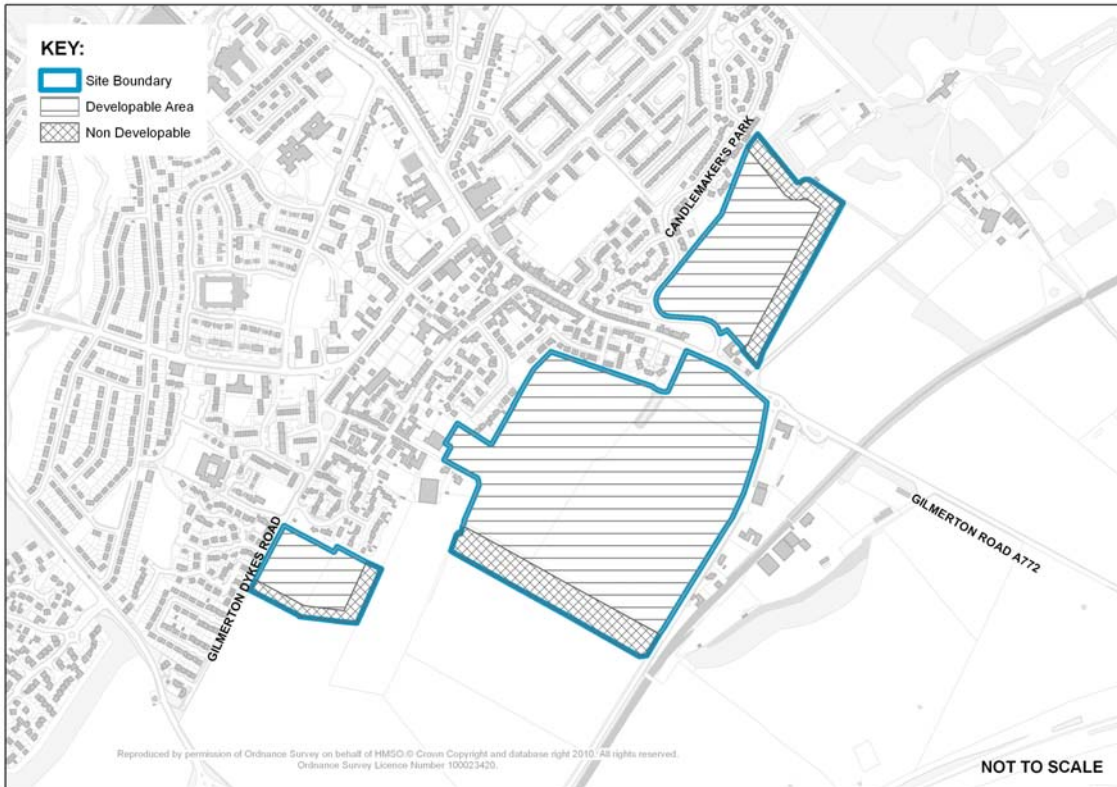
Indicative area available for new housing are based on the below map and table



<b>Name: Broomhills</b>	
<b>Site area:</b>	30 ha
<b>Non-developable area:</b> 5 ha park, 6 ha woodland	11 ha
Primary school	2 ha
<b>Indicative Area available for new housing:</b>	17 ha
<b>Name: Burdiehouse</b>	
<b>Site area:</b>	14 ha
<b>Non-developable area</b> Woodland planting/setting of limekilns	4 ha
<b>Indicative area available for new housing:</b>	10 ha

## Indicative areas available for new housing

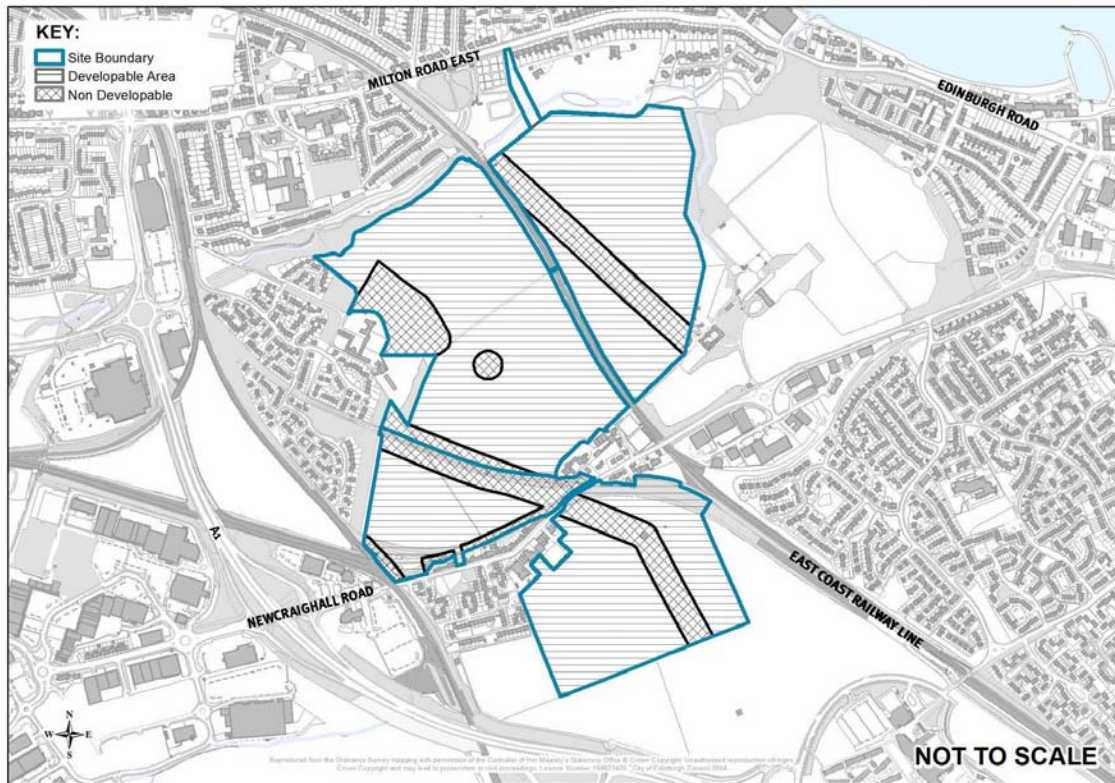
Indicative area available for new housing are based on the below map and table



<b>Name: Gilmerton Dykes Rd</b>	
<b>Site area:</b>	2.5 ha
<b>Non-developable area:</b> Woodland planting	0.5 ha
<b>Indicative Area available for new housing:</b>	2 ha
<b>Name: Gilmerton Station Rd</b>	
<b>Site area:</b>	20 ha
<b>Non-developable area:</b> Woodland planting	2 ha
<b>Allowance for:</b> Primary school (not shown here) Large greenspace (not shown here)	2 ha 2 ha
<b>Indicative Area available for new housing:</b>	14 ha
<b>Name: The Drum</b>	
<b>Site area:</b>	6 ha
<b>Non-developable area:</b> Woodland planting	1 ha
<b>Indicative Area available for new housing:</b>	5 ha

## Indicative areas available for new housing

Indicative area available for new housing are based on the below map and table



<b>Name: Newcraighall North</b>	
<b>Site area:</b>	9 ha
<b>Non-developable area:</b> Banking/overhead power lines	3 ha
<b>Indicative Area available for new housing:</b>	6 ha
<b>Name: Newcraighall East</b>	
<b>Site area:</b>	17 ha
<b>Non-developable area:</b> Overhead power lines	5.5 ha
<b>Allowance for:</b> School expansion land (not shown here)	0.5 ha
<b>Indicative Area available for new housing:</b>	11 ha
<b>Name: Brunstane</b>	
<b>Site area:</b>	48ha
<b>Non-developable area:</b> Large greenspace to Brunstane House and SAM Brunstane moated site	2 ha
SAM Brunstane enclosure	1 ha
Overhead power line north	3.5 ha
Overhead power line south/allotments	1.5 ha
<b>Allowance for:</b>	
Primary school (not shown here)	2 ha
<b>Indicative Area available for new housing:</b>	38 ha

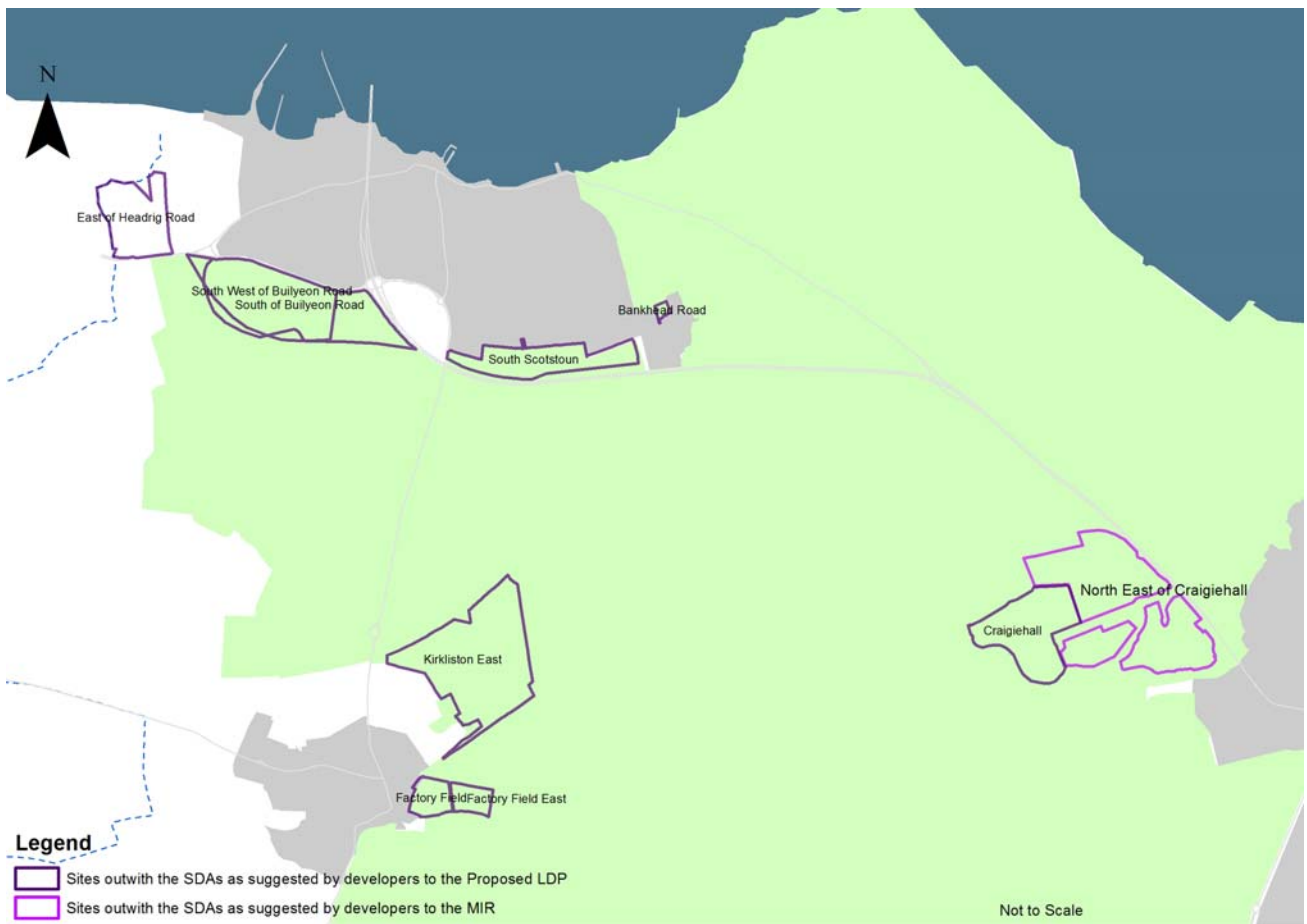
## **APPENDIX 7: Other, North West Edinburgh**

All Proposed Plan representations promoting land for housing as illustrated in figure 7 (Environmental Report, Second Revision, Volume 1) have been assessed. Sites promoted during the Main Issues Report consultation but not during the representation period on the Proposed LDP have also been assessed for completeness (site at Craighiehall). Where site boundaries and developers' interests in the same local area differ between MIR and Proposed Plan representations, the Proposed Plan sites have been assessed, as they provide the latest intentions of the developer.

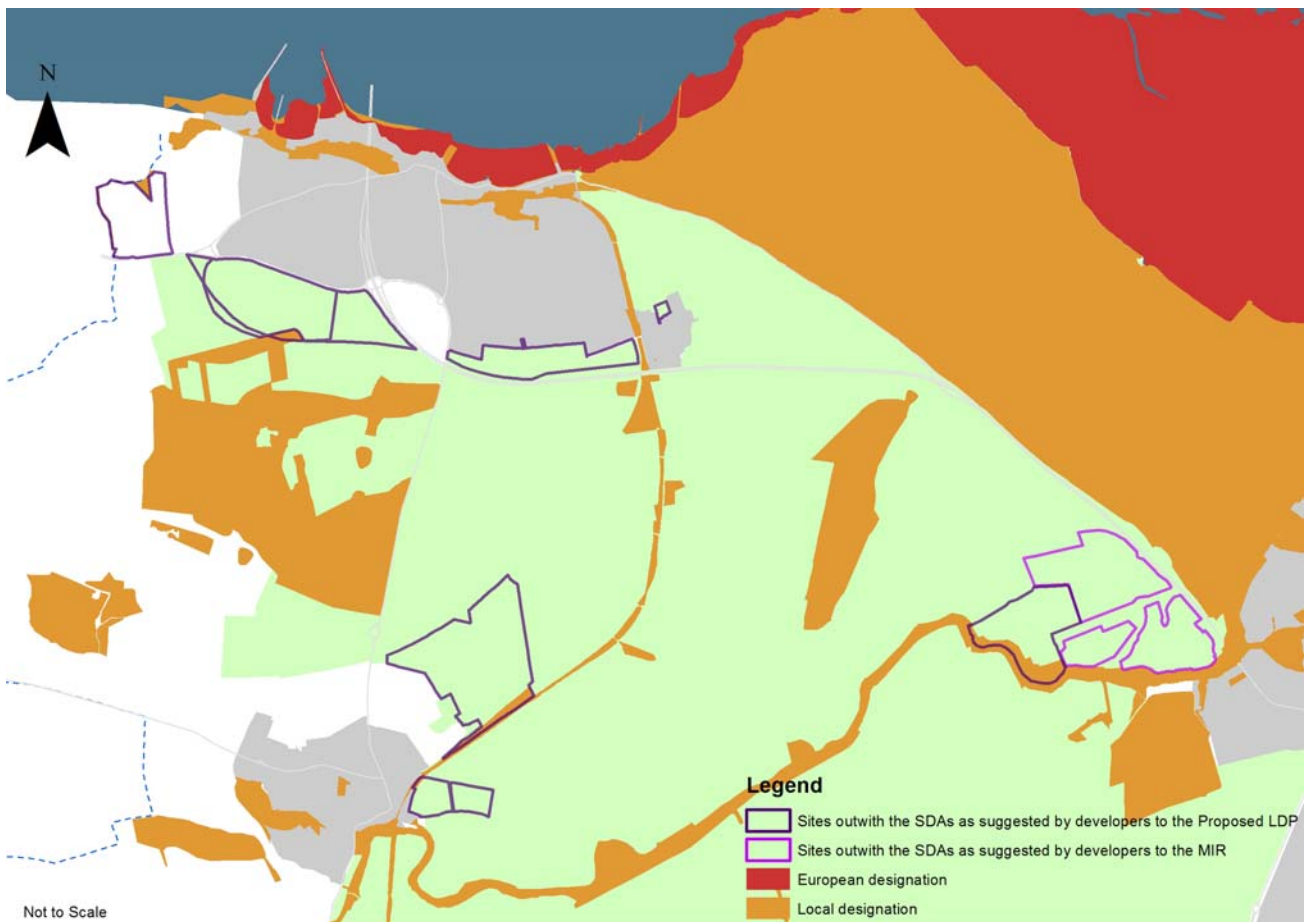
For the purposes of providing a cumulative assessment of landscape considerations, submissions have been grouped as either North West Edinburgh, South West Edinburgh or other.

A housing site assessment has been completed for all submissions and consideration has been given to parts of sites deemed suitable for new housing development. An evaluation of the potential effects of the representations to the Proposed LDP upon landscape, townscape and visual amenity has been undertaken. The landscape and visual assessments describes the general characteristics, visibility and views relating to each site, reviewed by means of site assessment and desk study, to assess their potential for meeting development needs.

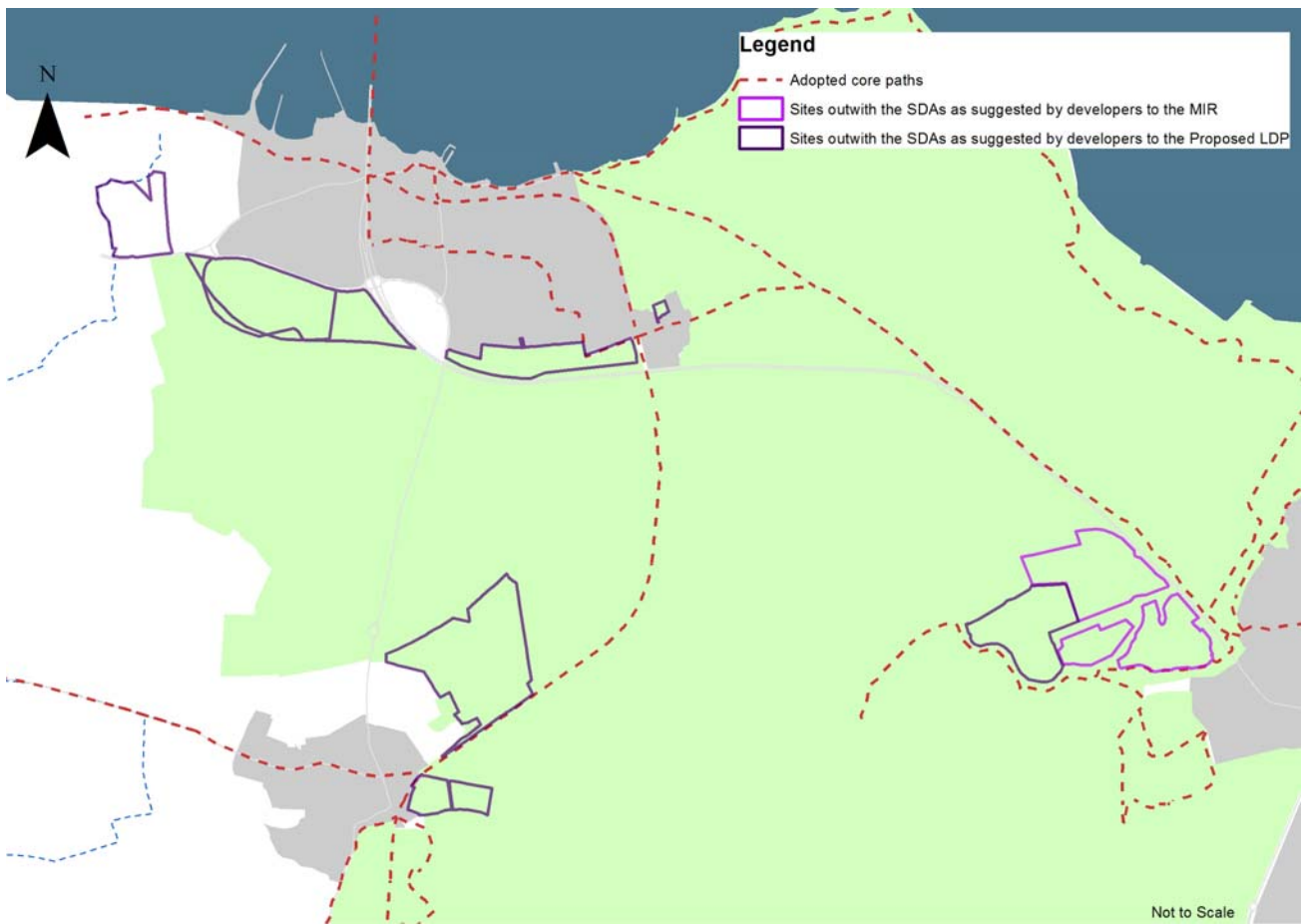
Environmental constraints have been identified and mapped and further background information collated to inform the assessments that have been undertaken. Areas considered not suitable for development at this time have not been subject to SEA at this stage. If any sites are subsequently considered for inclusion, they would be included within a revised ER.



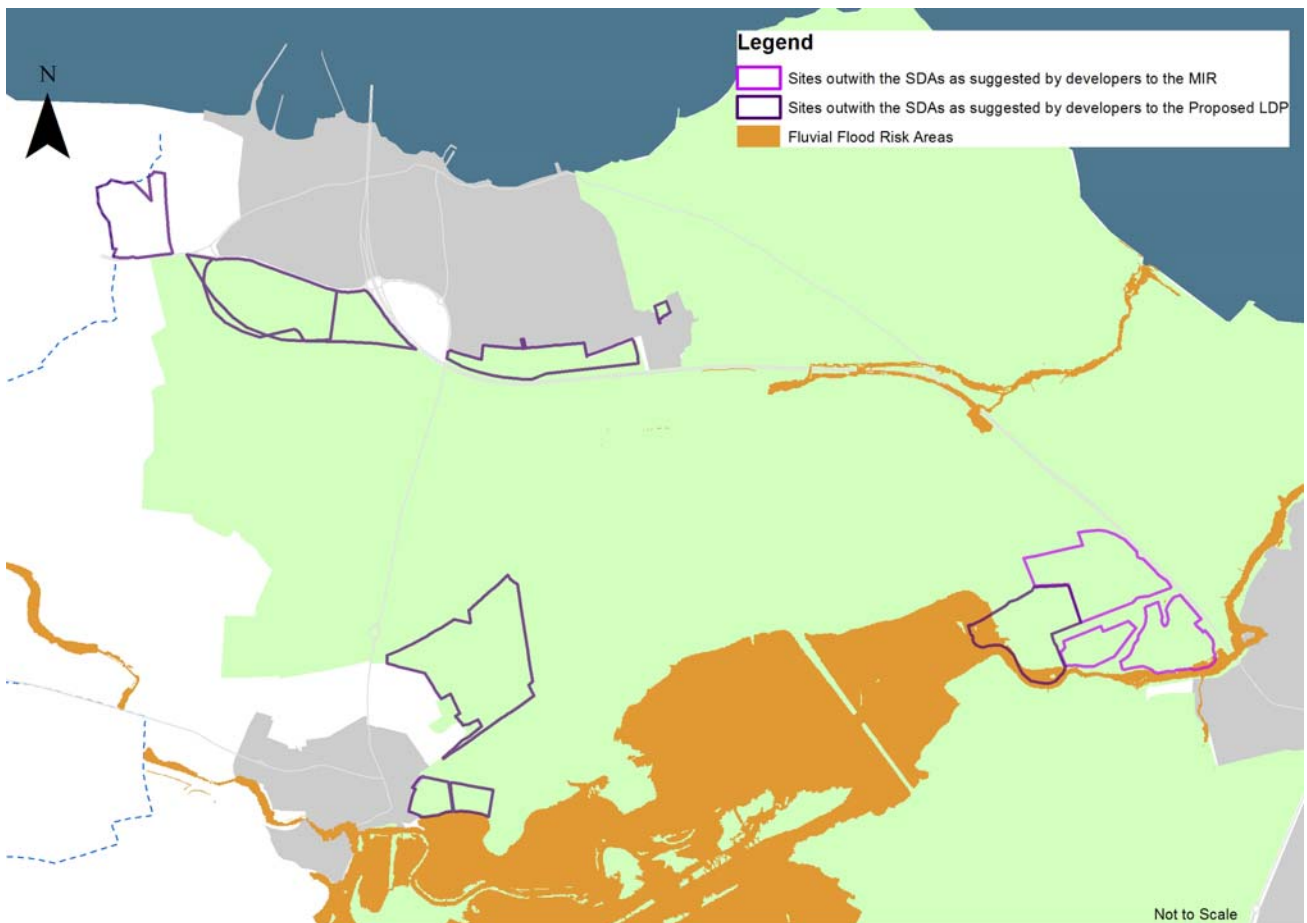
*North West developer submissions*



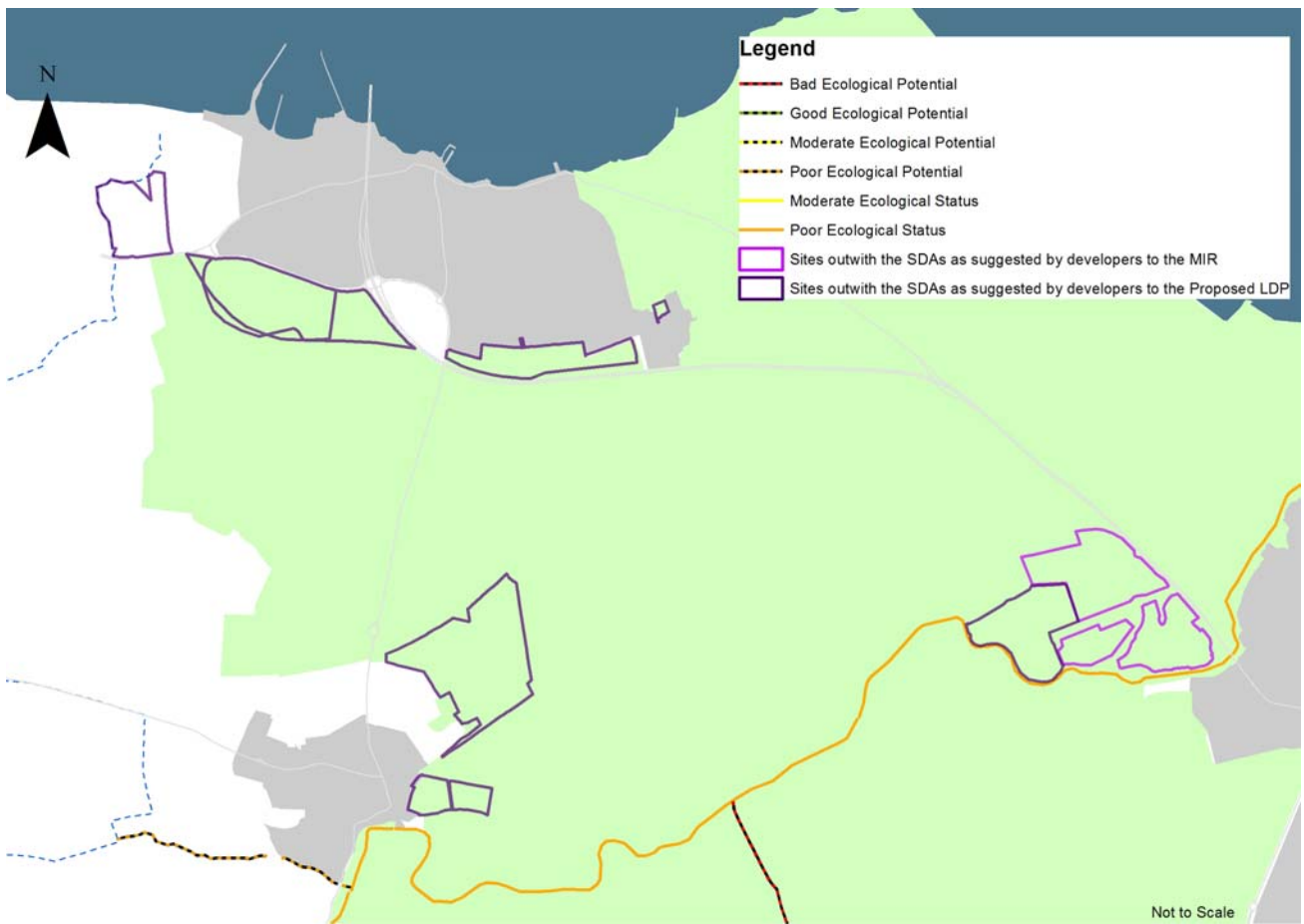
*Biodiversity, Fauna and Flora*



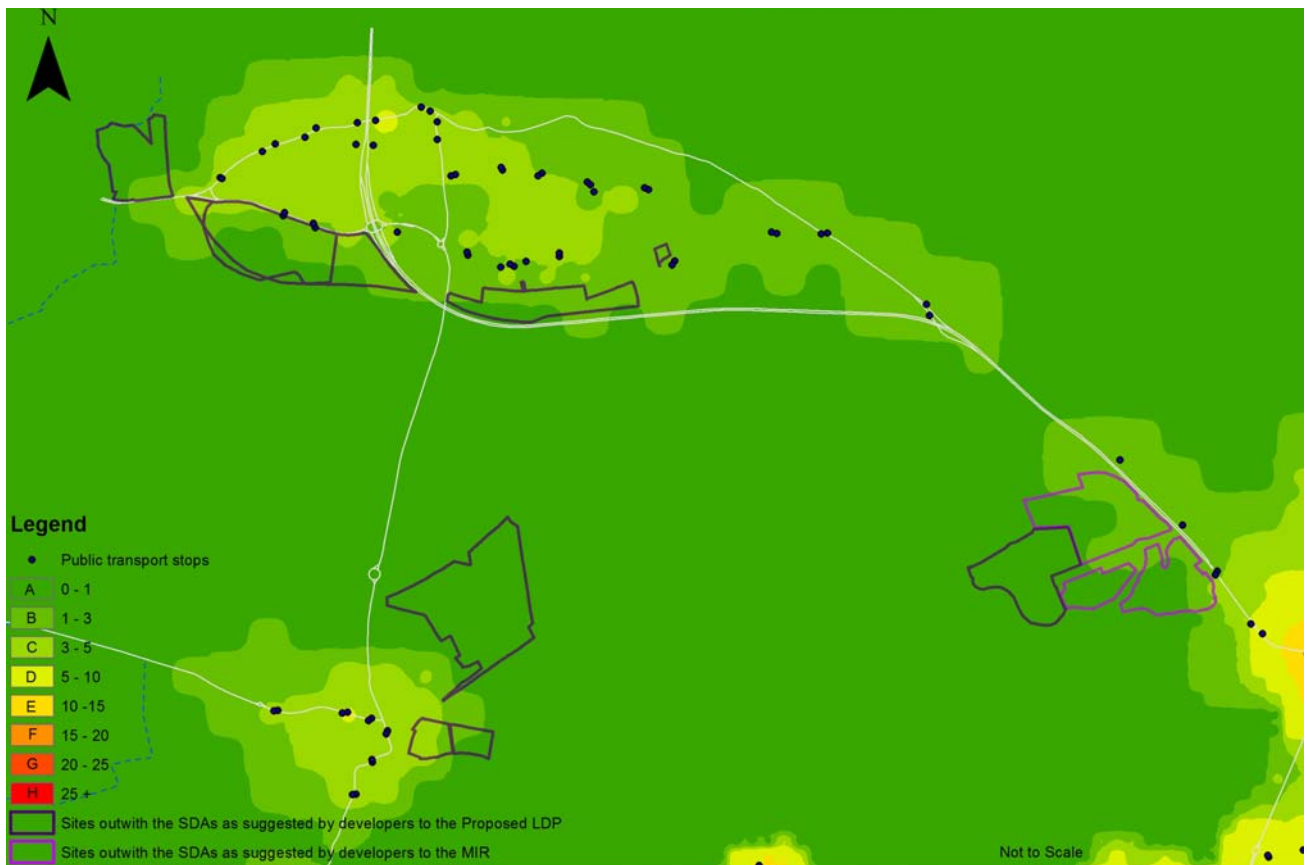
Active Travel



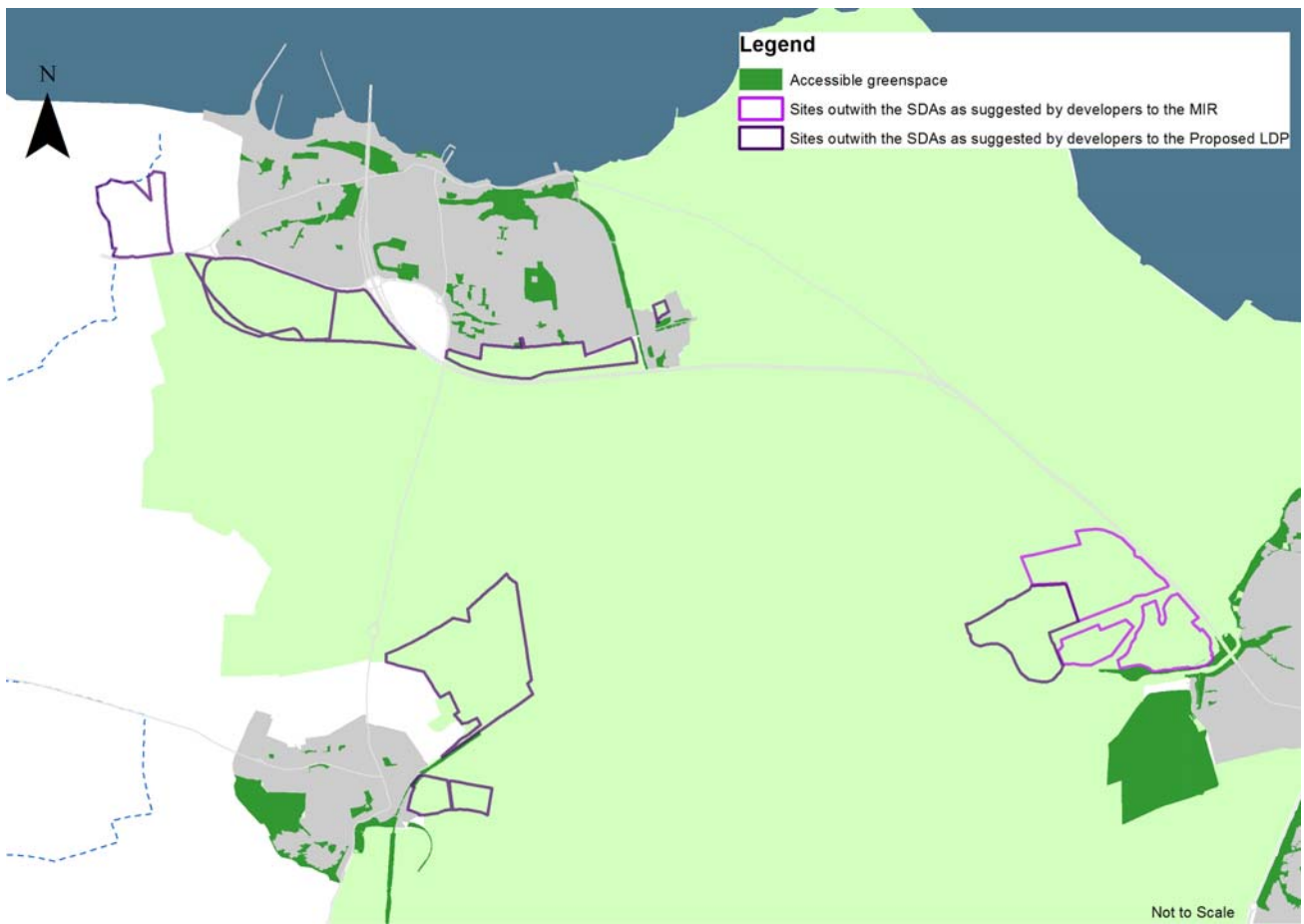
Fluvial Flood Risk Areas (updated using SEPA mapping, January 2014)



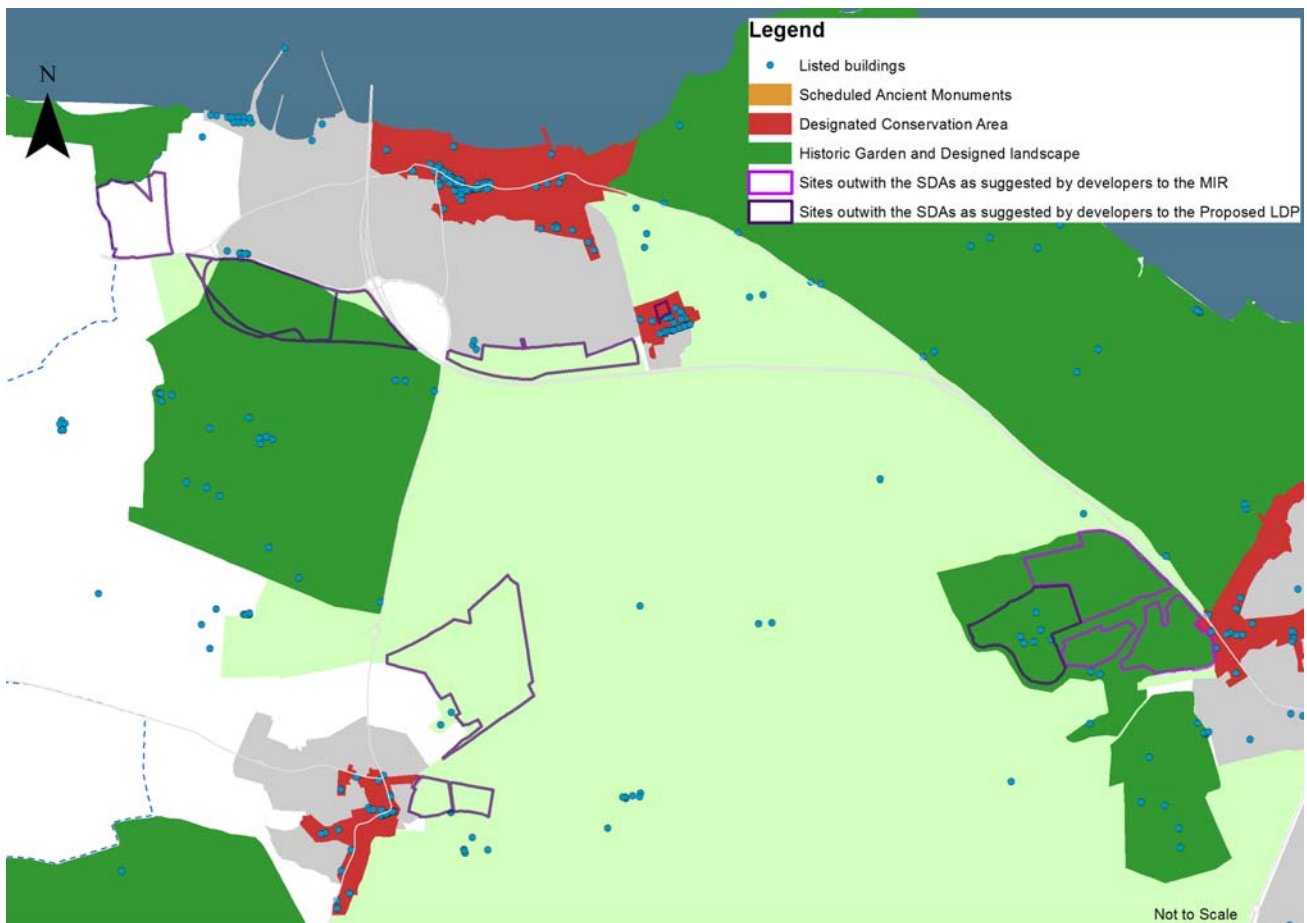
Quality of the Water Environment



Public transport accessibility levels

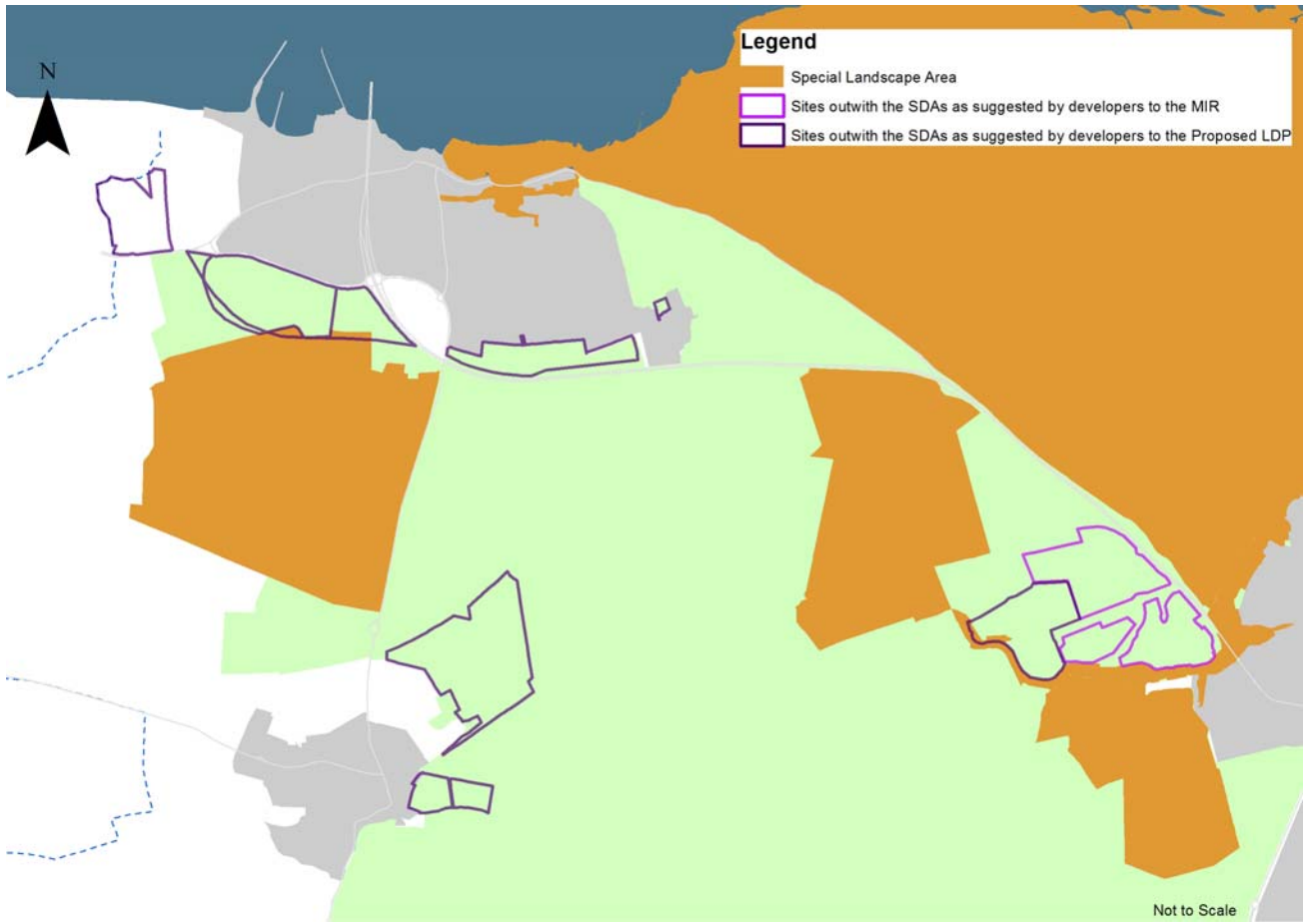


*Accessible greenspace*



*Cultural Heritage*





*Local Landscape designations*

### General landscape characteristics, visibility and views

The north-west extent of the Council area stretches from Newliston House and the River Almond in the south, to the Forth Estuary in the north and Edinburgh's boundary with West Lothian to the west.

The area comprises coastal margin and the lower basin of the River Almond. Landform rises from the coastal bluff of Firth of Forth to form gently undulating lowland terrain, punctuated by low hills, which form the northern watershed of the Almond valley.

Land cover is characterised by broad areas of well-managed, lowland farmland and the extensive woodland, shelterbelts and parkland trees of Inventory Designed Landscapes, including: Dalmeny to the northeast, Dundas, Hopetoun (City of Edinburgh/West Lothian) and Newliston to the west and Craigiehall to the southeast.

Beyond the main settlements of Queensferry, on the southern shore of the Firth of Forth; Kirkliston, on the north bank of the Almond and the 19<sup>th</sup> Century estate village of Dalmeny; settlement is limited to dispersed farmsteads, cottages and country houses.

Rocky headlands on the Forth, such as The Binks and Hound Point, frame boulder beaches and expansive intertidal sands and mudflats at low-tide. In addition to its scenic value, the estuary and its islands are of international importance for the conservation of migratory water birds and native seabirds.

The landscape is strongly influenced by transport infrastructure serving the Forth crossings. The Queensferry Rd (A90) approaches the Forth Road Bridge from Edinburgh to the southeast, the M90 links from the M9 to the southwest, bordered to the south by the Dalmeny - Falkirk rail line. The Edinburgh-Fife railway crosses the Almond valley to the east of the Airport, skirting to the eastern edge of Queensferry at Dalmeny Station, prior to spanning the Firth of Forth via the Forth Rail Bridge.

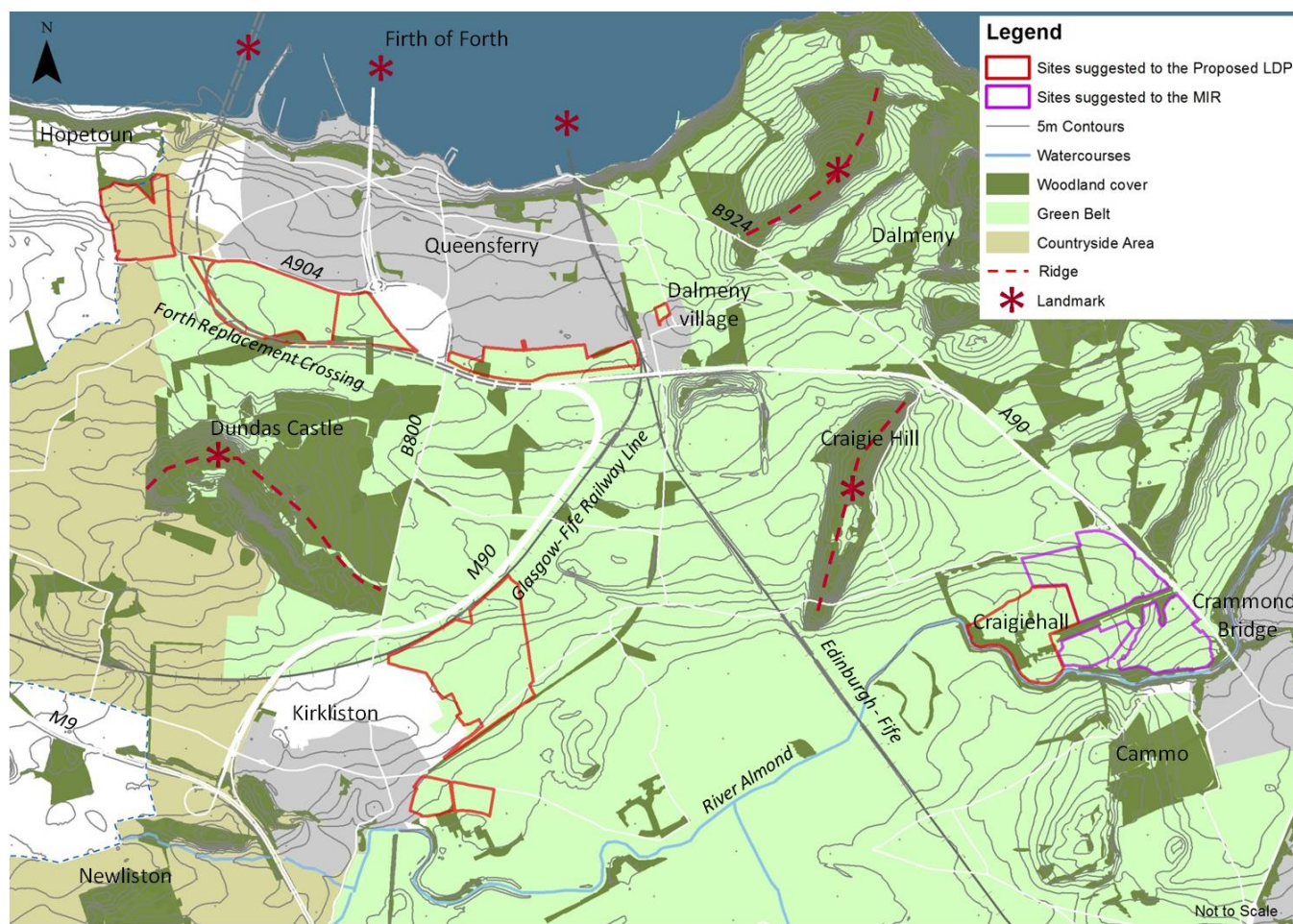
Other important connections include Buillyeon Rd (A904), heading west to Linlithgow; the north-south link between Queensferry and Kirkliston (B800); and the B924, which descends to Queensferry's waterfront. The dismantled South Queensferry rail branch forms a Core Path between Queensferry, Dalmeny, Kirkliston and Ratho Station. To the south, the Airport contributes to the flat, open character of the Almond valley.

The area's relationship to the Forth is reflected by the former naval base of Port Edgar to the west of Queensferry, today a marina and water sports centre. South of Dalmeny, an oil storage depot is set within a bund and Oil Shale Bing, whilst to its southwest, the former naval stores depot at Royal Elizabeth Yard operates as a trading estate.

Landscape change is evident through construction of the Forth Replacement Crossing, a national development. Due to open in 2016, its alignment skirts the northern edge of the Dundas estate and west side of Queensferry. North of Kirkliston, a 29 ha settlement expansion allocated in the Rural West Edinburgh Local Plan is partly implemented. A broad tract of land to the north of the River Almond and Airport is safeguarded for a potential second runway by the West Edinburgh Planning Framework.

The gently rolling, wooded, agricultural landscape provides a rural setting to Edinburgh's surrounding settlements, arterial approaches to the City and the Forth crossings. Landmarks include: designed landscapes, the ridges of Dundas, Craigie, Corstorphine and the Pentland hills, the Forth bridges and from higher viewpoints, the Firth of Forth, its islands and the Fife coastline.

Evaluation of the potential effects of the representations to the Proposed LDP upon landscape, townscape and visual amenity is set out in the following assessments and summarised in the accompanying Environmental Report, volume 1.



Landscape Characteristics

### Settlement Profiles

To the north-west of the Council area, the following settlements provide the context to greenfield housing representations outwith the identified Strategic Development Areas:

#### Queensferry

Queensferry occupies a natural harbour and crossing point on the southern bank of the Firth of Forth, 9 miles to the west of Edinburgh's city centre. The town's historic core and High Street are set around a gently curving bay, backed by a wooded coastal bluff and framed by two promontories, the Binks to the west and Craigs to the east. From the 19th Century, villa development began to expand the town upslope of the shore, south along the main road to Kirkliston and south-westwards to Boness and Linlithgow.

Prior to the construction of the Forth Rail Bridge in the 1880s-90s to the east of the Hawes Pier, Rail steamer services operated from Port Edgar to the west of the harbour, connected by the former South Queensferry Branch railway. The Port served as a naval base during World War I and II and today operates as a marina and water sports centre, with mixed-use residential led redevelopment potential. The former rail branch now forms a wooded path along the Back Braes, linking through Ferry Glen, with a stepped connection to Hawes Pier.

The Forth Road Bridge opened in 1964 and following inter-war housing development along Hopetoun Rd, 20th Century suburban growth expanded inland, in semi-circular fashion around the old town, spanning across flatter farmland above the coastal margin. The town extended southwards from Port Edgar at Springfield, up to the Builyeon Rd at Echline and towards the A90 at Scotstoun.

Eastward development continued up to the railway line and Dalmeny Station, including the High School, playing fields and Agilent works. The 19<sup>th</sup> Century estate village of Dalmeny lies to the southeast of the town on the opposite side of the railway. Recent urban development within Queensferry has included some residential infill and establishment of a large supermarket, hotel, restaurants and office premises at Ferrymuir, sited between the town and main junction of the A90.

The approach to the Forth Replacement Crossing (due to open in 2016), skirts the southern edge of the town, to the north of the Dundas estate, west of Queensferry and Port Edgar and east of Hopetoun House and Linn Mill. The Forth Road Bridge is to be retained for public transport and pedestrian/cycle use. An existing housing allocation from the Rural West Edinburgh Local Plan exists at Springfield, to the west of Queensferry and east of the route of the Forth Replacement Crossing.

The Forth Bridges dominate views from the local area and provide elevated views over the Queensferry townscape and coastline. The open sea front and steep southern bank of the Forth, permit views across the Harbour and Estuary. The combination of the town's historic harbour and 19<sup>th</sup> century villas, enclosed by coastal woodland and the bridges to east and west, define the Queensferry Conservation Area.

### **Dalmeny**

Dalmeny has medieval origins, though its historic core reflects the layout of a 19th century planned estate village, set upon a low-lying east-west ridge. Main Street follows the village's east-west alignment, passing through a broad rectilinear village green, defined by surrounding built form and laid out with a number of mature trees and more recent tree planting. Short terraces of single-storey cottages form its southern edge and the mid-section of its northern aspect. To the northeast, lies a grouping of larger buildings and treed grounds enclosed by walling comprising Dalmeny Kirk, Churchyard and Manse, the former village school (now community hall) and Gospatric House, with two modern villas approved in 2003 now standing in its grounds. To the northwest, sits Wester Dalmeny Farm and its former steading, approved for conversion to residential use in 1999, alongside new build 1.5 storey terraces. A grassed triangle and war memorial mark the junction of Main St and Bankhead Rd, leading to Queensferry via Station Rd to the north, *whilst* at the west end of the village, Standingstone Rd leads to Kirkliston to the southwest. The building line around the green provides strong enclosure but outward views can be glimpsed to the Forth Road and Rail Bridges to the north and wooded landscape of Dalmeny to the east. The consistent use of stone, slate and unity of scale and layout result in a distinct sense of place. Due to its special architectural and historic interest, it is designated as a Conservation Area.

The main area of 20th century development, lies outwith the Conservation Area to the south side of the village, and comprises inter- and post-war Council housing and primary school. This area is bordered to the south by the A90 set on a planted embankment, where beyond the northbound carriageway, a landscaped bund screens oil storage depot on the site of former oil shale workings. The west edge of the village is formed by a wooded cutting, containing the Core Path running north-south between Queensferry and Kirkliston on the disused South Queensferry Branch line and bounded to the west by the main Edinburgh – Fife railway. Main St also forms part of the Core Paths Network, forming an east-west connection between the B924 and South Queensferry.

### **Kirkliston**

The town lies approx. 10 miles to the west of Edinburgh, sited on a low hill on prominent meander on the north bank of the River Almond. The historic core of this agricultural settlement developed around its medieval Parish Church. This lies to the south of Main St, which is aligned from east-west on the Edinburgh-Winchburgh road and forms a cross-roads with the Queensferry Rd (B800) from the north, which then connects southwards to the Broxburn – Edinburgh road. Settlement growth stemmed from development of a distillery to the west of the village along New Liston Rd, following the line of the Almond and served by a reservoir at Back Braes, the present day 'Pikes Pool'. The settlement benefitted from construction of the turnpike road between Edinburgh and Linlithgow in 1810. From the 1840s, the South Queensferry Branch railway was opened between Queensferry and Ratho Station, with a station and gasworks developed to the east of the village. The settlement's historic core comprising stone built cottages and houses and its riverside setting provide the basis of the Conservation Area.

Construction of the M9 motorway from the late 1960s, enclosed the village to the west, whilst expansion of Edinburgh Airport in the 1970s retained the flat open landscape to the south of the Almond, albeit influenced by air traffic and associated infrastructure. In the latter half of the 20<sup>th</sup> century, residential expansion encircled the village's cross-roads of Main St and Queensferry Rd/Station Rd, including development of the Glebe, Kirkliston Primary School, playing fields and Drumbuie bonded warehouse to the west, and the Gateside development to the southwest, adjacent the M9.

In addition to the development of suburban estates to the north of Main St, Kirkliston station was redeveloped for housing at Auldgate in the 1980s. In 2001, residential use was consented at the former Kirkliston distillery, including conversion of the Malt Kiln and Still House, the former Drumbuie site was also approved for housing redevelopment in 2003. In 2006, an residential led settlement expansion of 29.4 ha was allocated to the north and east of the village for 610 homes, primary school and public open space. To its north and west, the M90 opened in 2007, linking traffic between the M9 and Forth Road Bridge, alleviating traffic from the Queensferry to Kirkliston Rd (B800) to the north of the village. Tracing the southern edge of the M90 to the north of Kirkliston, the Dalmeny-Falkirk railway line, forms part of a transport safeguard to connect trains from Glasgow Queen St to the new Edinburgh Gateway station at Gogar and Airport tram services.

Kirkliston's underlying landform within the lowland basin of the River Almond creates a pronounced skyline to the historic core, including the spire of the former Free Church, tower of the Parish Church and distillery chimney. The River provides an uninterrupted foreground in views towards the settlement from the south, with cottages and two storey houses on Queensferry Rd/Station Rd set against a backdrop of the Pentland Hills to the south. The River forms part of the Council's Core Paths Network alongside the the disused South Queensferry Branch railway, between Newbridge, Queensferry and Kirkliston.

## EAST OF HEADRIG ROAD Housing Site Assessment

Who made representation(s) relating to the assessment area?

Mrs N Bowlby (PPCA)

Site assessment criteria		YES / NO		Comments / mitigation potential
<b>Appropriate Locations</b>				
Is the site located on brownfield land?		N		Arable farmland
Can the site be made available for development?		Y		Representation received during MIR consultation, and Proposed Plan representation promoting the site for residential development.
1. Does the site have good accessibility to existing public transport?	2. Would sufficient enhancements be feasible?	N	N	The majority of the site has a score of A. The south east corner of the site has a score of B.  No measures available to increase accessibility for this site.
1. Does the site have good infrastructure capacity?	2. Would sufficient enhancements be feasible?	Y/N	Y	<i>Drainage:</i> Limited capacity at South Queensferry WWTW. <i>Water supply/storage:</i> Sufficient capacity at Balmore WTW. <i>Primary and Secondary schools:</i> Revised Education Appraisal identifies the educational infrastructure required to support housing growth. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis. <i>Transport:</i> Transport Appraisal addendum identifies the transport infrastructure required to support housing growth. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis.
<b>Landscape setting and identity</b>				
Would the site, if developed, affect the wider landscape setting of the city?		Y		Development would introduce urban residential development into an area of undeveloped coastline. This would impact adversely on views from Builyeon Road (A904), obstructing views to the regional landscape feature of the Firth of Forth, leading to detrimental effects upon the landscape characteristics and views which provide a setting to strategic approaches to the City.
Would the site enable clear and defensible green belt boundaries to be formed?		N		The Forth Replacement Crossing will form a strong physical and visual barrier to the West of Queensferry, defining a logical limit to the urban area. Any new green belt boundary would not compare favourably with the robust physical and visual barrier of the southern approach roads to the Forth Replacement Crossing.
Can the site be integrated into and in keeping with the character of the settlement and local area?		N		Development of the site would reflect the pattern of late 20 <sup>th</sup> century growth, where Queensferry expanded to flat agricultural land above the southern bank of the Forth Estuary. However, the site would be physically and visually separated from the existing townscape of Queensferry and planned expansion of Springfield by the route of the Forth Replacement Crossing. Development would introduce large scale urban residential development into the open agricultural landscape, adversely impacting on distinctive views of the Forth Estuary and bridges from Builyeon Road.
<b>Countryside recreation</b>				
Would development of the site avoid impacting upon existing access to countryside recreation?		Y		

**Overall assessment**

Not currently a reasonable site. Site has poor public transport accessibility with no scope for enhancements. Development would affect the landscape setting of the city, would not enable clear and defensible green belt boundaries to be formed and would not be in keeping with the character of the settlement and local area.

**Landscape and Visual Assessment****Site Location**

The site lies to the north of Builyeon Rd (A904) and west of the route of the Forth Replacement Crossing (under construction). It is bounded by the Council's administrative boundary with West Lothian, to the north and west, formed by the course of the Linn Mill Burn.

**Landscape/Townscape Character**

The site lies at approx 60 - 40 m above sea level and is approx. 15 hectares in extent. Open, arable farmland rises gradually from the coastal margin of the Forth Estuary to form flat land to the north of Builyeon Rd (A904). The west edge of the site is characterised by rough grassland and sparse tree cover, tracing the course of the Linn Mill burn (part culverted) and outline of a former quarry. To the north, the burn runs within the walled and wooded estate boundary of the Inventory Garden and Designed Landscape of Hopetoun House, recorded as Ancient Woodland of Long-Established plantation origin. The Railtrack Systems factory lies beyond the site to the northwest, accessed from Headrig Rd to the west of the Linn Mill Burn. To the northeast, a small group of properties at Linn Mill cluster around the valley slopes, as the Burn descends to the Forth. Remnant walling and fencing subdivides the farmland to the east, where the site adjoins the national development of the Forth Replacement Crossing, which will include a new Queensferry Junction, approach road, viaduct, roadside bunds and tree planting. To the south, post and wire fencing and remnant hedging adjoin Builyeon Rd, beyond which road construction continues at the Dundas estate. A number of wooden electricity poles cross the site. The main recreational route through the landscape, follows the shore of the Firth of Forth along Society Rd, to the north of Hopetoun House and Linn Mill. A new east-west cycle route will connect under the Forth Replacement Crossing's viaduct to the northeast of the site.

**Views and Visibility**

The site is prominent in views from Builyeon Rd (A904) to which it provides an open, rural context. In eastbound views from the A904, the site forms a prominent foreground setting to views of the Forth Estuary, Fife coastline and Forth Rail and Road bridges, framed by woodland at Hopetoun to the northwest, Queensferry and Mons Hill to the east. The site contributes a rural backdrop to southward views from the Forth bridges and from vessels on the Firth itself. A designated viewpoint for the Forth Bridges is situated slightly further to the west along the A904, near the village of Newton in West Lothian. The Forth Replacement Crossing's three tower, cable stayed structure of approx. 200 m in height will form a new landmark within the coastal scenery and its approach road will provide new wooded bunds, containing views to the site from residential areas on the west side of Queensferry. The rising landform of the coastal bluff, restricts views to the site from Linn Mill, Society Rd and Port Edgar to the north. The site is visible from the Railtrack Systems factory and its access rd to the northwest. The main views from Hopetoun House are focussed to the north and east toward the Firth of Forth, with views to the south enclosed by boundary plantings.

**Can the site be integrated into and in keeping with the character of the settlement and local landscape?**

Development of the site would reflect the pattern of late 20<sup>th</sup> century growth, whereby Queensferry expanded to the flat agricultural land above the southern bank of the Forth Estuary. Whilst a new cycle route will be formed under the Forth Replacement Crossing to the northeast of the site, development would be physically and visually separated from the existing townscape of Queensferry and planned expansion of Springfield by the crossings southern approach road. Development would introduce large scale urban residential development into the open agricultural landscape and extend development westwards along the coast. These changes would impact adversely upon on distinctive views of the Forth Estuary and Forth bridges from Builyeon Rd, where the Hopetoun woodlands and improved agricultural land provide some scenic value. This contrasts with the existing allocation at Springfield to the west of Queensferry, which has potential to integrate with the existing townscape, by virtue of its street pattern and network of open spaces.

**Would the site if developed, affect the wider landscape setting of the city?**

The coastal margin to the west of Queensferry, previously lay outwith the Edinburgh Green Belt, within the Rural West Edinburgh Local Plan Countryside Policy Area. However, similar landscape setting considerations apply and for these reasons it is proposed for allocation as green belt within the LDP.

Notwithstanding the designated viewpoint to the Forth bridges at Newton and introduction of roadside planting to the southern approach to the Forth Replacement Crossing, development of the site would introduce urban residential development into an area of undeveloped coastline. This would impact adversely on views from Builyeon Rd (A904), obstructing views to the

regional landscape feature of the Firth of Forth on the west approach to the settlement and new Queensferry Junction, thereby having a detrimental effect upon landscape characteristics and views, which provide a setting to strategic approaches to the City and from which the settlement of Queensferry can be understood and experienced.

**Would the site enable clear and defensible green belt boundaries to be formed?**

The southern approach to the Forth Replacement Crossing and its associated landscape framework of bunds and woodland planting will form a strong physical and visual barrier to the west of Queensferry, defining a logical limit to the urban area.



## CRAIGIEHALL Housing Site Assessment

Who made representation(s) relating to the assessment area?

Defence Infrastructure Organisation

Site assessment criteria		YES / NO		Comments / mitigation potential
<b>Appropriate Locations</b>				
Is the site located on brownfield land?		Y/N		There are a number of buildings within the estate as well as ancillary parking and playing fields. However, the representation area is extensive and includes areas of greenspace.
Can the site be made available for development?		Y/N		Representation received during MIR consultation, and Proposed Plan representation promoting the site for mixed use housing led development and stating that the Ministry of Defence will vacate the site by 2017. No further details of the disposal of the site have been provided and there remains some uncertainty if and when the Ministry of Defence will be vacating.
1. Does the site have good accessibility to existing public transport?	2. Would sufficient enhancements be feasible?	N	N	The entire site has a score of A.  No measures available to increase accessibility for this site.
1. Does the site have good infrastructure capacity?	2. Would sufficient enhancements be feasible?	Y/N	Y	<i>Drainage:</i> Limited capacity at South Queensferry WWTW. <i>Water supply/storage:</i> Sufficient capacity at Balmore WTW. <i>Primary and Secondary schools:</i> Revised Education Appraisal identifies the educational infrastructure required to support housing growth. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis. <i>Transport:</i> Transport Appraisal addendum identifies the transport infrastructure required to support housing growth. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis.
<b>Landscape setting and identity</b>				
Would the site, if developed, affect the wider landscape setting of the city?		N		Subject to the retention and management of trees, woodland and surrounding parkland, and careful siting of new development informed by historic landscape assessment and the setting of historic assets, development of the site would not impact upon the wider landscape setting of the city.
Would the site enable clear and defensible green belt boundaries to be formed?		N		The existing Green Belt boundary to the northwest of the City is clearly formed by the strong physical and visual feature of the incised, wooded valley of the River Almond.  As a policy landscape separated from the urban area by intervening agricultural land, the site lacks features capable of forming an alternative green belt boundary.
Can the site be integrated into and in keeping with the character of the settlement and local area?		N		The site lacks opportunities for physical integration with the existing urban area, located approximately 1km to west of Edinburgh's townscape, separated by open farmland to its perimeter, the incised wooded valley of the River Almond and the major arterial approach of Queensferry Road (A90). The existing Barracks are relatively self-contained by Craigiehall's low lying location, existing landscape framework and surrounding farmed parkland and redevelopment of the core grounds would not impact adversely on local landscape character.

<b>Countryside recreation</b>		
Would development of the site avoid impacting upon existing access to countryside recreation?	Y	
<b>Overall assessment</b>		
Not currently a reasonable site. Site has poor public transport accessibility with no scope for enhancements. Development would not enable clear and defensible green belt boundaries to be formed and would not be in keeping with the character of the settlement and local area.		

## Landscape and Visual Assessment

### Settlement Context

The site is remote from the urban area.

### Site Location

The site is located on the north bank of the River Almond to the west of Queensferry Rd (A90) and south of Burnshot Rd, approx 1 km due west of Edinburgh's urban edge at Cramond Bridge.

### Landscape/Townscape Character

The site lies at between 30-50 m above sea level, sloping gradually to the southwest. It forms part of an Inventory Garden and Designed Landscape of enclosures and planting dating from the 18<sup>th</sup> Century. The site comprises the core of the former estate, centred around the category A Listed mansion of Craigiehall, set on a meander of the River Almond, together with its east and north avenue approaches. The estate has been occupied by the Ministry of Defence since 1939, with areas around the mansion and its category C Listed stable court, progressively overlain with operational, social and barrack facilities by the Army from the 1950s-70s. New buildings have been inserted into landscape structure of trees and woodland, including the former walled garden. Large areas of open space have also been retained in the form of parade grounds and playing fields, in addition to the formal lawns to the east and west of Craigiehall, which is used as the Officer's Mess. On the perimeter of the estate, housing in brick and off-white render was developed for officers at Riverside Rd and Primrose Drive to the south, and for married soldiers at Hillside Rd to the north. The scale, distribution and parkland setting of the dwellings is reminiscent of post-war rural housing. Craigiehall's East Lodge was lost to construction of the A90. The site is due to be vacated in 2017 and will no longer be required for military use.

The wider policy parkland does not form part of the proposed LDP representation site and falls under separate ownership; some of this land formed part of a separate MIR representation by Roseberry Estates, evaluated overleaf. Craigiehall's parkland includes grazed arable land and parkland, subdivided by shelterbelts, the formal north and east avenues and Riverside Drive. To the south of Craigiehall, parkland to the north of the Almond is stocked with mature specimen trees. To the east, the parkland includes a pond with wooded margins to the south of the east avenue, whilst to the southeast, Cramond Bridge Old Farmhouse and Steading and Cramond Bridge Farmhouse, all category C Listed, with cottages to the north. The designed landscape also extends to the Listed ornamental features of Craigiehall Grotto and Grotto Bridge along the River Almond, and to the south of the river, Craigiehall Temple on Lennie Hill. The upper storey of the Temple and part of its oak avenue were removed to maintain a safe flightpath to Edinburgh Airport, which notably passes over the site. To the northwest of the City, Craigiehall's wooded framework and surrounding parkland contributes to the wider landscape character of designed landscapes and lowland farmland on the coastal margin, alongside Dalmeny estate and Cammo. The River Almond Core Path follows the river bank to the south of Craigiehall, however, access to the site is strictly controlled.

### Views and Visibility

The site's wooded structure and perimeter parkland is visible from the surrounding roads. In summer, roadside planting contains views; however in winter and the shoulder seasons, there are brief views across open parkland to the south and east of Craigiehall, beyond Cramond Bridge and on the approach to the A90 off ramp to Burnshot Rd. From the north, there are elevated views across the Inventory Site, from Burnshot Road, a secondary route within the greenbelt between Kirkliston and Cramond. Views feature, the estate's open parkland, set against the backdrop of Corstorphine Hill, the wooded course of the River Almond, Lennie Hill and the Pentland Hills in the distance, with the Airport visible to the west.

The estate's northern boundary planting limits views to the core of the Barracks in summer, however, the mansion of Craigiehall is visible from the west end of Burnshot Rd and from the public vantage point of Craigie Hill to the northwest, set against the wooded backdrop of the Almond and Corstorphine Hill. Views to the interior of the Inventory Site are generally filtered and contained by the broad areas of flanking farmland, roadside hedges and trees, policy woodland, the wooded Almond valley and land use of the Airport to the southwest. The MOD facility is also signalled by early 20<sup>th</sup> Century housing on the perimeter of the estate at Hillside Road. From the River Almond Core Path to the south of the site, views to Craigiehall's parkland contribute to the rural and secluded setting of the wooded valley, whilst features such as Craigiehall Grotto and Grotto Bridge add visual and cultural interest.

**Can the site be integrated into and in keeping with the character of the settlement and local landscape?**

The representation site lacks opportunities for physical integration with existing urban area. It is located approx. 1 km distance to the west of Edinburgh's townscape, separated by open farmland to its perimeter, the incised, wooded valley of the River Almond and the major arterial approach of the Queensferry Rd (A90).

The existing Barracks are relatively self-contained by Craigiehall's low-lying location, existing landscape framework and surrounding farmed parkland. The Inventory Site has been substantially modified by MOD use, however, its woodland structure and surrounding parkland contribute to the overall pattern of wooded designed landscapes and lowland farmland on the coastal margin, alongside the Dalmeny estate and Cammo. Subject to retention and management of trees and woodland and surrounding parkland, redevelopment of the core grounds in keeping with the characteristics and qualities of the Inventory Designed Landscape and other historic assets, would not impact adversely on local landscape character and views.

**Would the site if developed, affect the wider landscape setting of the city?**

The Craigiehall Inventory Site has been substantially modified by MOD development. Subject to the retention and management of trees, woodland and surrounding parkland, and careful siting of new development informed by historic landscape assessment and the setting of historic assets, development of the site would not impact upon the wider landscape setting of the City.

**Would the site enable clear and defensible Green Belt boundaries to be formed?**

The existing Green Belt boundary to the northwest of the City is clearly formed by the strong physical and visual feature of the incised, wooded valley of the River Almond.

As a policy landscape, separated from the urban area by intervening agricultural land, the representation site lacks features capable of forming an alternative green belt boundary.

## NORTH EAST OF CRAIGIEHALL Housing Site Assessment

Who made representation(s) relating to the assessment area?

Roseberry Estates (Strutt and Parker) \* MIR representation

Site assessment criteria		YES / NO		Comments / mitigation potential
<b>Appropriate Locations</b>				
Is the site located on brownfield land?		N		Arable farmland.
Can the site be made available for development?		Y		Representation received during MIR consultation. No representation received at Proposed Plan stage but still assumed site could be made available if allocated for development.
1. Does the site have good accessibility to existing public transport?	2. Would sufficient enhancements be feasible?	N	N	The majority of the site has a score of A with the eastern part of the site having a score of B.
1. Does the site have good infrastructure capacity?	2. Would sufficient enhancements be feasible?	Y/N	Y	<i>Drainage:</i> Limited capacity at South Queensferry WWTW. <i>Water supply/storage:</i> Sufficient capacity at Balmore WTW. <i>Primary and Secondary schools:</i> Revised Education Appraisal identifies the educational infrastructure required to support housing growth. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis. <i>Transport:</i> Transport Appraisal addendum identifies the transport infrastructure required to support housing growth. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis.
<b>Landscape setting and identity</b>				
Would the site, if developed, affect the wider landscape setting of the city?		Y		Development of the site would impact on the wider landscape setting of the City, altering the character and appearance of a nationally important designed landscape, which contributes to the landscape setting of the City from the arterial approach of the A90, views from secondary route within the green belt and the recreational route of the River Almond Core Path.
Would the site enable clear and defensible green belt boundaries to be formed?		N		The existing Green Belt boundary to the northwest of the City is clearly formed by the strong physical and visual feature of the incised, wooded valley of the River Almond.  The designed landscape comprises a number of formal avenues and shelterbelts, which provide features capable of forming an alternative green belt boundary. However, the Inventory Site would need to be considered in its entirety as an historic asset, rather than as a series of individual land parcels, in order to avoid the cumulative erosion of the green belt's integrity through the granting of individual planning permissions.
Can the site be integrated into and in keeping with the character of the settlement and local area?		N		Whilst the south-eastern extent of the site lies beyond the north-west edge of the City and path connections exists at Grotto Bridge, the site is physically and visually separated from the existing built up area by the incised wooded valley of the River Almond and major arterial approach of the Queensferry Rd (A90). The existing institutional dwellings are arranged in dispersed groupings on the periphery of the parkland and do not constitute a settled area, whereby new development could be readily integrated with existing streets, open spaces and local services.

		<p>Development of the site would result in the loss of open parkland between Craigiehall, the River Almond and Burnshot Rd. Whilst the core of the estate has been modified by MOD use, its perimeter parkland represents a relatively intact component of the Inventory Site's landscape composition. Aside from Craigiehall's national importance in terms of the historic environment, the estate's woodlands and farmed parkland contribute to the quality of the landscape setting on the north-western periphery of Edinburgh, in conjunction with farmland within the lower Almond basin and the neighbouring Inventory Sites of Cammo, Dalmeny and Dundas Castle.</p> <p>These changes would impact adversely on views from Queensferry Rd (A90) a strategic approach to the City, which has a rural setting between Queensferry and the western limits of the City, defined by the River Almond at Cramond Bridge. Views from Burnshot Rd across the relatively rural Almond valley would also be adversely affected. From the River Almond Core Path, the clear distinction between town and open countryside would be adversely affected, as experienced by recreational receptors with a high degree of sensitivity to landscape change.</p>
<p><b>Countryside recreation</b></p>		
<p>Would development of the site avoid impacting upon existing access to countryside recreation?</p>	<p>Y</p>	
<p><b>Overall assessment</b></p> <p>Not currently a reasonable site. Site has poor public transport accessibility with no scope for enhancements. Development would affect the landscape setting of the city, would not enable clear and defensible green belt boundaries to be formed and would not be in keeping with the character of the settlement and local area.</p>		

## Landscape and Visual Assessment

### Site Location

The site comprises three areas of farmed parkland, situated to the north of the River Almond, west of Queensferry Rd (A90), south of Burnshot Rd/Hillside Rd and east of Craigiehall Barracks and its north avenue approach. It is subdivided by the estate's formal east avenue approach and Riverside Road.

### Landscape/Townscape Character

As Craigiehall assessment (above)

### Views and Visibility

As Craigiehall assessment (above)

### Can the site be integrated into and in keeping with the character of the settlement and local landscape?

Whilst the south-eastern extent of the site is lies beyond the north-west edge of the City and path connections exists at Grotto Bridge, the site is physically and visually separated from the existing built up area by the incised wooded valley of the River Almond and major arterial approach of the Queensferry Rd (A90). The existing institutional dwellings are arranged in dispersed groupings on the periphery of the parkland and do not constitute a settled area, whereby new development could be readily integrated with existing streets, open spaces and local services.

Development of the site would result in the loss of open parkland between Craigiehall, the River Almond and Burnshot Rd. Whilst the core of the estate has been modified by MOD use, its perimeter parkland represents a relatively intact component of the Inventory Site's landscape composition. Aside from Craigiehall's national importance in terms of the historic environment,

the estate's woodlands and farmed parkland contribute to the quality of the landscape setting on the north-western periphery of Edinburgh, in conjunction with farmland within the lower Almond basin and the neighbouring Inventory Sites of Cammo, Dalmeny and Dundas Castle.

These changes would impact adversely on views from Queensferry Rd (A90) a strategic approach to the City, which has a rural setting between Queensferry and the western limits of the City, defined by the River Almond at Cramond Bridge. Views from Burnshot Rd across the relatively rural Almond valley would also be adversely affected. From the River Almond Core Path, the clear distinction between town and open countryside would be adversely affected, as experienced by recreational receptors with a high degree of sensitivity to landscape change.

**Would the site if developed, affect the wider landscape setting of the city?**

Development of the site would impact on the wider landscape setting of the City, altering the character and appearance of a nationally important designed landscape, which contributes to the landscape setting of the City from the arterial approach of the A90, views from secondary route within the green belt and the recreational route of the River Almond Core Path.

**Would the site enable clear and defensible Green Belt boundaries to be formed?**

The existing Green Belt boundary to the northwest of the City is clearly formed by the strong physical and visual feature of the incised, wooded valley of the River Almond.

The designed landscape comprises a number of formal avenues and shelterbelts, which provide features capable of forming an alternative green belt boundary. However, the Inventory Site would need to be considered in its entirety as an historic asset, rather than as a series of individual land parcels, in order to avoid the cumulative erosion of the green belt's integrity through the granting of individual planning permissions.

## SOUTH/ SOUTH WEST OF BUILYEON ROAD Housing Site Assessment

Who made representation(s) relating to the assessment area?

Mrs N Bowlby's 1992 Trust (PPCA)  
Ray Grieve (Farningham Planning)

Site assessment criteria		YES / NO		Comments / mitigation potential
<b>Appropriate Locations</b>				
Is the site located on brownfield land?		N		Arable farmland
Can the site be made available for development?		Y		Representation received during MIR consultation, and Proposed Plan representation promoting the site for residential development.
1. Does the site have good accessibility to existing public transport?	2. Would sufficient enhancements be feasible?	Y/N	Y	The most southerly part of the site has a score of A with accessibility improving closer to Builyeon Road. Over half of the site has a score of B with the north western corner having a score of C.
1. Does the site have good infrastructure capacity?	2. Would sufficient enhancements be feasible?	Y/N	Y	<i>Drainage:</i> Limited capacity at South Queensferry WWTW. <i>Water supply/storage:</i> Sufficient capacity at Balmore WTW. <i>Primary and Secondary schools:</i> Revised Education Appraisal identifies the educational infrastructure required to support housing growth. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis. <i>Transport:</i> Transport Appraisal addendum identifies the transport infrastructure required to support housing growth. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis.
<b>Landscape setting and identity</b>				
Would the site, if developed, affect the wider landscape setting of the city?		N		Development would impact upon the open, rural context to the South of Queensferry and north of Dundas Castle Inventory Site, which are recognisable features of the City's coastal margin and setting of Queensferry from existing roads. However, from the southern approach to the Forth Replacement Crossing, this setting will play a more limited role as a result of landform enclosure and roadside planting.
Would the site enable clear and defensible green belt boundaries to be formed?		Y/N		For the larger site, the northern (Builyeon Road, A904), southern (Forth Replacement Crossing) and eastern (A90) boundaries of the site are all clearly defined roads that will provide long term defensible Green Belt boundaries.  For the smaller site, whilst the northern (Builyeon Road, A904) and southern (Forth Replacement Crossing) boundaries of the site are clearly defined, the eastern edge lies close to an existing field boundary hedge which lacks strong physical and visual features capable of forming an appropriate green belt boundary.
Can the site be integrated into and in keeping with the character of the settlement and local area?		Y		Development will result in the loss of open farmland providing a rural context to the south of Queensferry and northern edge of the Dundas Castle Inventory site. However, this character will have already been altered considerably by the routing of the southern approach to the Forth Replacement Crossing and further changes to the character would be contained by the local landscape.

		The integration of pedestrian links to the existing housing to the north could be achieved.
<b>Countryside recreation</b>		
Would development of the site avoid impacting upon existing access to countryside recreation?	Y	
<b>Overall assessment</b>		
Allocated site in Second Proposed Plan. Site has good access to public transport, would not affect the landscape setting of the city, can be integrated into the existing settlement and the larger site would provide clear and defensible green belt boundaries.		

## Landscape and Visual Assessment

### Settlement Context

Queensferry

### Site Location

The site lies to the southwest of Queensferry. It is bounded to the north by the Builyeon Rd (A904), to the south and west by the new southern approach road to the Forth Replacement Crossing. The eastern edge of the site follows a land ownership boundary which runs to the east of a hedgerow aligned north-south, some 250 m to the west of the A90 Echline junction. The site forms part of the larger representation site submitted on behalf of Grieve Ray by Farningham Planning (Map Ref: 61)

### Landscape/Townscape Character

The site comprises approx. 15 hectares of relatively flat, lowland farmland, situated on the coastal margin, which falls gradually from southwest to northeast from 60-50 m above sea level. Landcover is formed by large scale, open, well-managed 18-19<sup>th</sup> century arable fields, edged by walling, fencing and hedgerows, in keeping with the agricultural landscape that extends westwards to the Council boundary at Linn Mill Burn. The site is currently secured by fencing, forming part of the construction site and earthworks for the Forth Replacement Crossing.

To the north of the site, along Builyeon Rd, lie the Echline and Stoneyflats residential estates with roadside services and a hotel to the east at the A90 Echline junction. The immediate townscape is characterised by detached and semi-detached two storey housing, arranged along a series of cul-de-sacs. The area is served from Echline Avenue, which forms a loop off the Bo'ness Rd to the north. In addition to small amenity greenspaces, several linear open spaces provide north-south links through the housing. At the western end of Builyeon Rd, lies the category B Listed grouping of Echline Farmhouse within a treed garden and row single storey Echline Cottages, adjacent to the converted steading. A small pond sits within the site to the south of the steading. The northeast corner of the site is crossed by a minor rd, truncated by the construction of the A90, now providing access to several telecoms masts. To the east of the site boundary, lies a further arable field, fenced to the A90 and planted banking of the Echline Junction off-ramp. Across the A90 lies Ferrymuir Retail and Business Park.

The fields form part of the northern flanking farmland of Dundas Castle's policy landscape, a site on the Inventory of Gardens and Designed Landscapes, which is centred around the low, wooded hilltop of Dundas Hill to the south (110m above sea level). The main parkland, now modified as a golf course, is laid out on the hillside to the east of category A Listed Dundas Castle. Below the Hill's western crag, lies the Lily Loch and ornamental woodland gardens, set within a narrow valley. The estate contributes to the rural character to the south of Queensferry and its policy influences extend eastwards across the B800, beyond the Inventory Site.

Due to open in 2016, the Forth Replacement Crossing, lies upstream of the Forth Road Bridge and comprises a three-tower, cable stayed bridge and approach viaducts. It will be served by a new 3.1 km southern approach, which will skirt the southern and western edge of Queensferry, heading westwards from the A90 and M90 Scotstoun Junction. The new infrastructure will be connected to local roads to the west of Echline by a new Queensferry Junction on the A904 and the Forth Road Bridge will be retained for use by buses, taxis, pedestrians and cyclists. The southern approach will be lit, as will side roads connecting to and from Queensferry.



The road will be integrated with its surroundings by means of false cuttings (bunds), noise barriers, stone walling and new woodland, hedgerow, standard tree planting, which will take up to 15 years to establish stature within the landscape. The existing farmland is currently to be restored to agricultural use and roadside planting will also be implemented along Buileyon Rd to mitigate visual effects on residential properties.

The Crossing's southern approach will pass along the south boundary of the site on a raised embankment, curving northwards to the west to descend under the A904 within a cutting, before re-emerging at grade on approach to the Crossing's southern landing, contained by planted bunds. The alignment cuts through the estate's northern plantation; the Echline Strip, part of a 19<sup>th</sup> century northward extension of the estate boundary, with the core of the policy landscape retained relatively intact to the south. Dundas Home Farm (category B Listed) and the estate's north drive, accessed from the gateway and North Lodge (category B Listed) on the B800, Queensferry to Kirkliston Rd lie to the south of the route. An oil pipeline has also been diverted along the north edge of the Echline Strip.

Other recent landscape change includes the development of the Ferrymuir Business and Retail Park to the east of the site and A90, which has been partly implemented through construction of a supermarket, office accommodation, restaurants and hotel.

### **Views and Visibility**

The site's low lying location and lack of enclosure to the north and east, give the site visual prominence from the A904 and existing A90. The combination of open farmland and a wooded backdrop to the south contribute to the scenic value of roadside views, despite the presence of major transport infrastructure, roadside services, telecoms masts and development at Ferrymuir, such as the Dakota Hotel.

Dundas Hill provides a wooded backdrop to Queensferry in southward views from the Forth Road Bridge, which affords elevated views over the coastline and Queensferry townscape. Due to the angle of view, the site is obscured by the existing built up area.

From the B800 Queensferry to Kirkliston Rd, the site is screened from view from the by the wooded landform of Dundas Hill. In absence of established planting at Ferrymuir Business and Retail Park, westward views across the A90 are unobstructed.

The site is generally not prominent in views from residential areas to the north, due to the settlement's northerly aspect and roadside planting along Buileyon Rd. However, to the west of Buileyon Rd, Echline Farmhouse and Cottages are oriented to the south, whilst to the east several properties at Echline View have a rear aspect across the site. The outlook encompasses traffic on the A904, farmland in the foreground and the wooded horizon of Dundas estate.

From the top of Dundas Hill, outward vistas focus upon the Pentland Hills to the southeast and northwards over the estate's parkland to the Firth of Forth, Fife coast and Forth Bridges. The Echline Strip screens views of the site in middle ground, with views of Queensferry foreshortened as a horizontal band against the Firth. Similar views exist from the Castle's rooftop viewing platform.

The development of the Forth Replacement Crossing will alter the content of existing views, the pattern of visibility and the locations from which people can observe the landscape. The Crossing itself will form a new landmark structure and vehicular travellers on its southern approach will experience a new roadside outlook.

To the west of Scotstoun, there will be elevated views across the site from the raised embankment, until roadside planting establishes sufficient stature. These views would include the context of the existing settlement to the north and structure of Forth Replacement Crossing, including its towers. Views to the south would be partly enclosed by the wooded Echline Strip, due to be supplemented by new woodland planting. To the west of the site and existing settlement, views would be enclosed by cuttings and planted bunds. Wind shields on the new Crossing are likely to restrict elevated views across the local townscape.

The embankment on the southern approach would be visible to vehicular travellers and properties with an outlook from Buileyon Rd, however, this is to be mitigated by new roadside tree and hedgerow planting. The site would remain visible from the public transport route of the A90 as a linear expanse of arable land flanking the approach to the Forth Road Bridge.

### **Can the site be integrated into and in keeping with the character of the settlement and local landscape?**

The introduction of urban residential development to farmland on the urban fringe would impact adversely on the character of the settlement and local landscape. However, changes must be considered in the context of the national development of the Forth Replacement Crossing and the anticipated changes to the landscape and visual baseline.

The large scale of change would continue Queensferry's 20<sup>th</sup> Century pattern of urban expansion on the coastal margin, however, extending the settlement further inland, away from its historic association with the Forth. Development would result in the loss of open farmland providing a rural context to the south of Queensferry and northern edge of the Dundas Castle Inventory site. However, this character will have already been altered considerably by the routing of the southern approach to the Forth Replacement Crossing. Changes to character would be contained from the local landscape by the wooded, low-lying nature of the coastal margin and severance of transport routes.

To the north of the site, the character of the A904 has potential to change, whereby the transfer of through traffic to and from the Forth Road Bridge would be diverted away from Queensferry's existing residential areas. Integration of pedestrian links to the north could be achieved, however, the existing roadside verge and roadside planting carried out as part of the Forth Replacement Crossing works to Builyeon Rd, would form a planted divide within any built up area.

The changes would impact upon relatively few residential receptors, due to Queensferry's northerly aspect. Whilst development would enclose the open agricultural land to the south of Builyeon Rd, the extent of views experienced by vehicle travellers and residential receptors, would already be altered by new roadside hedgerow and tree planting. Northward views from Dundas estate would be relatively contained by a combination of existing woodland and reinstatement planting along the Echline Strip.

The site would occupy the middle ground of views towards the existing settlement and structure of the Forth Replacement Crossing, briefly visible to travellers on its southern approach from the Scotstoun junction. Elsewhere roadside views from the new road would be contained by planted bunds, cuttings and wind shields on the Crossing. Impacts are not considered to be significant given the speed of travel and reduced sensitivity of vehicular travellers to landscape change. Due to the raised nature of the southern approach road to the east of the site, planting would enclose views to the settlement in the medium to long term i.e. 10 – 15 years from planting.

Development would impact adversely upon the open aspect of views which will continue to be experienced by pedestrians, cyclists and passengers using public transport on the existing A90, albeit set-back from the roadside by approx 250 – 400 m farmland. This western aspect would therefore become urbanised, in addition to ongoing development at Ferrymuir to the east. An open rural setting to the A90 would remain between Queensferry and Cramond.

**Would the site if developed, affect the wider landscape setting of the city?**

Development would impact adversely upon the open, rural context to the south of Queensferry and north of Dundas Castle Inventory Site, which are recognisable as features of the City's coastal margin and setting of Queensferry from existing roads. However, following completion of the new southern approach to the Forth Replacement Crossing, the site will play a more limited role in perceptions of the wider landscape setting of the City, as a result of the new road's landform enclosure and roadside planting. An open, rural setting to the strategic approach to the City of the A90 would be retained between Queensferry and Cramond Bridge.

**Would the site enable clear and defensible Green Belt boundaries to be formed?**

The existing green belt boundary to the north is defined by Builyeon Rd (A904), walling, a grassed verge and tree and shrub planting, where built form is prominent.

(Ray Grieve submission) Given Queensferry's physical constraints of the Forth to the north and major rail and road infrastructure to the east and west, the southern approach to the Forth Replacement Crossing, reinforced by roadside planting, would provide the strong physical and visual features capable of forming a long term green belt boundary.

(Mrs N Bowlby's 1992 Trust submission) The eastern edge of the site lies close to an existing field boundary hedge, which lacks the strong physical and visual features required of a green belt boundary in relation to development of this scale.

The southern approach to the Forth Replacement Crossing, reinforced by roadside planting, would provide clear structure within the landscape, capable of forming a long term settlement and green belt boundary.

## SOUTH SCOTSTOUN Housing Site Assessment

Who made representation(s) relating to the assessment area?

Taylor Wimpey (Strutt &amp; Parker)

Site assessment criteria		YES / NO		Comments / mitigation potential
<b>Appropriate Locations</b>				
Is the site located on brownfield land?		N		Arable farmland
Can the site be made available for development?		Y		Representation received during MIR consultation, and Proposed Plan representation promoting the site for residential development.
1. Does the site have good accessibility to existing public transport?	2. Would sufficient enhancements be feasible?	Y	N/A	The majority of the site has a score of B with the most southerly part of the site having a score of A.
1. Does the site have good infrastructure capacity?	2. Would sufficient enhancements be feasible?	Y/N	Y	<i>Drainage:</i> Limited capacity at South Queensferry WWTW. <i>Water supply/storage:</i> Sufficient capacity at Balmore WTW. <i>Primary and Secondary schools:</i> Revised Education Appraisal identifies the educational infrastructure required to support housing growth. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis. <i>Transport:</i> Transport Appraisal addendum identifies the transport infrastructure required to support housing growth. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis.
<b>Landscape setting and identity</b>				
Would the site, if developed, affect the wider landscape setting of the city?		N		Development of the site would not impact adversely upon valued landscape characteristics or views, from which the City and settlement of Queensferry and Dalmeny can be understood and experienced.
Would the site enable clear and defensible green belt boundaries to be formed?		Y		The A90 as supplemented by new woodland planting to the south would form a far stronger green belt boundary than the existing hedged field boundary. The B800 to the west and Dalmeny junction to the east would also form clear physical and visual boundaries.
Can the site be integrated into and in keeping with the character of the settlement and local area?		Y		Development of the site would not impact adversely on the character of the settlement and local landscape. It would reflect the pattern of 20 <sup>th</sup> century settlement growth on the coastal margin with potential for integration with housing at Scotstoun directly to the north, Ferrymuir to the West and the former Agilent site to the east. Changes to the character of the local landscape would be contained by the wooded low-lying nature of the coastal margin and physical severance of the A90.
<b>Countryside recreation</b>				
Would development of the site avoid impacting upon existing access to countryside recreation?		Y		An existing pedestrian/cycle route to the south would not be affected by the development of the site.

**Overall assessment**

Allocated site in Second Proposed Plan. Site has good access to public transport, would not affect the landscape setting of the city, provides clear and defensible green belt boundaries and can be integrated into the existing settlement.

**Landscape and Visual Assessment****Settlement Context**

Queensferry

**Site Location**

The site lies to the south east of Queensferry. It is bounded to the south by the A90, Dalmeny railway junction and Dalmeny village to the east; private office premises and B800 Queensferry - Kirkliston rd to the west and the Scotstoun residential estate and former Agilent site to the north.

**Landscape/Townscape Character**

Encompassing four relatively flat fields, aligned from east-west, amounting to 18 ha in overall extent. It sits approximately 50-55 m above sea level on the southern edge of Queensferry, fragmented from the surrounding lowland farmland and designed landscapes by the A90. The site has a semi-rural character, influenced in part by tree cover and agricultural use and its proximity to major transport infrastructure and the urban edge. To the north of the site, the residential area of Scotstoun is set out to the south of the east-west, tree lined, Scotstoun Avenue. The immediate townscape sits slightly above the site and is characterised by two-storey terraced housing, arranged around a series of courtyards, cul-de-sacs and amenity greenspaces, linked by path routes and occupying a slight rise in landform.

The field to the southwest is relatively small, comprising rough grassland and block of coniferous plantation. It is fenced to the A90 and bounded by trees to single storey office courtyard set within a walled garden to the north and B800 to the west. The central part of the site is formed by a relatively large amalgamated arable field with several mature field trees, enclosed by hedging to the office premises to the west and housing to the north. It is fenced to the A90 to the southwest and bounded by a tree lined track to the south and east (a former minor road truncated by the development of the A90). Informal path routes run south across the central field and Core Path 10, Newbridge to Queensferry and Kirkliston, runs down its eastern edge, adjacent the former Agilent site. The routes join the tree-lined track to the south, linking to Dalmeny village to the east and the wider green network along the disused Queensferry rail branch. South of the track, two further fields adjoin the A90 to the southeast, subdivided by a woodland strip. To its west lies a small triangular area of wetter, rough grassland and to the east, an oblong cropped field extends to Dalmeny junction cutting on the west side of Dalmeny village.

Recent landscape change includes construction of the M90 and widening of the A90 to the south of the site. Clearance of some roadside planting has in part increased the influence of heavy traffic activity upon the site and new tree and hedgerow planting has yet to establish. Planning permission in principle was granted in 2012 for a residential and mixed use development at the former Agilent works (11/00995/PPP). As part of the consent, the footprint of built form will extend closer to the southern edge of the former Agilent site, with the existing Core Path re-routed as north-south green corridor through the development.

**Views and Visibility**

The west half of the site is briefly visible to high numbers of vehicular travellers from the A90 and B800 northbound, though the flat and low-lying landform generally combines with woodland enclosure to reduce the site's prominence from in views from the wider landscape.

The central part of the site is overlooked from the slightly higher ground and residential terraces to the north; properties mainly back onto the site or front southwards onto amenity greenspace adjoining the site. The offices premises to the west are configured with a limited aspect over the site and are partly screened by boundary trees and hedges. The tree lined-track and field to the southeast are inter-visible from the rear of properties on Standingstone Rd, Dalmeny, across the railway cutting. Implementation of the existing consent at the former Agilent site will also introduce potential residential receptors to the east of the site.

The site is directly overlooked from the Core Path and informal paths. Though views are semi-enclosed from the tree lined track to the south in summer, in winter months, views exist across the adjacent fields to housing and A90. Views to the wider landscape are relatively contained by existing built form and hedged and wooded boundaries. Open views exist across the heavily trafficked A90 to the policy landscape of Dundas estate to the southwest. To the southeast, the bund of Dalmeny oil storage depot rises above the eastward incline of the A90 embankment and there are views across Royal Elizabeth Yard to the backdrop of the Pentland Hills.

**Can the site be integrated into and in keeping with the character of the settlement and local landscape?**

The introduction of urban residential development to farmland on the urban fringe would not impact adversely on the character of the settlement and local landscape. Though large in scale, the change would reflect the pattern and extent of 20<sup>th</sup> C settlement growth on the coastal margin, with potential for integration of built form, streets and open space with Scotstoun to the north, Ferrymuir to the west and the Agilent site to the east. Development would result in the loss of open farmland influenced by its location on the edge of the urban area and A90; however, changes to the character of the local landscape would be contained by the wooded and low-lying nature of the coastal margin and physical severance of the A90.

Whilst some separation between Queensferry and Dalmeny is experienced by path users, implementation of residential development at the Agilent site will result in an a more continuous built up area, subdivided only by the railway line. Development to the southeast of the site would not weaken the setting and identity of Dalmeny, which is principally experienced by passing through open countryside on the approach to the village from Bankhead Rd to the north and Main St to the east.

Development would impact adversely on the open southern aspect from amenity greenspaces and housing at Scotstoun. These effects would require to be mitigated through urban design and landscape framework proposals. Development of the site, including roadside noise barriers, would give rise to adverse visual effects on vehicular travellers on the A90, with a lower susceptibility to changes to visual amenity. However, in the medium to long term, these could be mitigated by additional roadside tree planting, retaining a rural setting to the A90 between Queensferry and Cramond. Tree planting to the west of the site would establish enclosure more readily within 5-10 years, as landform sits at similar elevation to the A90. It could take between 10-15 years to establish planting of sufficient stature to screen the raised banking to the A90 to the southeast of the site, however, advance planting and phasing of development may assist in reducing the impact of the A90 on the amenity of future residents.

**Would the site if developed, affect the wider landscape setting of the city?**

Development of the site would not impact adversely upon valued landscape characteristics or views, from which the City and settlement of Queensferry and Dalmeny can be understood and experienced. In the medium to long term, a continuous rural setting to the A90 could be maintained by new roadside planting.

**Would site enable clear and defensible Green Belt boundaries to be formed?**

The existing green belt boundary to the south of Scotstoun is formed by a hedgerow, the B800 to the west and Dalmeny junction to the east. The A90 is capable of forming a strong alternative physical and visual boundary to the south.

## BANKHEAD ROAD Housing Site Assessment

Who made representation(s) relating to the assessment area?

Roseberry Estates

Site assessment criteria		YES / NO		Comments / mitigation potential
<b>Appropriate Locations</b>				
Is the site located on brownfield land?		N		Arable farmland
Can the site be made available for development?		Y		Representation received during MIR consultation, and Proposed Plan representation promoting the site for residential development.
1. Does the site have good accessibility to existing public transport?	2. Would sufficient enhancements be feasible?	Y	N/A	The entire site has a score of B.
1. Does the site have good infrastructure capacity?	2. Would sufficient enhancements be feasible?	Y/N	Y	<i>Drainage:</i> Sufficient capacity at Dalmeny WWTW. <i>Water supply/storage:</i> Sufficient capacity at Balmore WTW. <i>Primary and Secondary schools:</i> Revised Education Appraisal identifies the educational infrastructure required to support housing growth. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis. <i>Transport:</i> Transport Appraisal addendum identifies the transport infrastructure required to support housing growth. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis.
<b>Landscape setting and identity</b>				
Would the site, if developed, affect the wider landscape setting of the city?		N		Development would not impact on the wider landscape setting of the city. The site is not prominent from the wider landscape and development would not encroach into open farmland to the north of Dalmeny. Control of site layout and building heights could retain northward glimpsed views to the City's context of the Forth Estuary, marked by the Forth Rail Bridge.
Would the site enable clear and defensible green belt boundaries to be formed?		Y		Enhancement to the hedge and tree planting to the north of the site, which aligns with the northern extent of village and tree belts with the surrounding policy landscape, would enable clear and defensible green belt boundaries to be formed.
Can the site be integrated into and in keeping with the character of the settlement and local area?		Y		Development of the site could be integrated with the character of the settlement and local landscape subject to the design of built form appropriate to the small scale and rural character of the Conservation Area. New field boundary and roadside tree planting, in addition to the villa and steading development to east and west of the site, has modified the setting and enclosure of the Conservation Area to the north. Control of layout, building heights and the fall of land to the north could mitigate visual impacts of the development from the village green.
<b>Countryside recreation</b>				
Would development of the site avoid impacting upon existing access to countryside recreation?		Y		

**Overall assessment**

Allocated site in Second Proposed Plan. Site has good access to public transport, would not affect the landscape setting of the city and the small site can be integrated into the existing settlement.

**Landscape and Visual Assessment****Settlement Context**

Dalmeny

**Site Location**

The site is located to west of Bankhead Rd, north of Wester Dalmeny Cottages and east of Wester Dalmeny Steading.

**Landscape/Townscape Character**

The village sits within the wider landscape of lowland farmland on the coastal margin, which is characterised by well managed farmland, intact hedgerows and field trees, with settlement limited to small stone built steadings. It is set between the Inventory Garden and Designed Landscape of Dalmeny to the east, Queensferry to the west and A90 to the south.

The site lies at approximately 60 m above sea level, sloping gradually from south to north and comprises a grassed paddock of under 1 ha. It is bounded to the south by walled back gardens of Wester Dalmeny Cottages and to the west by timber fencing along the edge of the white rendered Wester Dalmeny Steading redevelopment. To the north, the site is separated from larger scale arable fields by a strip of young tree and hedge planting. To the east, the site adjoins Bankhead Drive and is edged by post and wire fencing, a grassed verge and small scale avenue trees. On the opposite side of Bankhead Rd, Gospatric House and the village Kirk are set behind boundary walling, amongst mature tree cover. The site was added to the Conservation Area in 2003 to reflect its role in providing a setting to the village from its northerly approach along Bankhead Rd.

**Views and Visibility**

Dalmeny is not particularly prominent in views from the wider area due to its small scale and integration with the surrounding landscape. There are glimpsed views of the 20th century residential development to the south of Dalmeny from the A90 but views of the village from the south and west are restricted by its wooded embankments and those of the railway line to the west.

Within the historic core, views are largely enclosed by buildings defining the green, where the Norman Kirk forms a focal point. However, glimpses between cottages to the north reveal the Forth Road and Rail Bridges, though such views may be lost as tree planting to the north side of the village matures. From the continuation of Main St to the east of the village, there are unobstructed views to the bridges across undulating fields and the wooded Forth coastline, appreciable as a rural setting to road travellers and those following the Core Path for recreational purposes. From the B924 along the edge of Dalmeny estate, there are glimpsed roadside views to the village across rolling farmland and tree and hedgerow cover. Views to the site are obscured by villas to the north of Gospatric House, which merge with buildings at Wester Dalmeny Steading.

From Bankhead Rd and Station Rd to the north, there are restricted views to the rooflines of taller buildings within Dalmeny on the skyline. The lower lying cottages and urban edge are generally screened by trees and hedging which cross the rising arable fields and flank the roadsides. There are filtered views across the eastern edge of the site from the southern end of Bankhead Rd opposite Gospatric House, *which are more open in winter*. Wester Dalmeny Cottages and Wester Dalmeny are visible though post and wire fencing and avenue trees.

The site is overlooked by rear boundaries of residences of the cottages to the south and side views from the steading conversion to the west. Gospatric House to the east is set in walled and tree lined grounds. Residential receptors would be sensitive to landscape change, though there are no views from principal elevations towards the site.

**Can the site be integrated into and in keeping with the character of the settlement and local landscape?**

The proposal is small scale and would permanently introduce residential development into a small paddock to the north of the village. The proposal would alter the relationship between the village's historic core and its rural setting, an essential characteristic of the Conservation Area. However, this context has changed in recent years, through villa and steading development to

the northeast and northwest of the village and by the introduction of roadside and field boundary planting, which has partially enclosed the site. The proposal would align with the northern extent of the settlement, without incursion into the wider setting of open farmland to the north. The predominant character of built form is of small-scale vernacular cottages using traditional materials, consequently the design of any development would determine its fit with the essential character of the village.

These changes would result in localised, temporary construction impacts upon visual amenity for adjacent residential receptors, though no principal elevations overlook the site. The effect of permanent landscape change could be mitigated through site design. Road users approaching the village from the north would also experience a loss of the open setting to the village, though planting to the north and west of the site has restricted the availability of such views. Glimpsed views between cottages from the village green would be affected by development rising above the prevailing rooflines and supplementary tree planting, however, this could be controlled through site layout, building heights and fall of land to the north of the village.

**Would the site if developed, affect the wider landscape setting of the city?**

The site is not prominent in views from the wider landscape and development would not encroach into open farmland to the north of Dalmeny. Control of site layout and building heights could retain northward glimpsed views from the village green to the City's context of the Forth Estuary, marked by the Forth Rail Bridge.

**Would the site enable clear and defensible Green Belt boundaries to be formed?**

The existing green belt boundary is currently formed by retaining walls to gardens of Wester Dalmeny Cottages to the south, which follow the settlement's east-west ridgeline. To the east, timber post and rail fencing forms the garden boundaries residential properties of Wester Dalmeny Cottages. These features are in keeping with the rural aspect of the village to the north and context of the former farmstead.

Any development, justifiable in terms of its impact on the setting of the Conservation Area, would require to supplement the hedge and tree planting to the north of the site, to create a defensible green belt boundary, aligned with the settlement edge to the east and west and in keeping with influence of policy woodland in the wider landscape.



## KIRKLISTON EAST Housing Site Assessment

Who made representation(s) relating to the assessment area?

Danzan Trust 2003 (Holder Planning)

Site assessment criteria		YES / NO		Comments / mitigation potential
<b>Appropriate Locations</b>				
Is the site located on brownfield land?		N		Arable farmland
Can the site be made available for development?		Y		Representation received during MIR consultation, and Proposed Plan representation promoting the site for residential development.
1. Does the site have good accessibility to existing public transport?	2. Would sufficient enhancements be feasible?	N	N	The entire site has a score of A.  No measures available to increase accessibility for this site.
1. Does the site have good infrastructure capacity?	2. Would sufficient enhancements be feasible?	Y/N	Y	<i>Drainage:</i> Seafield WWTW operated by PFI (Stirling Water); no constraints identified and any requirement for additional capacity would be responsibility of PFI operator but could be delay in delivering capacity. <i>Water supply/storage:</i> Adequate capacity (new Glencorse WTW, along with existing Marchbank WTW). <i>Primary and Secondary schools:</i> Revised Education Appraisal identifies the educational infrastructure required to support housing growth. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis. <i>Transport:</i> Transport Appraisal addendum identifies the transport infrastructure required to support housing growth. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis.
<b>Landscape setting and identity</b>				
Would the site, if developed, affect the wider landscape setting of the city?		Y		Development of the site would introduce urban residential into open, lowland farmland of rural character visible from the strategic route of the M90 from which the wider landscape setting of the City and settlement of Kirkliston can be experienced as well as a sense of separation between Queensferry and Kirkliston.
Would the site enable clear and defensible green belt boundaries to be formed?		N		In common with the North Kirkliston housing allocation, the site shares the boundary features of the railway, M90 and Burnshot Road. However, it lacks strong physical and visual features to the east, where it is bounded by a stone wall, beyond which the open landscape extends to the wooded slope of Craig Brae further to the east.
Can the site be integrated into and in keeping with the character of the settlement and local area?		N		Development of the site would introduce large scale urban residential development into the open, rural lowland landscape with limited woodland cover. The scale of the site would extend the settlement easterly away from its compact historic core and High Street. Constraints within the site including the steep slopes, elevated north easterly corner and major gas pipelines that run through the site could fragment the layout of new development and constrain tree planting.
<b>Countryside recreation</b>				

Would development of the site avoid impacting upon existing access to countryside recreation?	Y	
<b>Overall assessment</b> Not currently a reasonable site. Site has poor public transport accessibility with no scope for enhancements. Development would affect the landscape setting of the city, would not enable clear and defensible green belt boundaries to be formed and would not be in keeping with the character of the settlement and local area.		

## Landscape and Visual Assessment

### Settlement Context

Kirkliston

### Site Location

The 46 ha site lies to the north and east of Kirkliston, bounded to the north by the Dalmeny – Falkirk railway and M90. To the west, it adjoins the North Kirkliston residential development and Almondhill Steading. South of Burnshot Rd, the site boundary is formed by the disused South Queensferry Branch railway, today a Core Path between Newbridge, Kirkliston and Queensferry. The east edge of the site is marked by a walled field boundary, aligned from north-south.

### Landscape/Townscape Character

The site falls from 60 – 45 m above sea level from north to south, with its northeast corner forming a raised terrace. Land cover comprises large scale, open, amalgamated arable fields with limited tree cover; typical of the wider pattern of lowland farmland within the lower Almond basin. The site is partly influenced by its urban fringe location but contributes to an open landscape setting between Queensferry and Kirkliston, lying to the south of the policies of Dundas Hill. To the north of the site, a triangular copse and telecoms mast protrude from the scrub vegetation bordering the railway. A channelled tributary of the Almond crosses the site centrally from east-west. The site's eastern boundary runs north-south along a stone field boundary wall. To the south, the site extends beyond Almondhill Cottages and hedgerows on Burnshot Rd (B9080) to include a linear field, which runs parallel to the disused South Queensferry Branch railway. This Core Path runs in a cutting, bounded by walling, scrub and tree cover and is a Site of Importance for Nature Conservation.

The townscape to the west is formed by the Kirkliston North development, an expansion of some 29.4 ha/610 units, primary school and public open space, to the north and east of Kirkliston, linked back to the settlement's historic core and later 20<sup>th</sup> Century growth to the south. The area predominantly comprises two storey detached housing, set out around a grid of streets and amenity greenspaces, structured by parkland on high ground to the west and open space along its east boundary. This green space forms the greenbelt boundary and provides for recreation, play, SUDs and retains an open setting to the category B Listed Almondhill Steading and category C Listed Almondhill Farmhouse and its wooded curtailage.

North Kirkliston required new tree planting to its north boundary to screen the M90 and railway. The northwest portion of the representation site wraps around the northeast corner of North Kirkliston, with a wooded copse adjacent the B800 and M90 overbridge and a gas valve compound. The representation site is crossed centrally by major gas pipelines. The site's north boundary includes a safeguard for the 'Almond Chord', part of the Edinburgh to Glasgow Improvement Project, which would form a potential rail link from Linlithgow to the new Edinburgh Gateway station and Airport tram service.

### Views and Visibility

The site is prominent from the elevated route of the M90 to the north, where boundary planting is yet to establish. In eastbound views, the City skyline and Pentland Hills are viewed across Kirkliston's townscape, including North Kirkliston. Travelling westbound, the eastern extent of the site is screened by cuttings; views across open farmland to the west of the site appear beyond the triangular copse and feature Kirkliston against the backdrop of the Pentlands. Similar views exist from the railway embankment to the south of the M90, which carries freight and occasional passenger services.

From parkland on the east edge of North Kirkliston, there are views to open countryside and the City's hills. Residential receptors include recently built properties to the northwest and existing cottages and steading at Almondhill to the southwest. The site is prominent in views from Burnshot Rd to the south and east and the Kirkliston to Carlowrie Rd, both minor roads within the

green belt. Outward views from the site include: the City skyline, Airport and Pentland Hills to the south and east; Almondhill Steading, the parkland edge and built form of Kirkliston to the west, and to the north, the railway, M90 and southern edge of the Dundas policies.

**Can the site be integrated into and in keeping with the character of the settlement and local landscape?**

Development of the site would introduce large scale, urban residential development into the open, rural, lowland landscape with limited woodland cover. The scale of change would exceed that of the North Kirkliston allocation, extending the settlement eastwards away from its compact historic core and High Street, in particular toward the site's remote northeast ridgeline. The parkland to the east of North Kirkliston provides the opportunity for path connections; however, it also physically separates the proposed site from the existing townscape. The presence of major gas pipelines could fragment the layout of new development and constrain tree planting.

This change would adversely affect views from the strategic approach of the M90, from which the wider landscape setting of the City and settlement of Kirkliston can be experienced in context; however, westbound views would in part be screened by cuttings. Planting to the M90 and railway could take 10-15 years to establish an effective screen given the elevated position above the site. The east edge of the site lacks an established boundary and development would impact adversely upon views from Burnshot Road, in the short to medium term. Views from Kirkliston North would gradually be filtered by new boundary planting. Development would enclose the open, rural setting to the east of Almondhill Steading and adversely affect the eastward aspect from these residences.

**Would the site if developed, affect the wider landscape setting of the city?**

Development of the site would introduce urban residential development into open, lowland farmland of rural character, which contributes to the landscape setting of the City from the strategic route of the M90 and by enabling the edge of Kirkliston to be perceived in context, maintains some sense of separation between Queensferry and Kirkliston.

**Would the site enable clear and defensible Green Belt boundaries to be formed?**

The existing Green Belt boundary is clearly formed by the railway and M90 to the north and Burnshot Rd to the south. To the southeast, it is provided by the open setting and woodland surrounding the Almondhill building group, whilst to the northeast, a new Green Belt boundary has been established through formation of open space and tree planting.

In common with North Kirkliston, the site shares the boundary features of the railway, M90 and Burnshot Rd. However, it lacks strong physical and visual landscape features to the east, where it is bounded by a stone wall, beyond which the open landscape extends to the wooded slope of Craig Brae further to the east.

## FACTORY FIELD Housing Site Assessment

Who made representation(s) relating to the assessment area?

Foxhall Trust (GVA)

Site assessment criteria		YES / NO		Comments / mitigation potential
<b>Appropriate Locations</b>				
Is the site located on brownfield land?		N		Arable farmland
Can the site be made available for development?		Y		Proposed Plan representation promoting the site for residential development.
1. Does the site have good accessibility to existing public transport?	2. Would sufficient enhancements be feasible?	Y	N/A	The majority of the site has a score of C, with the eastern part of the site having a score of B.
1. Does the site have good infrastructure capacity?	2. Would sufficient enhancements be feasible?	Y/N	Y	<p><i>Drainage:</i> Seafield WWTW operated by PFI (Stirling Water); no constraints identified and any requirement for additional capacity would be responsibility of PFI operator but could be delay in delivering capacity.</p> <p><i>Water supply/storage:</i> Adequate capacity (new Glencorse WTW, along with existing Marchbank WTW).</p> <p><i>Primary and Secondary schools:</i> Revised Education Appraisal identifies the educational infrastructure required to support housing growth. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis.</p> <p><i>Transport:</i> Transport Appraisal addendum identifies the transport infrastructure required to support housing growth. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis.</p>
<b>Landscape setting and identity</b>				
Would the site, if developed, affect the wider landscape setting of the city?		N		Due to the site's contained and low lying character, development would not impact upon views from which the City or settlement of Kirkliston are experienced from the wider landscape.
Would the site enable clear and defensible green belt boundaries to be formed?		Y		Main Street to the north and existing planting on the southern and eastern boundaries would provide clear Green Belt boundaries. The road on the eastern edge reinforces the existing planting on this boundary.
Can the site be integrated into and in keeping with the character of the settlement and local area?		N		Development of the site would introduce development into a relatively discrete area of rural character in the urban fringe. The site lies relatively close to Kirkliston's main cross roads and High Street. There is the opportunity to create path links to Main Street, Auldgate and Wellflats. The Core Path and its boundary planting to the west divides the site from the existing streets and built form. In addition to planting to the north of the site, the change in level would limit opportunities to integrate new dwellings with built form along Main Street.
<b>Countryside recreation</b>				
Would development of the site avoid impacting upon existing				The existing footpaths to the south and west of the site could be retained.

access to countryside recreation?	Y	
<b>Overall assessment</b>		
Not currently a reasonable site. The former railway cutting to the west and existing planting to the north and west does not allow the site to be integrated within the existing settlement.		

## Landscape and Visual Assessment

### Settlement Context

Kirkliston

### Site Location

The site lies to the southeast of Kirkliston, approx. 270 - 420 m to the east of the main crossroads to the north of the River Almond. It is bounded to the west by housing along Auldgate and Wellflats, Kirkliston and Core Path 10, the route of the former South Queensferry Branch railway line. It borders the road between Kirkliston and Carlowrie to the north, a tree and plant nursery to the south and the access road to Foxhall to the east, where it adjoins representation site 62.

### Landscape/Townscape Character

The site lies at between 30 and 40 m above sea level, sloping gradually to the southeast and set just beyond the north bank of the River Almond. It forms part of the wider pattern of lowland farmland within the lower Almond basin, though is smaller in scale at approx. 5 hectares than much of the amalgamated arable farmland in the locale. The site is used for grazing purposes and bounded by strips of mixed woodland and hedging on all sides, planted over the previous 40 years and adjoining established tree belts associated with the category B Listed Foxhall to the south. Its northern boundary planting is set on an embankment to the Kirkliston to Carlowrie Rd. The southwest corner of the site is fenced off and used for keeping poultry. The driveway to Foxhall and southern boundary of the site are a Right of Way, connecting to the southwest to the River Almond Core Path and Newbridge to Queensferry and Kirkliston Core Path. The latter runs within an a wooded cutting along the route of the former South Queensferry Branch railway line through open countryside to the northeast of the settlement, passing under the Kirkliston to Carlowrie Rd to the northwest of the site before making grade to the southwest of the site. Foxhall North Lodge, category B Listed, is set within woodland to the southeast of the site.

The Kirkliston Conservation Area, following Station Rd and Main St, lies to the west of the disused railway line, with 20<sup>th</sup> Century development adjoining the site. This immediate context comprises a mix of post-war, semi-detached housing on Almondvale; later brick built bungalows and two storey housing along Auldgate, developed upon the former Kirkliston station, knitted together with pre-existing stone built cottages and a number of individual detached dwellings. Beyond open farmland to the north of the site, the southern edge of the North Kirkliston development fronts onto Burnshot Rd with 19<sup>th</sup> century stone villas, post war bungalows and detached housing on Main St to the west.

A broad tract of land to the south and east of the site is safeguarded by the West Edinburgh Planning Framework (2008) for the development of a second runway at the Airport.

### Views and Visibility

The site is relatively well contained in views from the wider landscape due to its low elevation and enclosure of surrounding tree planting and settlement of Kirkliston. It is screened by trees and hedging to the roadside to the north and driveway to the east, where only glimpsed views to the site are possible through a gateway and dormant tree cover on the approach to Foxhall. The site is principally experienced from the Right of Way to the south, which appears to be used as a local walking route. A number of cottages are oriented towards the site to the southwest but set apart by boundary hedges, whilst woodland to the west, provides separation from other residential views. Views to the site from Burnshot Rd to the north are screened by planting and semi-natural vegetation along the disused railway line. Cuttings and planting contain the site from views from the Core Path. Outward views from the site are largely enclosed by the site's boundary planting and are focussed westwards to the Kirkliston townscape, marked by the spire of the Parish Church and southwards to the Pentland Hills.

**Can the site be integrated into and in keeping with the character of the settlement and local landscape?**

Development of the site would introduce urban residential development into a relatively discrete area of rural character, comprising a small compartment of grazing land on the urban fringe, contained from the wider landscape by planting. The site lies relatively close to Kirkliston's main cross roads and High St and whilst potential exists to form path links to Main St, Auldgate and Wellflats, the former railway cutting and its planted margins restrict the close integration of streets and built form with the existing settlement. The northern boundary of the site to the Kirkliston to Carlowrie Road is formed by a 2-3 m embankment also limiting integration. Tree removal would be necessary to provide vehicular access, whilst changes in level would limit the provision of a street frontage to integrate the site with the existing built form on Main Street. These changes would adversely affect views from local Rights of Way and route of the Newbridge to Queensferry and Kirkliston Core Path, which is presently screened by planting and cuttings. Development would largely be contained from adjacent properties to the west by planting but the open aspect from cottages to the southwest may be adversely affected. Retention of existing woodland to the southeast of the site would limit effects on the setting of Foxhall North Lodge.

**Would the site if developed, affect the wider landscape setting of the city?**

Due to the site's contained and low-lying character, development of the site would not impact upon valued landscape characteristics or views from which the City or settlement of Kirkliston can be understood and experienced from the wider landscape.

**Would the site enable clear and defensible Green Belt boundaries to be formed?**

The existing Green Belt boundary is formed by woodland planting along Auldgate and the disused railway line to the west and hedged track serving cottages at Wellflats to the south. An alternative green belt boundary could be formed between the River Almond to the south and Main St to the north by the site's perimeter planting.

## FACTORY FIELD EAST Housing Site Assessment

Who made representation(s) relating to the assessment area?

Foxhall Trust (GVA)

Site assessment criteria		YES / NO		Comments / mitigation potential
<b>Appropriate Locations</b>				
Is the site located on brownfield land?		N		Arable farmland
Can the site be made available for development?		Y/N		Proposed Plan representation promoting the site for residential development. The south east quarter of the site is safeguarded for a potential additional runway for Edinburgh Airport.
1. Does the site have good accessibility to existing public transport?	2. Would sufficient enhancements be feasible?	N	N	The majority of the site has a score of A with the north west corner of the site having a score of B.  No measures available to increase accessibility for this site.
1. Does the site have good infrastructure capacity?	2. Would sufficient enhancements be feasible?	Y/N	Y	<i>Drainage:</i> Seafield WWTW operated by PFI (Stirling Water); no constraints identified and any requirement for additional capacity would be responsibility of PFI operator but could be delay in delivering capacity. <i>Water supply/storage:</i> Adequate capacity (new Glencorse WTW, along with existing Marchbank WTW). <i>Primary and Secondary schools:</i> Revised Education Appraisal identifies the educational infrastructure required to support housing growth. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis. <i>Transport:</i> Transport Appraisal addendum identifies the transport infrastructure required to support housing growth. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis.
<b>Landscape setting and identity</b>				
Would the site, if developed, affect the wider landscape setting of the city?		N		Due to the site's relatively contained and low lying character, development of the site would not impact upon valued landscape characteristics or views from which the City or settlement of Kirkliston can be understood and experienced from the wider landscape.
Would the site enable clear and defensible green belt boundaries to be formed?		N		Whilst the site is bounded by tree planting to the south, its north and eastern boundaries and formed by a hedge and low tree planting. Development would represent an eastward extension of the settlement into open farmland to the north of the Almond where strong physical and visual features required to form a Green Belt boundary are lacking.
Can the site be integrated into and in keeping with the character of the settlement and local area?		N		The site is remote from the existing settlement of Kirkliston. Taken in conjunction with the adjacent representation site, the site would have some means of connecting to the existing townscape to the west. However, this would be severed by the access to the plant nursery and represent a linear extension of the settlement into the open Almond farmland to the east, lacking any urban context to the north or south. Development would impact adversely on views from Kirkliston to Carlowrie Road.
<b>Countryside recreation</b>				

Would development of the site avoid impacting upon existing access to countryside recreation?	Y	
<b>Overall assessment</b> Not currently a reasonable site. Site has poor public transport accessibility with no scope for enhancements. Development would not enable clear and defensible green belt boundaries to be formed and would not be in keeping with the character of the settlement and local area.		

## Landscape and Visual Assessment

### Settlement Context

Kirkliston

### Site Location

The site lies to the southeast of Kirkliston, approx. 420 m to 700 m east of the main crossroads, to the north of the River Almond. The site is bounded by the road between Kirkliston and Carlowrie to the north, open farmland to the south and east. Its western edge is formed by the access road to Foxhall and a tree and plant nursery to the south, where it adjoins representation site 58.

### Landscape/Townscape Character

The site lies at between 30 and 35 m above sea level and comprises a relatively flat, grazed field of approx. 4 hectares, forming part of lowland farmland to the north of the river Almond and Airport, though smaller in scale than many of the amalgamated arable fields in the locale. It is bounded by a verge and hedgerow to the Kirkliston to Carlowrie rd to the north, and separated to the south by tree planting and pasture from the grounds and north elevation of Foxhall, a category B Listed Building. The site is edged by low tree planting to open arable land to the east. To the west, the site adjoins the driveway to Foxhall and plant nurseries, which is edged by hedging and a prominent stand of Poplar trees. The access road forms a Right of Way, connecting westwards to Kirkliston along the southern boundary of the adjacent field. The townscape beyond, comprises the Kirkliston Conservation Area and later 20<sup>th</sup> Century residential development along the western edge of the settlement, following the route of the former South Queensferry Branch railway, now a Core Path between Newbridge, Kirkliston and Queensferry.

The West Edinburgh Planning Framework (2008) safeguards a broad tract of land to the north of the River Almond for development of a second runway at the Airport. The runway safeguard extends across the site from its southwest to northeast corner.

### Views and Visibility

The site is relatively well contained in views from the wider landscape due to its low elevation and partial enclosure by tree planting and hedgerows, which also limit outward views to the skyline of the Pentland Hills to the southeast. The site is screened to the roadside by hedging to the north and low tree planting to the east. From the access road to Foxhall to the west, there are glimpsed views to the site through a gateway and between the hedgerow and tree canopy, which would be more open in winter. A denser tree belt to the south of the site, screens views from Foxhall's north elevation and grounds.

### Can the site be integrated into and in keeping with the character of the settlement and local landscape?

The site is remote from the existing built up area of Kirkliston. Development of the site would introduce urban residential development into a relatively small compartment of grazing land, contained from the wider landscape. Taken in conjunction with the adjacent representation site No. 58 to the west, the site would have some means of connecting to the existing townscape to the west, however, this would be severed by the access to Foxhall and plant nurseries and represent a linear extension of the settlement into the open Almond farmland to the east, lacking any urban context to the north or south. Due to the site's hedged roadside boundary and low level planting to the east, development would impact adversely on views from the Kirkliston to Carlowrie Rd. Poplar trees to the west of the site are likely to require removal, due to the potential for root interference with roads and dwellings, which would also result in some visual impacts on views from the Right of Way.



**Would the site if developed, affect the wider landscape setting of the city?**

The site is safeguarded by the WEPF for the development of a second runway at Edinburgh Airport.

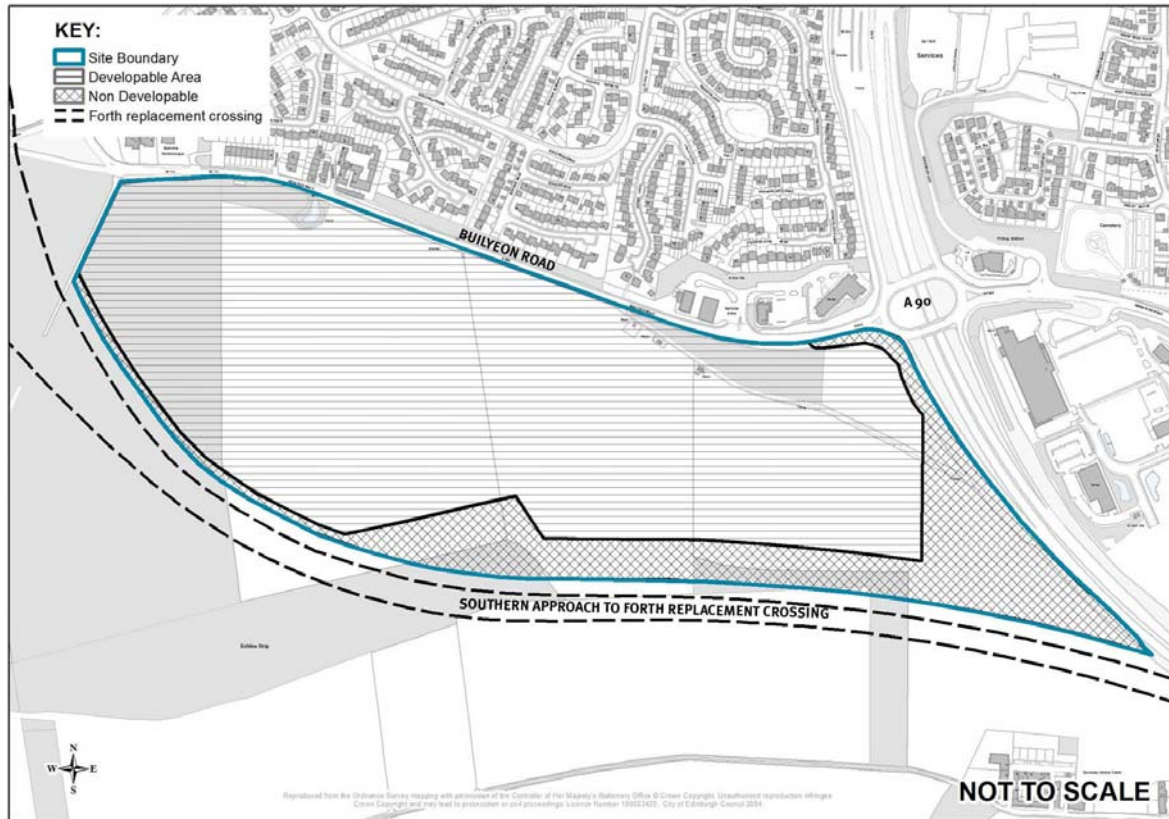
Due to the site's relatively contained and low-lying character, development of the site would not impact upon valued landscape characteristics or views from which the City or settlement of Kirkliston can be understood and experienced from the wider landscape.

**Would the site enable clear and defensible Green Belt boundaries to be formed?**

The existing Green Belt boundary is formed by woodland planting along Auldgate and line of the disused railway to the west and hedged track serving cottages at Wellflats to the south. The adjacent representation site is enclosed by tree planting of approximately 20 m in width and is well contained from the wider landscape. Whilst the site is bounded by tree planting to the south, its north and east boundaries are formed by a hedge and low tree planting respectively, whilst the Poplars to the west are likely to require removal to facilitate development. Development would consequently represent an eastward extension of the settlement into the open farmland to the north of the Almond, where the strong physical and visual features required of a green belt boundary are lacking.

### Indicative areas available for new housing

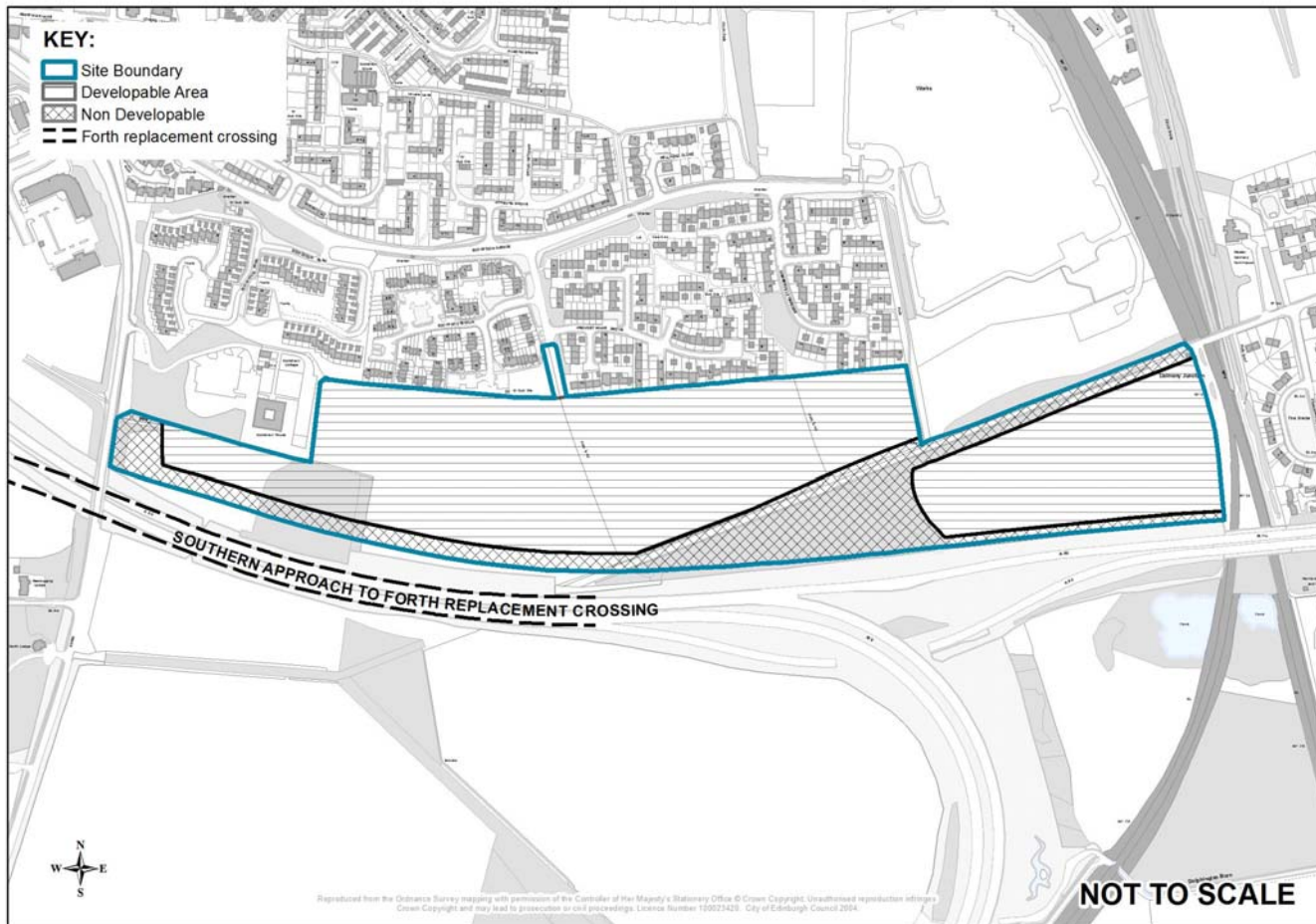
Indicative area available for new housing are based on the below map and table



<b>Name:</b> Builyeon Road, Queensferry	
<b>Site area:</b>	38.5ha
<b>Non-developable area:</b> Landscape framework to southern approach to Forth Replacement Crossing and oil pipeline constraint	8 ha
<b>Allowance for:</b> Primary school (not shown here) Commercial/retail (not shown here)	2 ha 0.5 ha
<b>Indicative Area available for new housing:</b>	28 ha

### Indicative areas available for new housing

Indicative area available for new housing are based on the below map and table



<b>Name:</b> South Scotstoun, Queensferry	
<b>Site area:</b>	19 ha
<b>Non-developable area:</b> Landscape framework to A90 and green network	4.5 ha
<b>Indicative Area available for new housing:</b>	14.5 ha

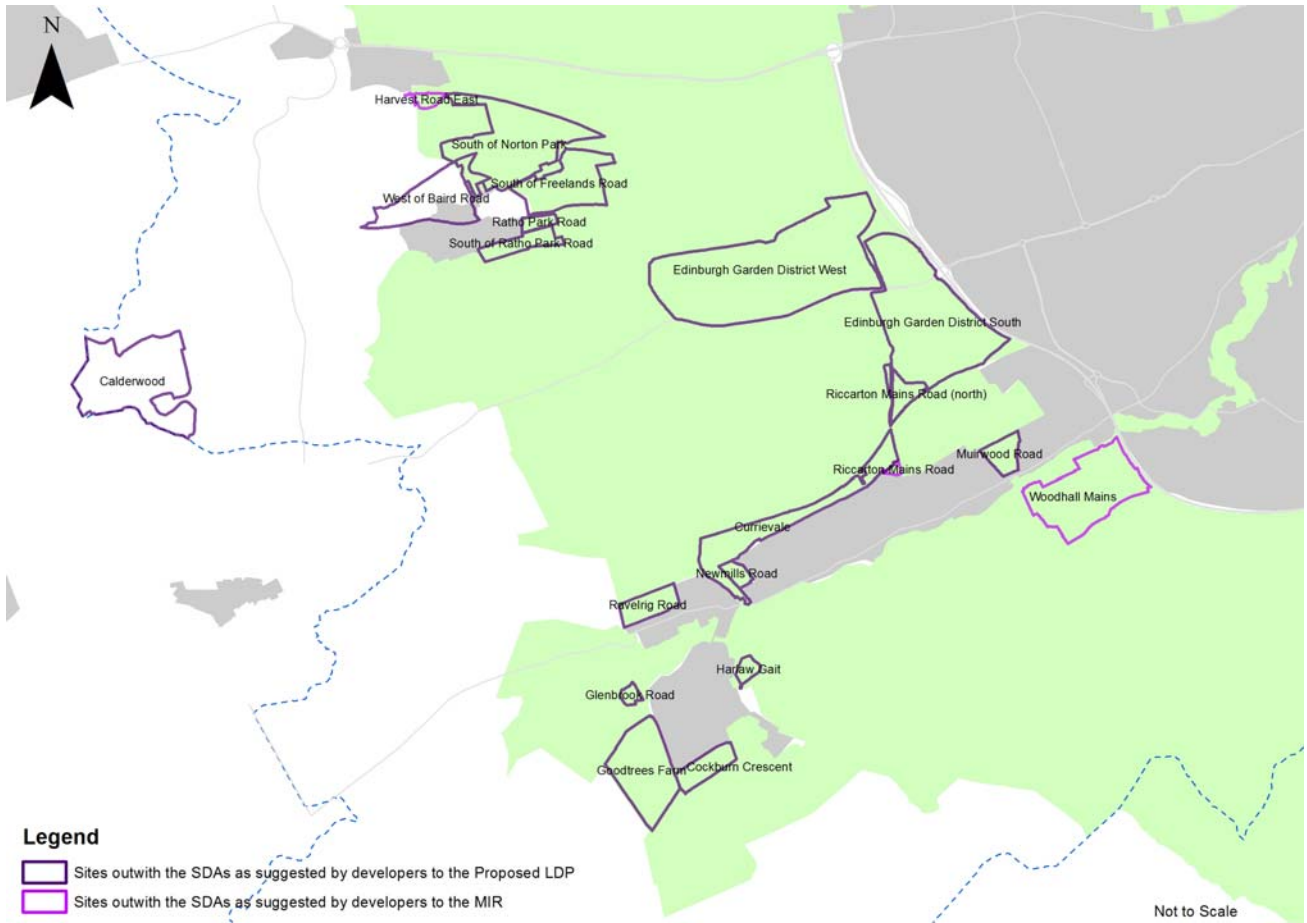
## **APPENDIX 8: Other, South West Edinburgh**

All Proposed Plan representations promoting land for housing as illustrated in figure 7 (Environmental Report, Second Revision, Volume 1) have been assessed. Sites promoted during the Main Issues Report consultation but not during the representation period on the Proposed LDP have also been assessed for completeness (sites at Woodhall Mains and Ratho Station). Where site boundaries and developers' interests in the same local area differ between MIR and Proposed Plan representations, the Proposed Plan sites have been assessed, as they provide the latest intentions of the developer.

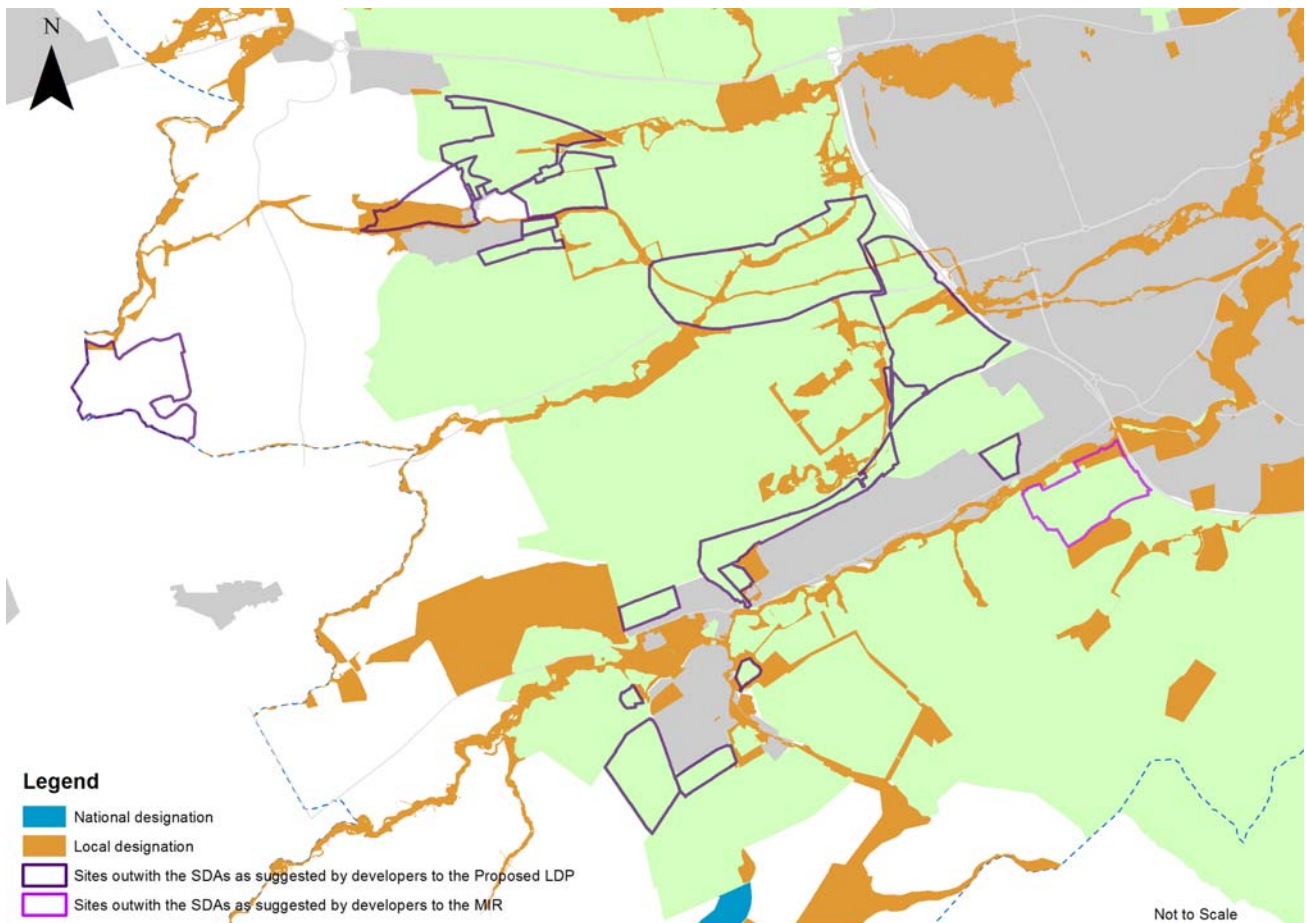
For the purposes of providing a cumulative assessment of landscape considerations, submissions have been grouped as either North West Edinburgh, South West Edinburgh or other.

A housing site assessment has been completed for all submissions and consideration has been given to parts of sites deemed suitable for new housing development. An evaluation of the potential effects of the representations to the Proposed LDP upon landscape, townscape and visual amenity has been undertaken. The landscape and visual assessments describes the general characteristics, visibility and views relating to each site, reviewed by means of site assessment and desk study, to assess their potential for meeting development needs.

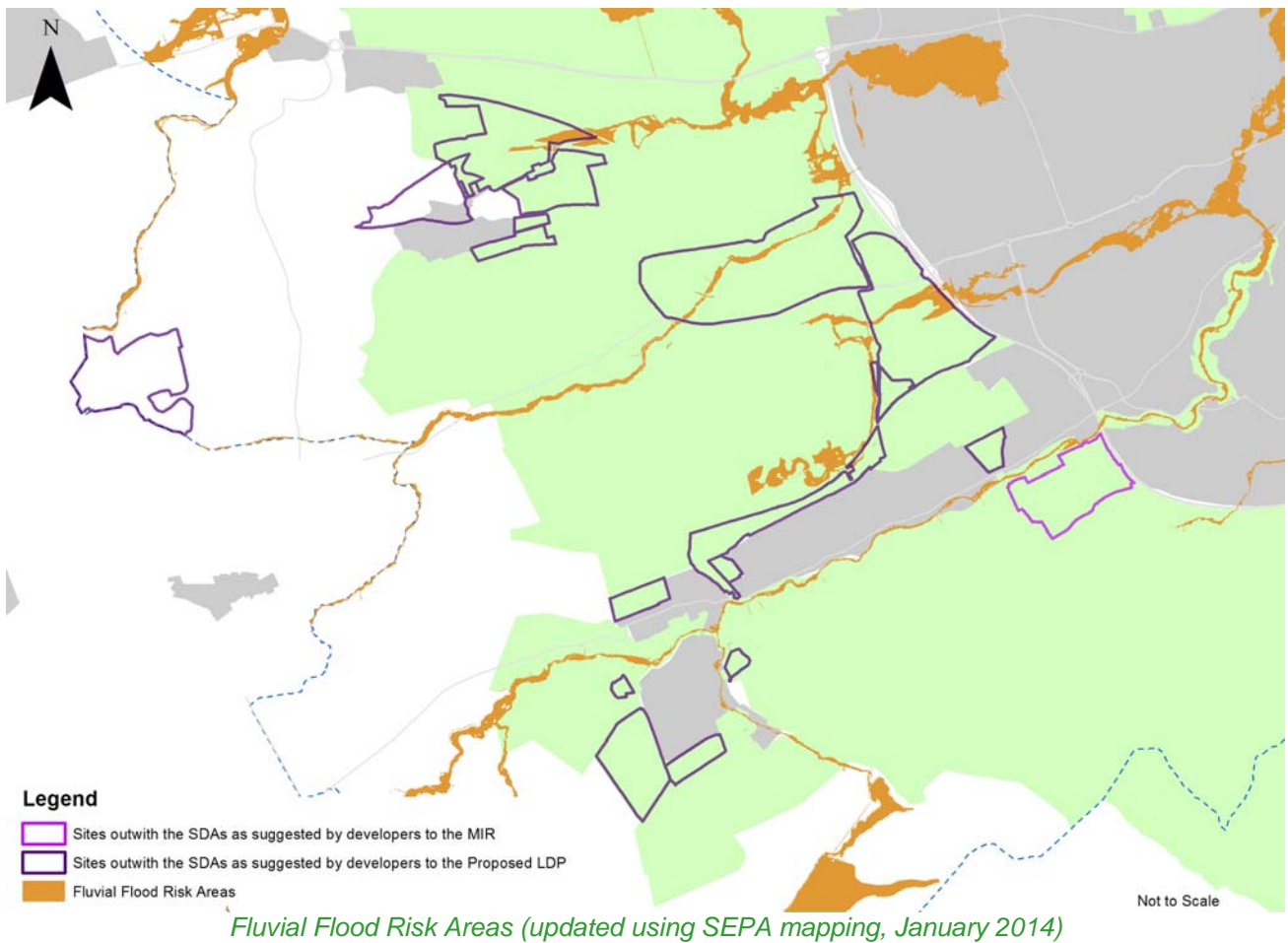
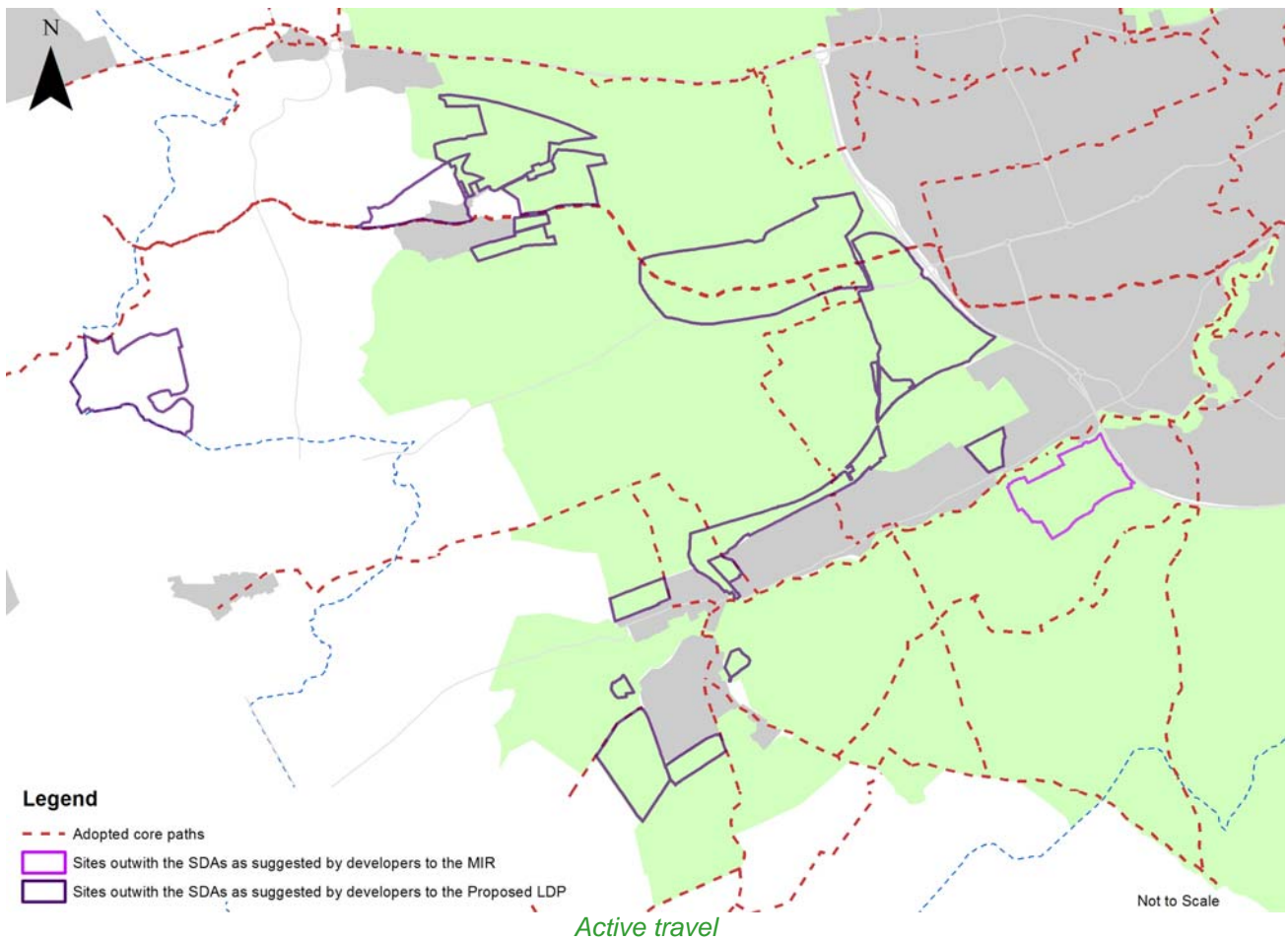
Environmental constraints have been identified and mapped and further background information collated to inform the assessments that have been undertaken. Areas considered not suitable for development at this time have not been subject to SEA at this stage. If any sites are subsequently considered for inclusion, they would be included within a revised ER.

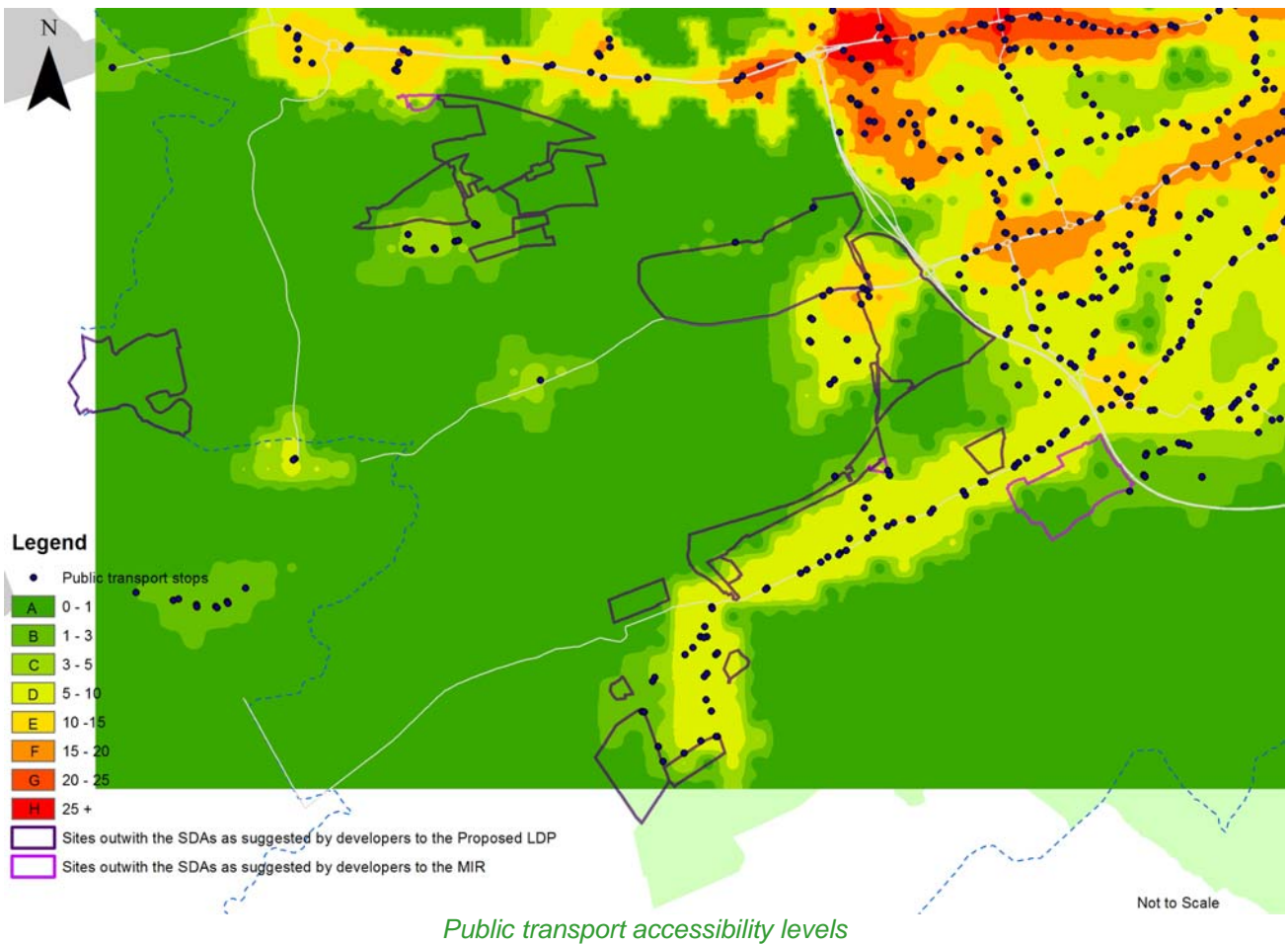
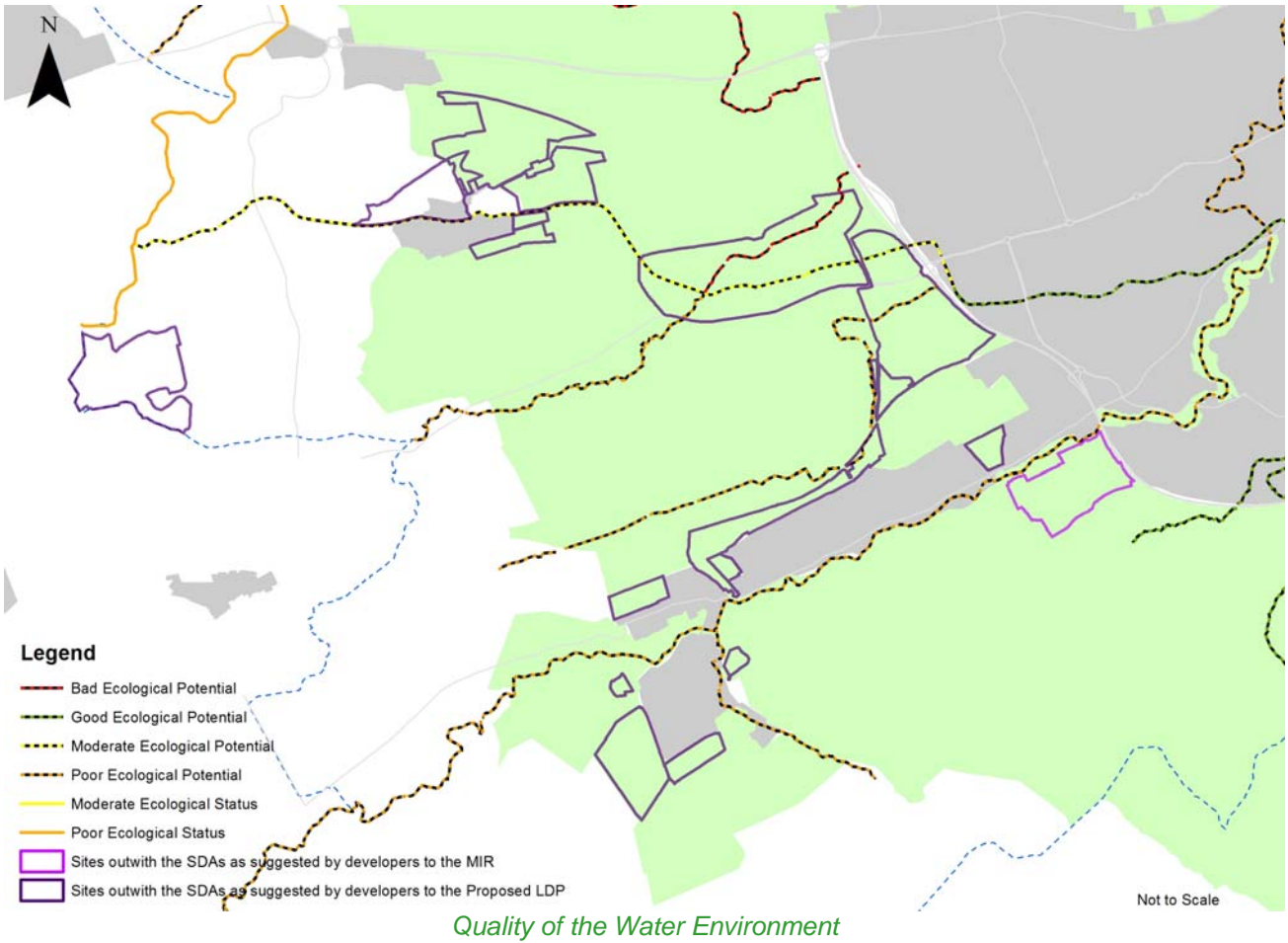


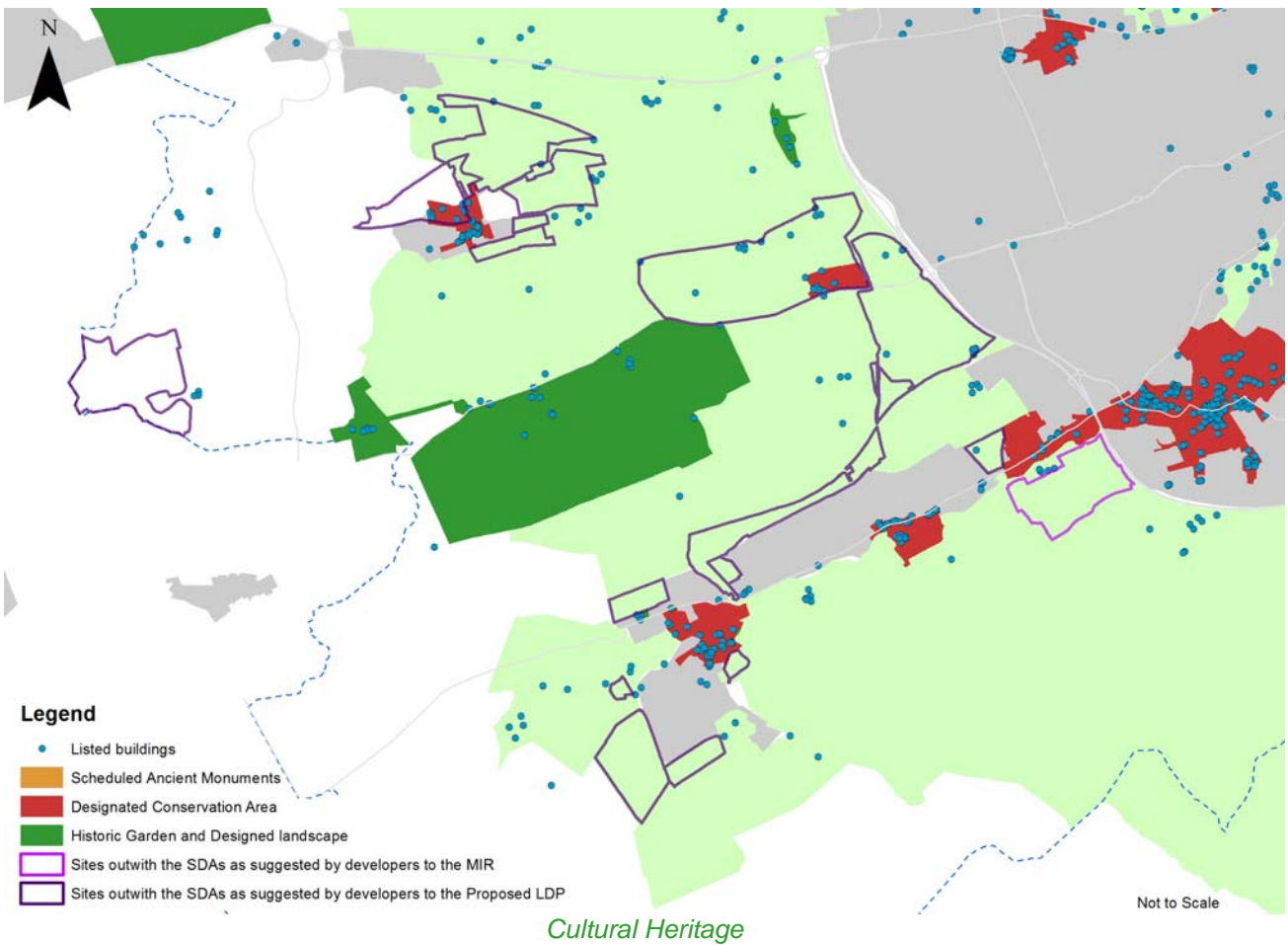
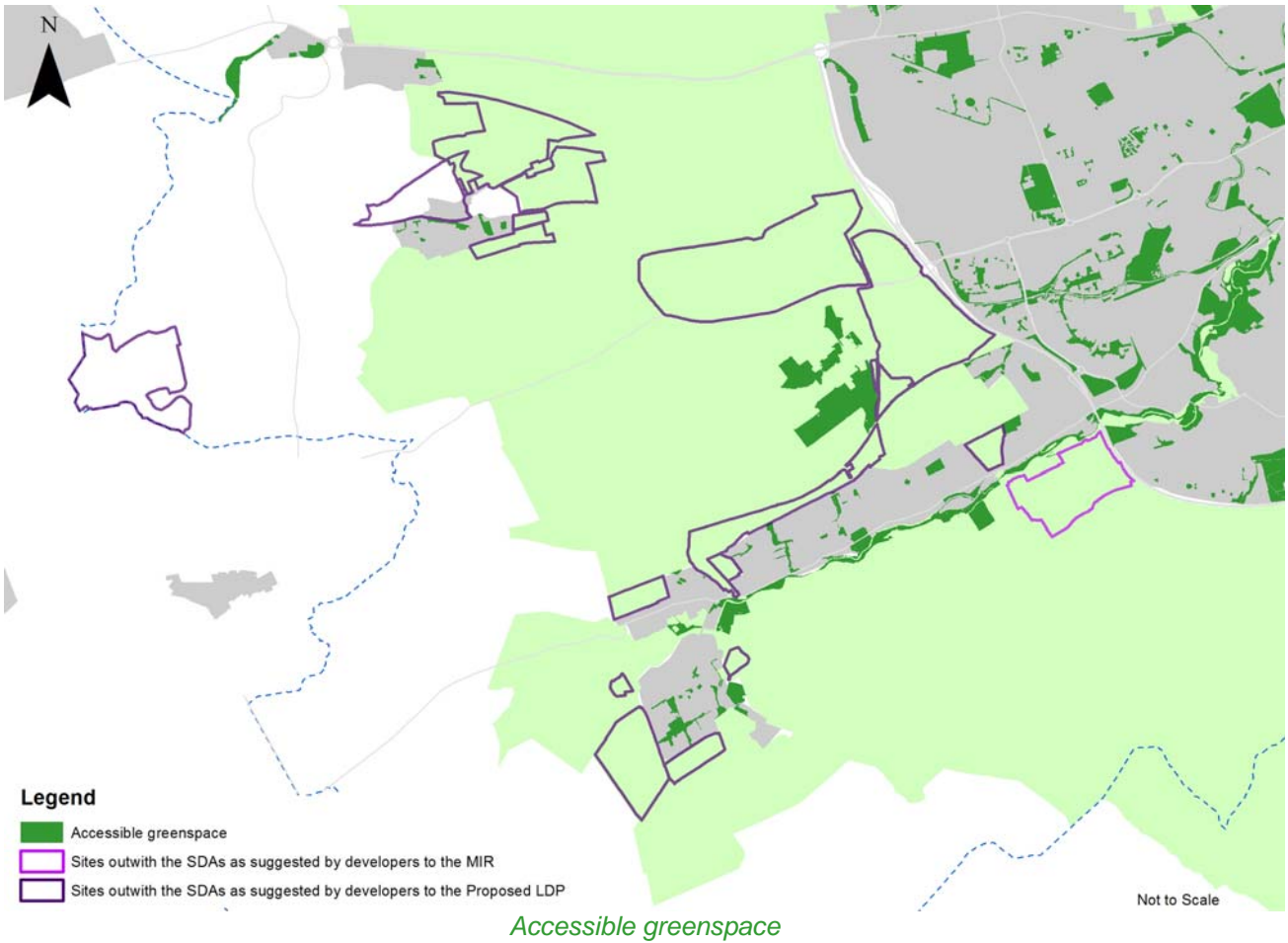
*South West developer submissions*



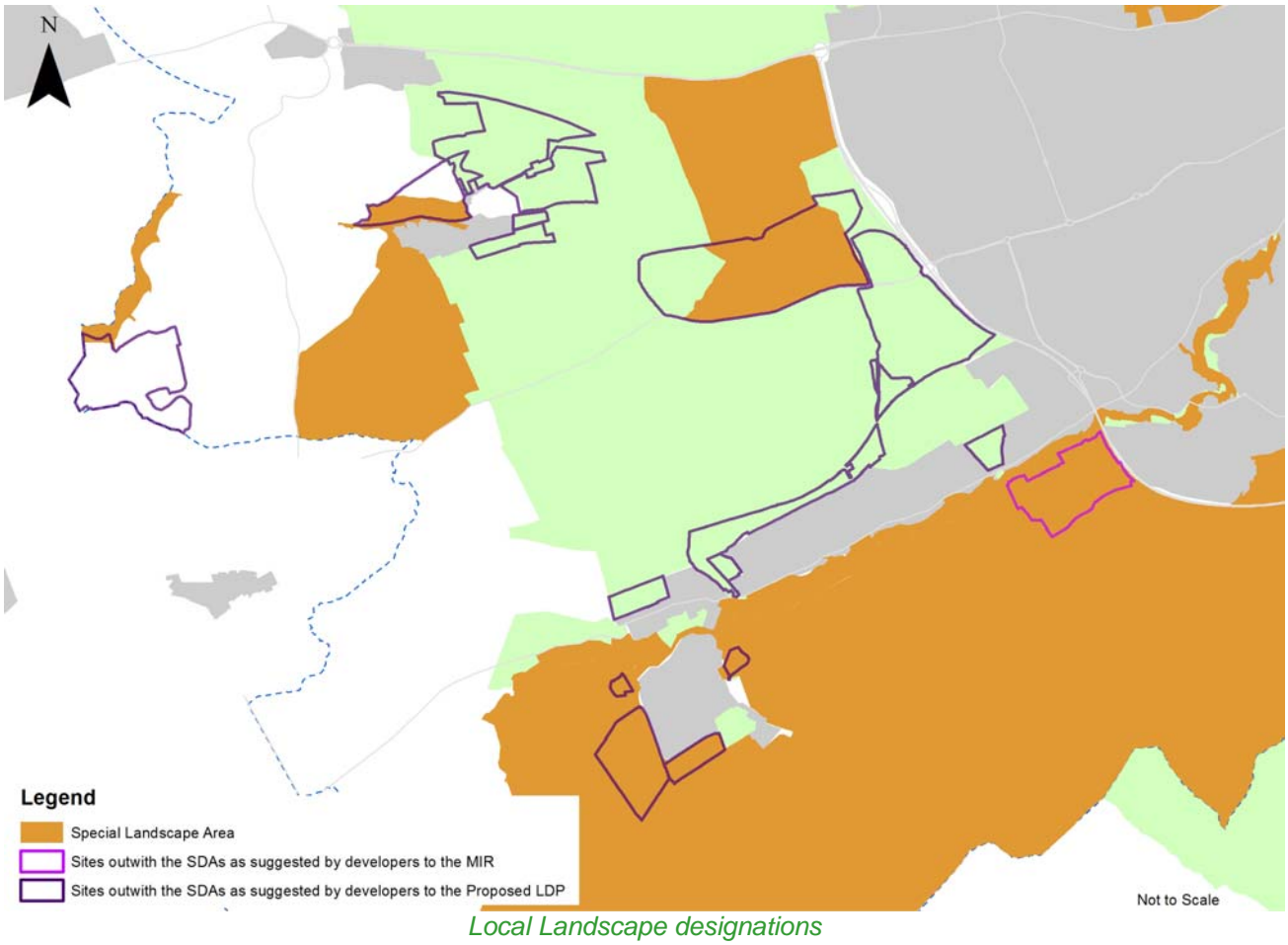
*Biodiversity, Fauna and Flora*











## General landscape characteristics, visibility and views

The South West of the Council's administrative area extends southwards from the main Edinburgh to Glasgow railway line to the edge of the Pentland Hills Regional Park. It is bounded to the east by the City Bypass (A720) and to the west by Edinburgh's boundary with West Lothian.

The low-lying plain to the west of the City is crossed by the meandering course of the Gogar Burn, a tributary of the River Almond. Landform gradually rises to the south in a series of east-west ridges, crossed by the Murray Burn and subsequently further to the southwest of the City, by the incised valley of the Water of Leith. Its route to the north of the footslopes of the Pentland Hills marks a transition to the upland landscape of scree slopes and summits on the southern boundary of the Council area. To the west of the Council area, Tormain Law, Craw Hill, and the Bonnington ridge define the watershed of the upper Almond.

To the west of the City, land cover comprises broad areas of rolling arable farmland, structured by the wider wooded framework associated with former country house estates. The largest of which today provide golf and leisure functions e.g. Ratho Park, Baberton, Dalmahoy or higher education and research and development functions at Riccarton. To the west of Gogar, the agricultural trials of Science and Advice for Scottish Agriculture have an intensively managed appearance.

The upper course of the River Almond is set within a wide wooded gorge, whilst the steep wooded valley sides of the Water of Leith are complemented by several smaller designed landscapes along its route, including Woodhall, Lennox Tower/Easter Lymphoy and at its confluence with the Bavelaw Burn at Balerno, Malleny House. Policy woodlands and shelterbelts also extend across the upland fringe of the Pentland Hills between Bonaly and Cockburn. Beyond these side slopes and reservoirs fed by burns from the hills, lowland farmland gives way to upland pasture and beyond the head-dyke, heather moorland and marshy grassland.

The northern part of the study area is traversed by several major east-west transport routes, with the main Edinburgh - Glasgow railway line on its northern boundary. To the south, the M8 is aligned within a cutting, connecting Edinburgh by road to the Central Belt. The Union Canal follows 73 m contour westwards to Port Glasgow and its opening in the early 19<sup>th</sup> century led to the expansion of Ratho village and quarrying of its surrounding hills. The Calder Road (A71) crosses a localised east-west ridgeline further to the south, with the Conservation Area of Hermiston village set to its north on the southern bank of the Canal. The main settlements of Juniper Green, Currie and Balerno are strung out along the Lanark Road (A70) to the southwest, along the ridgeline to the north of the Water of Leith, with the 1970's residential suburb of Baberton to their northeast. The Edinburgh to Glasgow via Shotts railway line passes through the open landscape to the north. High voltage powerlines extend across the rolling farmland to the north of Balerno, Currie and Juniper Green and footslopes of the Pentland Hills.

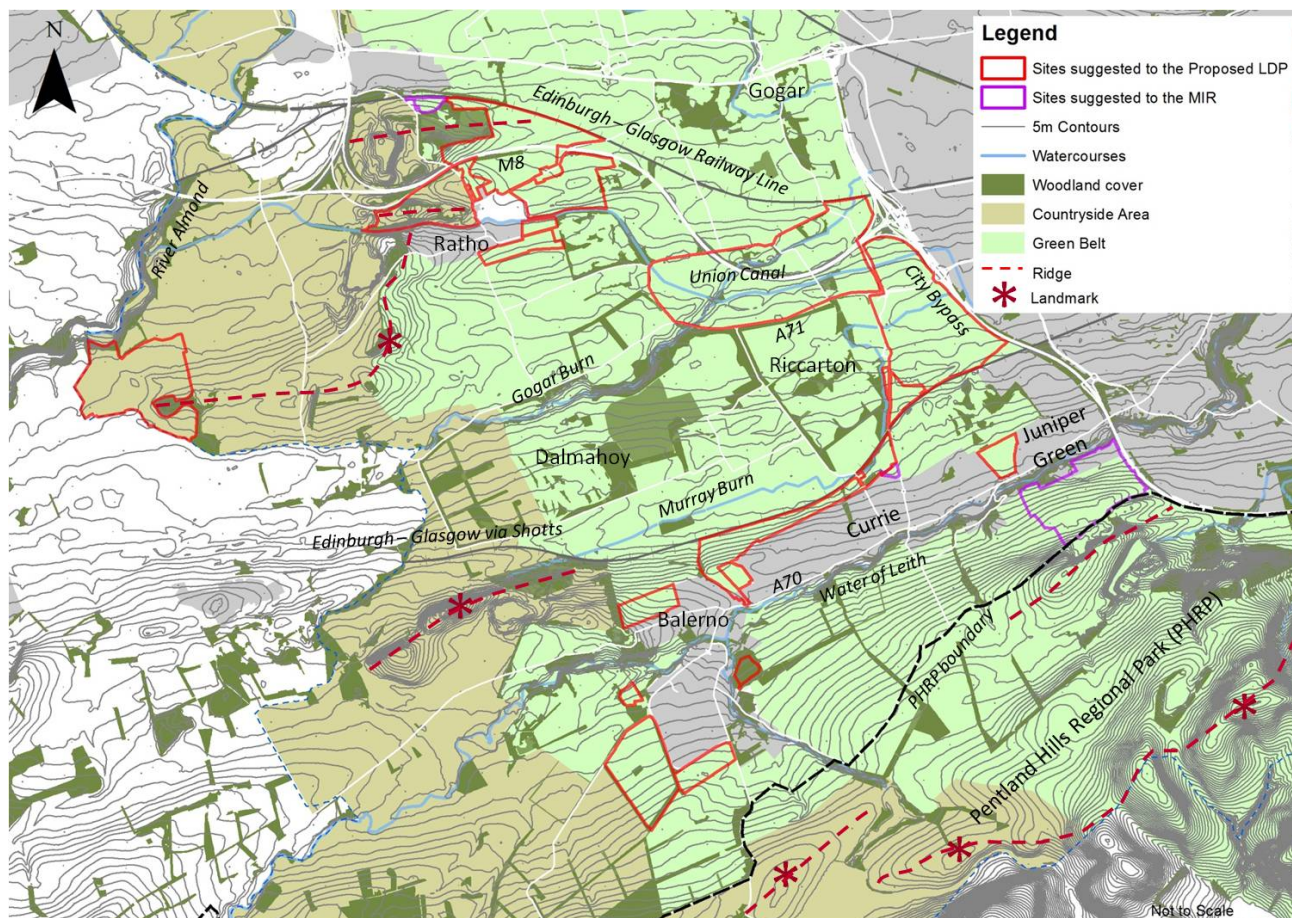
The Water of Leith, River Almond and Union Canal provide major recreational routes to the west of the City, linked by north-south connections including the Riccarton and Kirknewton Core Paths. The Bonaly, Harlaw and Threipmuir Core Paths are the main gateways to Bonaly Country Park and the Pentland Hills Regional Park. These strategic path networks are complemented by many local paths, Rights of Way and quiet rural roads, which also cater for a variety of informal recreation. The watercourses and hill terrain to the south and west of the city also provide for a range of valued habitats in terms of nature conservation.

Landscape change has included new housing at Freelands Road, to the northeast of Ratho and to the west of the village, consent for residential development and semi-natural parkland at the former Craigpark Quarry. To its northwest, The National Indoor Climbing Centre has also been erected within the former Ratho Quarry. Heriot-Watt Research Park was developed in the northern part of the Riccarton campus in the 1990s, with the Council's Hermiston Park and Ride facility developed more recently to its northeast.

Despite proximity to the urban area and major transport links, the landscape to the southwest of the City is an area of strongly contrasting rural character, influenced by its rolling topography, policy woodlands, wooded valleys and association with the regional landscape feature of the Pentland Hills. These characteristics provide an open rural setting to the approaches to Edinburgh by motorway, trunk road and rail routes, whilst from the City Bypass, clearly contrast with the urban edge, establishing separation between town and country.

Corstorphine Hill, Arthur's Seat and the City skyline form landmark features in eastward views. In the west, the hills to the south of Ratho feature in views, alongside Dalmahoy and Kaimes Hill, near Balerno. To the south, views are dominated by the backdrop of the upland summits of the Pentland Hills, viewed across their farmed foot slopes. Northward views are permitted from the hills to the south and from the vantage points of the east-west ridgelines within the landscape, revealing the Firth of Forth, Forth bridges, backdrop of hills within Fife and Ochils to the northwest, beyond policy woodland on the coastal margin.

Site specific evaluation of the potential effects of the representations to the Proposed LDP upon landscape, townscape and views and people are set out in the following assessments and summarised in the accompanying Environmental Report, volume 1.



Landscape Characteristics

### Settlement Profiles

To the south-west of the Council area, the following settlements provide the context to greenfield housing representations outwith the identified Strategic Development Areas:

#### Ratho

Ratho originated as an agricultural settlement, based upon two low lying, east-west ridges, with Ratho Hall and St Mary's Church set to the north of a shallow valley and Main St to the south, connected by Baird Rd. In the early 19th century, the Union Canal was aligned through the settlement's central valley, providing transport for quarrying to the west of Ratho and passage of goods and travellers between Edinburgh and Glasgow. As a result Ratho expanded westwards along Main St on the village's southern ridge. These areas now define Ratho's historic core, designated as a Conservation Area. Early post-war expansion ran parallel to the north and south of Main St, residential growth then focussed to the east and west ends of the settlement towards the end of the 20th century. The primary school and community centre are centrally located to the north of Main St, set within an extensive area of green open space along the banks of the Union Canal. Housing land allocated in the current Local Plan has extended the footprint of Ratho to the north and east along Freelands Rd, to the east of St Mary's Church and north of the Canal.

#### Juniper Green

Juniper Green developed as a natural hinterland to the mills and industries which were based along the Water of Leith. Though milling activity existed since the 16<sup>th</sup> century, the present day settlement owes its form to the 19<sup>th</sup> century. Rail connections from Edinburgh improved the transit of passengers and goods and led to the development of a commuter suburb. The townscape is characterised by stone built villas within large tree

grounds to the north of Lanark Rd, whilst steeper banks of the Water of Leith to the south are occupied by narrower plots of semi-detached and terraced housing and the Parish Church. The variety of built form also includes Edwardian terraces at Woodhall, workers cottages on Belmont Road and later 20th century development at Baberton Park and Juniper Grove. The main open space of Bloomiehall Park lies to the northwest of the village with the Primary School to its east, adjoining lower density post-war bungalow development. The 1970's-80's residential suburb of Baberton lies to the northeast of Juniper Green with Baberton golf course to its west. Recent development has included two storey and flatted housing on the former site of Woodhall Mill.

### **Currie**

Following 19th and 20th century transport improvements, Currie evolved from a small, linear settlement, set along the Water of Leith to become a large residential suburb of Edinburgh. The growth of the paper milling industry led the settlement to expand from its historic core around Currie Kirk, in ribbon fashion along the Lanark Rd (A70), which skirts the northern edge of the Water of Leith. During the 1960s and 70s significant post war expansion, including council and private residential development, spread across the farmed ridge to the north of Lanark Rd. This development followed the pattern of agricultural enclosure and the main north-south routes of Riccarton Mains Rd, Curriehill Rd, set around Muir Wood to the east and the remnant policies of the former Curriehill Castle to the west, punctuated by a number of planned open spaces.

### **Balerno**

Situated on the Lanark Rd at the junction of the Bavelaw Burn and Water of Leith, Balerno's historic core evolved from agricultural origins to become a 19th century paper milling village. It expanded during the inter-war and post-war period as a residential suburb of Edinburgh, formerly connected by rail to the City and today linked by frequent bus service. 20th century residential expansion has followed the Lanark Rd to the north and west and been channelled to the south and west between valleys of the Water of Leith and Bavelaw Burn. These wooded river valleys, in combination with Balerno's main public park and grounds of Malleny House, confer a rural and secluded character to the village. The foothills of the Pentlands to the south provide a scenic backdrop and further emphasise Balerno's remoteness from the city centre.

## COCKBURN CRESCENT Housing Site Assessment

Who made representation(s) relating to the assessment area?

Mr & Mrs Philip and BDW Homes (Clarendon Planning and Development)  
Individuals

Site assessment criteria		YES / NO		Comments / mitigation potential
<b>Appropriate Locations</b>				
Is the site located on brownfield land?		N		Arable farmland.
Can the site be made available for development?		Y		Representation received during MIR consultation, and Proposed Plan representation promoting the site for residential development.
1. Does the site have good accessibility to existing public transport?	2. Would sufficient enhancements be feasible?	Y	N/A	Accessibility improves across the site ranging from scores of B in the most south westerly part of the site, to C in the central area and D in the north east quarter. There is a small pocket with a score of A on the southern boundary.
1. Does the site have good infrastructure capacity?	2. Would sufficient enhancements be feasible?	Y/N	Y	<p><i>Drainage:</i> Seafield WwTW operated by PFI (Stirling Water); no constraints identified and any requirement for additional capacity would be responsibility of PFI operator but could be delay in delivering capacity.</p> <p><i>Water supply/storage:</i> Adequate capacity (new Glencorse WTW, along with existing Marchbank WTW).</p> <p><i>Primary and Secondary schools:</i> Revised Education Appraisal identifies the educational infrastructure required to support housing growth. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis.</p> <p><i>Transport:</i> Transport Appraisal addendum identifies the transport infrastructure required to support housing growth. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis.</p>
<b>Landscape setting and identity</b>				
Would the site, if developed, affect the wider landscape setting of the city?		Y		<p>Development would impact adversely on open views to the skyline of the Pentland Hills, as experienced from the southern edge of the settlement and a principal road and Core Path route leading out to the Regional Park. The Hills are an important landscape feature from which the city and its surrounding settlements can be understood and experienced.</p> <p>The site is located within the Candidate Special Landscape Area, Pentlands. Whilst in part influenced by the urban edge to the north, the site also conforms to visual qualities and characteristics of the Proposed SLA and provides an important transition between the urban and rural landscape. Due to the fragmented nature of the tree belt to the south of the site and open outlook to the Hills, Cockburn Crescent provides a clearly identifiable boundary to the Proposed SLA, from which the wider landscape of the city is appreciated.</p>
Would the site enable clear and defensible green belt boundaries to be formed?		Y		Existing woodland along Mansfield Road on the western boundary and woodland to the east provide clear defensible boundaries. Reinstating the remnant shelterbelt to the south of the site (outwith the representation site) could form the basis of an alternative Green Belt boundary and would gain stature over the short to medium term.

<p>Can the site be integrated into and in keeping with the character of the settlement and local area?</p>	<p>N</p>	<p>Development would continue the pattern of Balerno's 20<sup>th</sup> century expansion. The site has potential for physical integration with the townscape to the north, in terms of pattern of built form, streets and open spaces to the north which connect back to the primary school and centre of the settlement. However, it would extend urban development further into the upland fringe of the Pentland Hills, away from Balerno's historic core to the north.</p> <p>These changes would have an important bearing on perceptions of Balerno's character and its relationship to the rural landscape of the Pentland Hills. From Mansfield Road and the southern stretch of Cockburn Crescent, given the gradual rise of the site to the south, housing would enclose the site's open foreground and views back to the skyline of the Pentland Hills, reducing sense of place. Of particular importance would be the adverse impact on Core Path users such as walkers, cyclists and horse riders, heading towards the Regional Park who gain more prolonged views to the hills across the site and would not regain an open southerly aspect until reaching the Regional Park boundary at Marchbank to the south.</p>
<p><b>Countryside recreation</b></p>		
<p>Would development of the site avoid impacting upon existing access to countryside recreation?</p>	<p>Y</p>	
<p><b>Overall assessment</b></p> <p>Not currently a reasonable site. Development would impact on the landscape setting of the city and change the character of the Balerno settlement and its relationship to the Pentland Hills.</p>		

## Landscape and Visual Assessment

### Site Location

The site lies to the southwest of Balerno, bounded by Cockburn Crescent to the north, Mansfield Rd to the east and agricultural shelterbelts to the south and west.

### Landscape/Townscape Character

The site slopes from 220-225 m above sea level from a high point to its southwest to approx. 205 m above sea level to its northeast. A prominent undulation crosses the southwest corner of the site from northwest to southeast. The site comprises open, well managed arable land of 12.5 ha in extent, divided into two oblong fields by a north-south line of Beech trees. The site lies at the interface of the settlement edge to the north and upland fringe of the Pentland Hills to the south. Its transitional character is in part influenced by the townscape of Balerno's 20<sup>th</sup> century urban expansion to the north, together with the distinctive pattern of rectilinear shelterbelts and farmland set across the foot slopes of the Pentland Hills to the south and west of Balerno. Many of these woodland belts are Ancient Woodland of Long Established Plantation Origin, associated with non-Inventory designed landscapes, including Cockburn House, Cockburnhill, Dean Park and Marchbank

The northern edge of the site is defined by sections of hedging and post and wire fence, with a grassed verge to Cockburn Crescent and a bus turning circle set into the northeast corner of the site. The north side of the street is fronted by two storey housing and a number of bungalow properties set to the rear of a grassed verge, small street trees and roadside parking bays. Cockburn Crescent forms the southern and western edge of Balerno's late 20<sup>th</sup> C residential expansion to the southwest of its historic core. The townscape is characterised by two storey detached and semi-detached housing, in addition to some bungalow and flatted development, set around a series of cul-de-sacs. The built up area is structured by mature hedgerow trees retained from the former field boundary pattern, alongside the broad central greenspace of Marchbank Park and grounds of Dean Park Primary School.

A broad mixed shelterbelt of long established origin separates the site from the farmland at Goodtrees to the west, forming a triangular copse to the northwest of the site. This woodland corridor includes a local path link to Balerno Common to the south. The John's Burn flows northwards along the eastern edge of the shelterbelt to the join the Water of Leith to the northwest of Balerno. Informal path routes continue around the boundary of the site and cross the westmost field, across the site of a former tile works. The site's southern boundary is formed by a sparse broadleaf tree belt in declining condition set along a stone faced bank and hedgerow. To the south, grazing land extends toward the farmstead at Dean Park, crossed from east to west by a low ridge and high voltage overhead powerlines. Outwith the southeast corner of the site, lie three detached dwellings within treed gardens, subject to a Tree Preservation Order. The site's fenced east boundary adjoins the verge to Mansfield Rd and wooded grounds of Harmeny House, a non-Inventory designed landscape, home to a grant aided special school. To the south of Harmeny School, Mallyen Millgate provides a Right of Way across the Bavelaw Burn to the Harlaw Road to the east and vehicular access to a cluster of properties at The Green.

Mansfield Road is an on road section of Core Path 19, which leads southwards from the Water of Leith Walkway to the Threipmuir visitor car park, providing onward links to the Pentland Hills Regional Park. The Park boundary and its corresponding Area of Great Landscape Value lie some 500 m to the south of the site, along Mansfield Rd. With proximity to the Hills to the south, the incursion of roads into the landscape declines and settlement is limited to scattered farmsteads, cottages and country houses. Landscape change, has included the installation of a water treatment works, approx. 1 km to the south of Balerno, mitigated to a greater extent by the existing shelterbelt pattern. Following the Council's Review of Local Landscape Designations, farmland on the upland fringe of the Hills is proposed for designation as a Special Landscape Area, due to its value as part of the wider landscape composition and setting to the Pentland Hills.

### Views and Visibility

The sloping landform, structure of surrounding woodland and northern aspect of the existing built up area generally restrict visibility to the site from the wider landscape and Balerno's historic core. The site is highly prominent in local views from the roads and paths routes along its boundaries.

Southward views across the site are experienced from Cockburn Crescent to the north. The view is available to road users with a more limited interest in their surroundings, in addition to walkers, cyclists and bus passengers with more sustained views across the site and higher susceptibility to change. Residential receptors, in particular properties with house fronts oriented towards the site, would be equally susceptible to changes to visual amenity.

Views reveal an open foreground of arable land, set against a tree line to the south, electricity transmission lines and distinctive skyline of the Pentland Hills. Bell's Hill, East and West Kip and Hare Hill are visible, however, the focus of the view is the distinctive, broad ridgeline of Black Hill on the horizon to the south. The outlook to this regional landscape feature provides a sense of place and scenic backdrop to the southern edge of the settlement, which cannot be experienced from the lower-lying historic core to the north. The pylon towers to the south of the site do not overly detract from the view, appearing in keeping with the scale of the landscape. The hills stand proud of summer foliage and are more prevalent in views through dormant trees in winter and the shoulder seasons. There are glimpsed views toward this backdrop from the open space of Marchbank Park to the north, via streets aligned north-south and the central green spine within the built up area, which aligns with the tree line sub-dividing the site. Views across the site from the west section of Cockburn Crescent are obscured by the triangular stand of woodland to the northwest of the site.

Similar views are experienced by large numbers of vehicle travellers and Core Path users along Mansfield Road to the east of the site, heading to the Regional Park's Threipmuir car park and the starting point for many leisure activities in the Park. Vehicular travellers experience brief oblique views across the site, whereas, walkers, cyclists and horse-riders experience more prolonged views beyond the settlement edge and would have a keen interest in their surroundings. To the south of the site, views to the Hills are then enclosed by landform, woodland, roadside trees and hedgerows, until a prominent bend in the road at Marchbank House is reached, which coincides with the northern boundary of the Regional Park. Approaching Balerno from the south, views are contained by the ridge to the south of the site and roadside planting until urban edge of Balerno and site to the west are revealed.

Recreational receptors taking access through the tree belt to the west of the site, gain views towards housing to the east and across the site's open fields to the backdrop of the Pentlands to the southeast, filtered by foliage and understorey planting. From the path on the southern edge of the field, in particular the high point to its southwest, there are elevated views across Balerno's 20<sup>th</sup> century expansion, toward the Forth Estuary and hills within Fife, framed by the woodland to Goodtrees Farm to the west and Harmeny School to the east.

The site is visible from Black Hill within the Pentlands to the south, where the tree belt on the southern edge of the site partly filters views to the urban edge. Beyond reservoirs and grazing land in the foreground, the middle ground of views features the strong pattern of rectilinear fields and shelterbelts to the southwest of Balerno and wooded course of the Water of Leith to its east. Views are expansive and extend to the city skyline, Firth of Forth and distant backdrop of the Ochils, Campsie Fells and Trossachs.

### **Can the site be integrated into and in keeping with the character of the settlement and local landscape?**

Development of the site would introduce urban residential development across a relatively large area of arable farmland on the urban fringe, framed by woodland associated with non-Inventory designed landscapes to the south of Balerno. Development in this location would continue the pattern of Balerno's 20<sup>th</sup> century expansion, channelled to the southwest by the Water of Leith and Bavelaw Burn, and structured by shelterbelts at Dean Park. However, it would extend urban development further into the upland fringe of the Pentland Hills, away from Balerno's historic core to the north, aligning the southern edge of built up area with development at Malleny Millgate and Harlaw Road to the east. The site has potential for physical integration with the townscape to the north, in terms of the pattern of built form, streets and open spaces to the north, which connect back to the Primary School and centre of the settlement. The local pattern of shelterbelts has in the past provided a strong framework to development at Dean Park and the water treatment facility to the south, whilst management of the existing trees within the site and along its southern boundary could improve landscape condition.

These changes to the townscape would have an important bearing on perceptions of Balerno's character and its relationship to the rural landscape of the Pentland Hills as experienced by local residential receptors and road users, in addition to those travelling to the Pentland Hills from Balerno and the wider Council area. From Mansfield Road and southern stretch of Cockburn Crescent, given the gradual rise of the site to the south, housing would enclose the site's open foreground and views back to the skyline of the Pentland Hills, reducing sense of place. Whilst the loss of glimpsed views to the Hills from Mansfield Road would be less detrimental to the visual amenity of vehicular travellers, it would have more of an adverse impact on Core Path users, such as walkers, cyclists and horse-riders, heading towards the Regional Park, who gain more prolonged views to the Hills across the site. An open southerly aspect to the Pentlands would not be regained until reaching the Regional Park boundary at Marchbank to the south. The retention of view corridors through any residential development, could retain local views towards the Hills, however, it would not capture their broad horizon, particularly if the shelterbelt to the south of the site were reinstated to form a new greenbelt boundary.

Development would be more intrusive in views experienced by recreational receptors along the wooded corridor to the west of the site, whilst glimpsed views across the site to the skyline of the Hills would be lost. From the elevated southwest corner of the site, given the fall of land to the north by approx. 20 m, it is likely that northward views could be maintained over housing towards the Firth of Forth. However, from lower elevations to the north and east of the site, views would be enclosed by development.

Approaching Balerno from the south on Mansfield Rd, views adjoining the site are already influenced by the urban edge to the north. This view would become channelled between new development to the west and Harmeny School woodland to the east.

Development would be discernible in longer range views from the Pentland Hills to the south but would be unlikely to impact adversely on vantage points such as Black Hill. The relative scale and contrast of change would be small in the context of panoramic views, the perspective foreshortened by the elevated viewing angle and the site partially enclosed by the broadleaf tree line to its south. Development could be more visually exposed in winter months, as the tree line lacks the coniferous component of surrounding mixed woodland and supplementary planting would be required.

### **Would the site if developed, affect the wider landscape setting of the city?**

Development of the site would impact on the wider landscape setting of the City. The site is relatively contained in views from the wider landscape by a combination of landform and woodland cover. Enclosed by these features and supplementary planting, development would be unlikely to impact adversely on the overall characteristics and qualities of the upland fringe of the Pentland Hills. However, development would impact adversely on open views to the skyline of the Pentland Hills, as experienced from the southern edge of the settlement and one of the main roads and Core Path routes leading out to the Regional Park. The Hills are an important landscape feature from which an impression of the city and its surrounding settlements can be understood and experienced. The role of farmland on the upland fringe in providing views back to the Pentland Hills and its distinctive pattern of shelterbelts to the south and west of Balerno has been recognised as of city-wide landscape value by the Council's Review of Local Landscape Designations. Whilst the site is in part influenced by the urban edge of Balerno to the north, it also conforms to visual qualities and characteristics of the proposed Special Landscape Area and provides an important transition between the urban and rural landscape. Due to the fragmented nature of the tree belt to the south of the site and open outlook to the Hills from the settlement edge to the north, Cockburn Crescent provides a clearly identifiable boundary to the proposed SLA, from which the wider landscape setting of the City can be appreciated.

### **Would the site enable clear and defensible Green Belt boundaries to be formed?**

The existing green belt boundary to the southwest of Balerno is formed by the broad shelterbelt along the John's Burn to the west of Cockburn Crescent. Cockburn Crescent then returns eastward across the slope to form the northern edge of the settlement. The street and south facing dwellings address the open aspect of the Pentland Hills, which would be obscured by a densely planted boundary.

Re-instating the remnant shelterbelt to the south of the site, outwith the representation site, could form the basis of an alternative green belt boundary and would gain stature over the short to medium term. To the south of the site, the ridgeline and overhead powerlines provide an additional constraint to development.



## RAVELRIG ROAD Housing Site Assessment

Who made representation(s) relating to the assessment area?

Gladman Developments

Site assessment criteria		YES / NO		Comments / mitigation potential
<b>Appropriate Locations</b>				
Is the site located on brownfield land?		N		Arable farmland.
Can the site be made available for development?		Y		Proposed Plan representation promoting the site for residential development.
1. Does the site have good accessibility to existing public transport?	2. Would sufficient enhancements be feasible?	N	N	The majority of the site has a score of A with a small area in the south east corner of the site having a score of B.  No measures available to increase accessibility for this site.
1. Does the site have good infrastructure capacity?	2. Would sufficient enhancements be feasible?	Y/N	Y	<i>Drainage:</i> Seafield WWTW operated by PFI (Stirling Water); no constraints identified and any requirement for additional capacity would be responsibility of PFI operator but could be delay in delivering capacity. <i>Water supply/storage:</i> Adequate capacity (new Glencorse WTW, along with existing Marchbank WTW). <i>Primary and Secondary schools:</i> Revised Education Appraisal identifies the educational infrastructure required to support housing growth. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis. <i>Transport:</i> Transport Appraisal addendum identifies the transport infrastructure required to support housing growth. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis.
<b>Landscape setting and identity</b>				
Would the site, if developed, affect the wider landscape setting of the city?		N		Development would result in local impacts on landscape character and visual amenity but would not impact adversely on landscape features, characteristics or views from which the City and settlement of Balerno can be understood and experienced. The prevailing characteristics of the City's landscape setting would remain.
Would the site enable clear and defensible green belt boundaries to be formed?		Y		Woodland at Ravelrig Hill to the west and the tree lined break of slope to the north of the site provide strong physical and visual landscape features capable of forming the basis of an alternative Green Belt boundary, subject to supplementary tree planting to the north of the site.
Can the site be integrated into and in keeping with the character of the settlement and local area?		N		Development would continue the pattern of Balerno's 20 <sup>th</sup> century expansion across the ridgeline to the north of Lanark Road West retaining some association with the settlement's linear form to the north of the Water of Leith. However, it would draw development further away from Balerno's historic core to the south. The continuous line of development along Lanark Road West to the south of the site limits opportunities for physical integration.  With the exception of development upon the elevated southwest portion of the site, impacts on the

		character of the landscape beyond the site would be contained by the existing pattern of built form to the south and tree cover to the north and west.
<b>Countryside recreation</b>		
Would development of the site avoid impacting upon existing access to countryside recreation?	Y	
<b>Overall assessment</b>		
Not currently a reasonable site. Site has poor public transport accessibility with no scope for enhancements. Development would be detached from Balerno's historic core and continuous existing development to the south limits opportunities for physical integration.		

## Landscape and Visual Assessment

### Site Location

The site lies to the northwest of Balerno. Its boundary is formed by housing on Lanark Road West to the south, Ravelrig Road to the east, a tree-lined farm track to the north and woodland at Ravelrig Hill to the west.

### Landscape/Townscape Character

The site lies on the northern slopes of the ridgeline to the north of Lanark Road West and comprises a series of three rectilinear, open, arable fields, amounting to 14 ha in total. Land slopes down relatively steeply from a highpoint of 205 m above sea level, slackening to approx. 165 m above sea level the northeast. The site is subdivided by a tree lined, stone faced, banking to the west and drystone dyke to the east. The site is bounded to the north by a tree line, remnant walling and fencing, along an agricultural track to the north, which is set upon a prominent landform ridge. On the north side of the track, arable farmland falls steeply by some 40 m elevation down to the Edinburgh – Glasgow via Shotts railway line, with the dismantled Balerno Branch line running east-west to its south, part of a transport safeguard to create an off-road path route between The Water of Leith and Kirknewton. Beyond the railway, arable farmland and dispersed farmsteads and cottages are set out along Long Dalmahoy Road and the Murray Burn valley to the south of the Dalmahoy policies. The local landscape has a more rural character than farmland to the north of Currie to the east, where the urban edge is more prevalent and the landscape is fragmented by pylons and the railway line. To the east the site adjoins a hedgerow and hedgerow tree to Ravelrig Road, with late 20<sup>th</sup> century housing to the east. The townscape to the east generally comprises two storey, detached housing, in brick and harling, arranged around a loop road, culs-de-sacs and amenity greenspace at Dalmahoy Crescent and Turner Avenue. The south boundary of the site is formed by garden boundaries and garden planting to the north of properties on Lanark Road West. These comprise a mix of larger 19<sup>th</sup> century properties, the 18<sup>th</sup> century category B Listed Northfield House and its former gardener's cottage, an Inventory Site of approx 1 ha, in addition to the more recent development of 10 new dwellings Pilmuir Farm to the southeast. Balerno Conservation Area lies to the south of Lanark Road West on the valley slopes to the north of the Water of Leith. The west boundary of the site is formed by a drystone dyke and woodland across Ravelrig Hill, which has a history of quarrying. Together with Dalmahoy Hill, the woodland forms part of a Local Nature Conservation Site, with a path route to the west of the site following the former tramway alignment through the woods between Hannahfield on the west edge of to Balerno and Kirknewton to the northwest. Several properties on Lanark Road west take direct access to the site for informal recreation and a worn path connects to the woodland to the west. Ravelrig Road to the east forms part of the Kirknewton Core Path.

### Views and Visibility

The site is not prominent in views from the wider landscape. Due to the enclosure of existing built form along the ridge top to the south and east, it does not feature from the main thoroughfare to the City of Lanark Road West. Views from the Calder Rd (A71) to the north and Riccarton Mains (Rd) to the northeast are contained by the policy planting at Dalmahoy and Riccarton. The site is overlooked by vehicle travellers and Core Path users through gaps in field boundary hedging along Ravelrig Road and from the adjacent residential area to the east. The break of slope to the north of the site and tree line restrict views back from the lower section of Ravelrig Road and the railway line. From Long Dalmahoy Road to the north, there are glimpsed views through the tree lined ridge back to the settlement edge, in particular the light rendered buildings at Pilmuir. Views toward the site from the local path across Ravelrig Hill would tend to be filtered by woodland.

Outward views from the site, particularly from its elevated south-west corner, reveal a wide panorama, including: the City skyline, Corstorphine Hill, Castle Rock and Arthur's Seat to the north and east; to the north, the Firth of Forth and farmed wooded landscape on the coastal margin, Fife hill ranges and Ochils to the northwest. To the south and east, the backdrop of the Pentland Hills is visible beyond housing at Pilmuir and treed grounds along Ravelrig Road. Due to the fall of land to the north and east, many properties along Lanark Road West, retain an open aspect across the site, with many of the more recent properties at Pilmuir oriented towards the site to benefit from views across the landscape. The Inventory Site at Northfield is inward-focussed, based on a series of hedged garden spaces, but retains views to the north across the site's open farmland. Similar elevated views can also be experienced from the track to the north of the site.

**Can the site be integrated into and in keeping with the character of the settlement and local landscape?**

The introduction of urban residential development across the site's northeast facing arable slopes would continue the pattern of Balerno's 20<sup>th</sup> century expansion across the ridgeline to the north of Lanark Road West. This would retain some association with the settlement's linear form to the north of the Water of Leith, however, it would draw development further away from Balerno's historic core to the south.. The continuous line of development along Lanark Rd west to the south of the site, limits opportunities for the site to tie in with the existing pattern of streets and open spaces, with the only potential for physical integration being the local townscape to the east of Ravelrig Road. The elevated southwest corner of the site could pose some constraints upon generation of a coherent urban layout and being peripheral to the site and settlement, would not provide well distributed access to open space. Impacts on the character of the landscape beyond the site, would be contained by the existing pattern of built form to the south and tree cover to the north and west.

Development of the site would give rise to local visual impacts on residential receptors to the south with high susceptibility to landscape change, where properties have an open aspect across the site. There would also be some adverse visual impacts on views to the site from the Inventory Site to the south. The establishment of a street front to Ravelrig Road would also impact adversely on users of the Kirknewton Core Path, with a high interest in their surroundings, in addition to vehicular travellers and local residents to the east. However, development would be relatively well contained in views from the wider landscape due to the enclosure of existing woodland and built form. The tree line and break of slope to the north of the site, supplemented by additional planting, would reduce impacts on views from Long Dalmahoy Road and Kirknewton Path to the north. Development upon the elevated slopes to the southwest of the site, would remain prominent in view, where the additional height of development would appear visually prominent amidst the otherwise wooded rural context to the northwest of Balerno.

**Would the site if developed, affect the wider landscape setting of the city?**

Development of the site would result in local impacts on landscape character and visual amenity, however, it would not impact adversely on landscape features, characteristics or views, from which the City and settlement of Balerno can be understood and experienced. The prevailing characteristics of the City's landscape setting would remain, such as rolling farmland to the north of Currie and Balerno, the wooded valley of the Water of Leith and the farmed flanks of the Pentland Hills to the south.

**Would the site enable clear and defensible Green Belt boundaries to be formed?**

The existing green belt boundary to the south is formed by back garden boundaries, formed by fencing, walling and garden boundary planting, with many dwellings retaining a prominent and open aspect to the site.

Woodland at Ravelrig Hill to the west and the tree-lined break of slope to the north of the site, provide strong physical and visual landscape features capable of forming the basis of an alternative green belt boundary, subject to supplementary tree planting to the north of the site.

## GOODTREES FARM Housing Site Assessment

Who made representation(s) relating to the assessment area?

Miller Homes (Geddes Consulting)

Site assessment criteria		YES / NO		Comments / mitigation potential
<b>Appropriate Locations</b>				
Is the site located on brownfield land?		N		Arable farmland.
Can the site be made available for development?		Y		Proposed Plan representation promoting the site for residential development.
1. Does the site have good accessibility to existing public transport?	2. Would sufficient enhancements be feasible?	N	N	The majority of the site has a score of A with land on the north and eastern boundaries of the site having a score of B.  No measures available to increase accessibility for this site.
1. Does the site have good infrastructure capacity?	2. Would sufficient enhancements be feasible?	Y/N	Y	<i>Drainage:</i> Seafeld WWTW operated by PFI (Stirling Water); no constraints identified and any requirement for additional capacity would be responsibility of PFI operator but could be delay in delivering capacity. <i>Water supply/storage:</i> Adequate capacity (new Glencorse WTW, along with existing Marchbank WTW). <i>Primary and Secondary schools:</i> Revised Education Appraisal identifies the educational infrastructure required to support housing growth. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis. <i>Transport:</i> Transport Appraisal addendum identifies the transport infrastructure required to support housing growth. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis.
<b>Landscape setting and identity</b>				
Would the site, if developed, affect the wider landscape setting of the city?		Y		The site is prominent in views experienced by local residents and recreational receptors on the upland fringe to the south and west of Balerno. The distinctive character of upland fringe farmland and broad rectilinear shelterbelts and its value in providing an open foreground setting to views to the Pentland Hills to the south is recognised in the Council's review of Local Landscape Designations. The site's landscape character conforms strongly to these valued qualities.  Whilst the Pentlands Special Landscape Area encompasses a broad expanse of the upland fringe and summits of the Pentland Hills to the south of the Water of Leith, development of the site would result in the loss of a large and distinctive parcel of farmland which forms a constituent part of the proposed SLA.
Would the site enable clear and defensible green belt boundaries to be formed?		Y		Existing planting on the north, west and southern boundaries form strong physical and visual landscape features consistent with green belt boundary requirements.
Can the site be integrated into and in keeping with the character of the settlement and local area?		N		Development would constitute a marked change to the character of the local townscape and extend development into the upland fringe of the Pentland Hills, remote from Balerno's historic core. The broad shelterbelt to the west of Cockburn Crescent provides a clear barrier to the close

		integration of built form, streets and open spaces and establishes strong separation between town and countryside. The formation of new access routes would impact on the integrity of this long established woodland feature along the route of the John's Burn, in addition to its nature conservation value.
<b>Countryside recreation</b>		
Would development of the site avoid impacting upon existing access to countryside recreation?	Y	
<b>Overall assessment</b>		
Not currently a reasonable site. Site has poor public transport accessibility with no scope for enhancements. Development would affect the landscape setting of the city and significantly change the character of the local townscape.		

## Landscape and Visual Assessment

### Site Location

The site lies to the southwest of Balerno, south of Cockburnhill Rd and west of Cockburn Crescent. Its boundary to the south and west is formed by shelterbelts.

### Landscape/Townscape Character

The site lies between 230 and 190 m above sea level, sloping gradually from north to south. It comprises large scale, open fields of arable land and pasture, structured by mixed shelterbelt planting, amounting to some 47.5 hectares in total. The site has a strong and consistent rural character, given its location on the upland fringe of the Pentland Hills and its clear separation from the settlement to the east due to the local landscape pattern of wooded shelterbelts. These form a distinctive pattern of rectilinear enclosures, often Ancient Woodland of Long Established Plantation Origin, laid out around several non-Inventory designed landscapes, including Cockburn House, Cockburnhill, Dean Park and Marchbank.

The site boundary to Cockburnhill Rd to the north is relatively open, edged by a combination of low hedging and post and wire fencing with occasional field boundary trees. A woodland belt lies to the north side of the road, merging into an area of woodland at Glenbrook to the northeast. Goodtrees Farm and a neighbouring cottage are sited mid-way along the north boundary of the site, to the west of which, roadside tree cover extends along the northern edge of the site. The farmland is subdivided by fencing and hedgerows with trees, with a rectangular block of mixed woodland towards the centre of the site. To the south, east and west, the site is bounded by broad shelterbelts of mixed woodland. The John's Burn, a narrow tributary of the Water of Leith runs within the shelterbelt to the east of the site with a local path running parallel to its course through the woodland. The path continues along the tree belt on the southern edge of the site to provide a link to Balerno Common to the south. A further Right of Way leads to Balerno Common via Cockdurno to the west of the site. The proximity to the Pentland Hills Regional Park to the south gives rise to the rural roads and woodland belts being popular for access to the Countryside. Due to the area's distinctive characteristics and its value to the wider landscape composition and setting to the Pentland Hills, it is proposed for designation as within the Pentlands Special Landscape Area.

The broad shelterbelt to the east of the site, contains built form within Balerno to the east, creating a strong sense of separation between town and countryside. The townscape to the east lies beyond Cockburn Crescent, the main loop road serving Balerno's 20<sup>th</sup> century residential expansion to the southwest of its historic core at Dean Park. The townscape is characterised by two storey detached and semi-detached housing, in addition to some bungalow and flatted development, set around a series of cul-de-sacs. The built up area is structured by hedgerow trees retained from the former field boundary pattern, alongside the broad central greenspace of Marchbank Park and grounds of Dean Park Primary School. To the west of Balerno, the landscape is sparsely populated, with settlement limited to dispersed farmsteads, cottages and larger country houses.

### Views and Visibility

Due to the combination of wooded shelterbelts and sloping landform, stepping up gradually to the Pentland Hills to the south, the site lacks visual prominence from the wider area. However, the overall rectilinear pattern of woodland and farmland to the south and west of Balerno is a recognisable middle-distance feature in longer range views from the Pentland Hills to the south. From Black Hill, there are panoramic views to the north, including the surrounding reservoirs, skyline of Edinburgh and distant hills to the north of the Firth of Forth, including Ochils, Trossachs and Campsie Fells.

The site is prominent in roadside views from Cockburnhill Rd to the north, experienced by local residents and recreational receptors using the rural roads on the upland fringe for activities such as walking, cycling and horse-riding, with a high interest in their landscape surroundings. The site provides a foreground setting of open farmland, set against woodland and the skyline of the Pentland Hills to the south, in particular Black Hill.

The broad depth of shelterbelt planting to the east of the site restricts views to and from the urban edge at Cockburn Crescent, its density providing strong containment even in winter months. From the path route within the shelterbelt to the south and east, there are filtered views back to the urban edge and open views across farmland to the east and northwards to Kaimes Hill, Dalmahoy Hill and Ravelrig Hill. Despite proximity to the urban edge, the relative seclusion of the path route means that recreational receptors would be highly sensitive to landscape change.

**Can the site be integrated into and in keeping with the character of the settlement and local landscape?**

Development of the site would introduce large scale urban residential development across a broad expanse of open farmland to the south west of Balerno. This would constitute a marked change to the character of the local townscape and extend development into the upland fringe of the Pentland Hills, remote from Balerno's historic core at the junction of the Water of Leith and Bavelaw Burn. Whilst these watercourses have channelled urban growth in a south-westerly direction and the layout of 20<sup>th</sup> century development at Dean Park to the east forms a highly permeable settlement pattern, the broad shelterbelt to the west of Cockburn Crescent provides a clear barrier to the close integration of built form, streets and open spaces and establishes strong separation between town and countryside. The formation of new access routes would impact on the integrity of this long established woodland feature along the route of the John's Burn, in addition to its nature conservation value.

These landscape changes would impact adversely on road users and recreational receptors, passing through the landscape to the north of the site, where development would result in a loss of open views across the rural landscape to the backdrop of the Pentland Hills to the south. Development would also impact adversely on views from the shelterbelts to the south and east of the site. Development would become more intrusive on views along these wooded corridors and would enclose outward views to Balerno's rural context to the west and hillsides at Kaimes, Dalmahoy and Ravelrig to the north. Whilst development would be discernible in longer range views from the Pentland Hills to the south, such as Black Hill, it would be unlikely to impact adversely on elevated views across the landscape to the north, given the relative scale and contrast of landscape change in the context of a wide panoramic view, the site's woodland enclosure and the foreshortened angle of the view.

**Would the site if developed, affect the wider landscape setting of the city?**

Development of the site would impact on the wider landscape setting of the city. Whilst the site is relatively contained from views from the wider landscape by a combination of landform and woodland enclosure, the site is prominent in views experienced by the local residents and recreational receptors using local roads and footpaths on the upland fringe to the south and west of Balerno. The distinctive character of upland fringe farmland and broad rectilinear shelterbelts to the south and west of Balerno and their value in providing an open foreground setting to views to the Pentland Hills to the south, has been recognised as being of city-wide landscape value through the Council's Review of Local Landscape Designations. Despite the site's proximity to the settlement to the east, its landscape character conforms strongly to these valued landscape qualities and as a cohesive unit defined by strong physical boundaries, it has been proposed for designation as part of the Pentlands Special Landscape Area in the LDP. Whilst the Pentlands Special Landscape Area encompasses a broad expanse of the upland fringe and summits of the Pentland Hills to the south of the Water of Leith, development of the site, would result in the loss of a large and distinctive parcel of farmland which forms a constituent part of the proposed SLA.

**Would the site enable clear and defensible Green Belt boundaries to be formed?**

The existing green belt boundary to the west of Balerno is clearly formed by the broad woodland belt to the west of Cockburn Crescent and the course of the John's Burn, which continues to demarcate the urban edge to the north of Johnsburn Rd, where it meets the Water of Leith.

Notwithstanding potential landscape and visual impacts, the pattern of rectilinear shelterbelts to the north, south and west of the settlement form strong physical and visual landscape features consistent with green belt boundary requirements.

## HARLAW GAIT Housing Site Assessment

Who made representation(s) relating to the assessment area?

Roseberry Estates (Strutt &amp; Parker)

Site assessment criteria		YES / NO		Comments / mitigation potential
<b>Appropriate Locations</b>				
Is the site located on brownfield land?		N		Arable farmland.
Can the site be made available for development?		Y		Representation received during MIR consultation, and Proposed Plan representation promoting the site for residential development.
1. Does the site have good accessibility to existing public transport?	2. Would sufficient enhancements be feasible?	Y	N/A	The majority of the site has a score of D with a small area to the east of the site having a score of C.
1. Does the site have good infrastructure capacity?	2. Would sufficient enhancements be feasible?	Y/N	Y	<p><i>Drainage:</i> Seafield WWTW operated by PFI (Stirling Water); no constraints identified and any requirement for additional capacity would be responsibility of PFI operator but could be delay in delivering capacity.</p> <p><i>Water supply/storage:</i> Adequate capacity (new Glencorse WTW, along with existing Marchbank WTW).</p> <p><i>Primary and Secondary schools:</i> Revised Education Appraisal identifies the educational infrastructure required to support housing growth. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis.</p> <p><i>Transport:</i> Transport Appraisal addendum identifies the transport infrastructure required to support housing growth. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis.</p>
<b>Landscape setting and identity</b>				
Would the site, if developed, affect the wider landscape setting of the city?		N		Due to its small scale and woodland enclosure, development of the site would be unlikely to impact on the wider landscape setting of the City.
Would the site enable clear and defensible green belt boundaries to be formed?		N		The site's perimeter tree belts are of a form which could form the basis of a green belt boundary. However, the existing green belt boundary to the south of Juniper Green, Currie and Balerno, is clearly formed by the strong physical feature of the incised wooded valleys of the Water of Leith and Bavelaw Burn.
Can the site be integrated into and in keeping with the character of the settlement and local area?		N		Development of the site could not be effectively integrated with the character of the settlement and local landscape. It is separated from the existing built up area of historic of Balerno by the course of the Bavelaw Burn, steep banking and woodland enclosure. Development would impact adversely on the rural setting of and views from Balerno Conservation Area and woodland path to the south of the settlement.
<b>Countryside recreation</b>				
Would development of the site avoid impacting upon existing				Existing footpaths that run along the boundaries of the site could be retained.

access to countryside recreation?	Y	
<b>Overall assessment</b>		
Not currently a reasonable site. Development would not be in keeping with the character of the settlement and local area.		

## Landscape and Visual Assessment

### Site Location

The site lies to the east of Balerno, bounded by wooded slopes of the Bavelaw Burn to the west, Mallyen House to the north, Sawpit Wood to the east and Bog Wood to the south.

### Landscape/Townscape Character

The site sits at approx 175-180 m above sea level. It rises gradually to the southeast from the wooded slopes of the Bavelaw Burn (Site of Importance for Nature Conservation) to the north and west. It comprises well managed grazing land, enclosed by mature woodland on all sides, mainly Ancient Woodland of semi-natural and plantation origin. The northern boundary of the site is formed by the wooded grounds of Mallyen House, a site on the Inventory of Gardens and Designed Landscapes. Balerno Conservation Area extends across the Bavelaw Burn to include woodland on north and western edge of the site. Two small residential cul-de-sacs adjoin the site boundaries: Bavelaw Gardens sits below the wooded hillside on the southern side of the Bavelaw Burn, whilst Harlaw Gait backs onto Bog Wood. Beyond woodland to the south and east of the site, lowland farmland subdivided by shelterbelts, gradually rises from the Water of Leith in the northeast, providing a foreground setting to the upland ridge of the Pentland Hills and is a candidate Special Landscape Area. A Right of Way extends through the woodland to the south and east of the site, connecting from Currie Brig in the east, via housing at Harlaw Gait, to link to the main routes to the Pentland Hills along Harlaw Rd and Mansefield Rd. A narrow spur of this footpath, skirts the southern edge of Mallyen Gardens, with a footbridge over the Bavelaw Burn providing a connection to Bavelaw Road to the east of Bavelaw Gardens.

### Views and Visibility

The steep tree-lined banks of the Bavelaw Burn form a backdrop to views from within the Conservation Area and footway lining the western edge of the Bavelaw Burn, where the interior of the site is discernible through dormant tree cover as rising, open farmland. This outlook would be experienced by residents and those frequenting and passing through the town centre.

The site is directly overlooked by those using the Right of Way set within the woodland to the south and east of the site. Views to the north look across open pasture to the wooded course of the Bavelaw Burn, which screens views of the settlement beyond in summer. To the south, there are glimpsed views through tree cover across farmed slopes to the backdrop of the Pentland Hills, which would be more prevalent in absence of foliage cover.

The site is also directly visible from the path skirting the edge of Mallyen House and Gardens from Bavelaw Road and upon turning into Mallyen's main vehicular access drive. However, views from within the grounds of Mallyen House itself are restricted by perimeter woodlands and understorey planting and the surrounding landscape does not play a significant role in the layout of the garden.

There are limited views of the site from housing at Harlaw Gait, which back onto the woodland on the perimeter of the site, though local residents are likely to use the Right of Way.

The site is less prominent in views from the wider landscape due to pattern of woodland cover, rising landform and roadside development, which restrict views back from the Pentland Hills.

### Can the site be integrated into and in keeping with the character of the settlement and local landscape?

Development of the site would introduce urban residential development into a discrete area of rural character comprising well managed, open farmland, edged by Ancient Woodland. These changes would impact adversely on the southern backdrop to Balerno Conservation Area, where there are filtered views of open countryside through woodland. Changes to the character of the land to the south of the Water of Leith would also impact adversely on path users following the Right of Way between Currie and Balerno and path skirting the grounds of Mallyen House. However, the setting and views from Mallyen Gardens are likely to be unaffected. Though the site is proximal to the settlement core in terms of straight line distance, its physical integration



with the existing built up area is prevented by the steep wooded slopes lining the Bavelaw Burn. To the southwest of the site, the existing cul-de-sac is principally focussed away from the site and separated by a broad woodland belt. The adjoining street layout doubles back to the bridging point on Harlaw Rd to the west. Some tree removal would be necessary to effect vehicular access from Harlaw Gait and to enable secure pedestrian access to the north of the site.

**Would the site if developed, affect the wider landscape setting of the city?**

Development of the site would impact on Balerno's local landscape setting and Conservation Area, though the scale of change and surrounding woodland enclosure would not impact significantly on the overall qualities and characteristics of the wider farmed slopes to the north of the Pentlands (identified as cSLA).

**Would the site enable clear and defensible Green Belt boundaries to be formed?**

The existing Green Belt boundary to the west of the City and south of Juniper Green, Currie and Balerno, is clearly formed by the combination of the strong physical feature of the incised valley of the Water of Leith and the Bavelaw Burn and their associated riverside woodland cover; features which naturally limit the integration of this site with the existing settlement.

In absence of physical constraints to access and local impacts on townscape, landscape and visual amenity, the site's perimeter tree belts are of a form, which could form the basis of a green belt boundary.

## GLENBROOK ROAD Housing Site Assessment

Who made representation(s) relating to the assessment area?

CALA Management (PPCA)  
Individuals

Site assessment criteria		YES / NO		Comments / mitigation potential
<b>Appropriate Locations</b>				
Is the site located on brownfield land?		N		Arable farmland.
Can the site be made available for development?		Y		Representation received during MIR consultation, and Proposed Plan representation promoting the site for residential development.
1. Does the site have good accessibility to existing public transport?	2. Would sufficient enhancements be feasible?	Y	N/A	The entire site has a score of B.
1. Does the site have good infrastructure capacity?	2. Would sufficient enhancements be feasible?	Y/N	Y	<p><i>Drainage:</i> Seafield WwTW operated by PFI (Stirling Water); no constraints identified and any requirement for additional capacity would be responsibility of PFI operator but could be delay in delivering capacity.</p> <p><i>Water supply/storage:</i> Adequate capacity (new Glencorse WTW, along with existing Marchbank WTW).</p> <p><i>Primary and Secondary schools:</i> Revised Education Appraisal identifies the educational infrastructure required to support housing growth. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis.</p> <p><i>Transport:</i> Transport Appraisal addendum identifies the transport infrastructure required to support housing growth. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis.</p>
<b>Landscape setting and identity</b>				
Would the site, if developed, affect the wider landscape setting of the city?		Y		The proposal would impact upon the rural landscape adjacent to the Water of Leith valley to the west of Balerno, which adjoins the Water of Leith Special Landscape Area and forms part of the Pentlands SLA, thereby affecting an area recognised as of value to the wider landscape setting of the city.
Would the site enable clear and defensible green belt boundaries to be formed?		N		The existing green belt boundary to the west of Balerno is clearly formed by the main roads which are lined by woodland. Whilst the site has woodland enclosure to the south and west, it lacks a defensible green belt boundary to the north.
Can the site be integrated into and in keeping with the character of the settlement and local area?		N		Development of the site could not be effectively integrated with the existing settlement and local landscape. The settlement is focused to the east of Johnsburn Road and Cockburn Crescent with land to the west being largely rural in character and separated from the existing residential areas by woodland and villa properties.
<b>Countryside recreation</b>				

Would development of the site avoid impacting upon existing access to countryside recreation?	Y	
<b>Overall assessment</b> Not currently a reasonable site. Development would impact on the landscape setting of the city, would not provide suitable green belt boundaries and would not be in keeping with the character of the settlement and local area.		

## Landscape and Visual Assessment

### Site Location

The site is located to the west of Balerno, to the north and east of Glenbrook Rd, south of a tributary of the Water of Leith running between Bankhead House to the northwest and grounds of Larch Grove, which forms eastern edge of the site.

### Landscape/Townscape Character

The site sits at approx 175 -180 m above sea level, sloping gently to the north from Glenbrook Road towards a dip in the landscape, containing a tributary of the Water of Leith, partly delineated by hedging and a number of hedgerow trees. The site comprises open grassland used for grazing edged by woodland belts, associated with 18th-19th century villas. These listed buildings are set in walled grounds and interspersed with pasture along the south bank of the Water of Leith: including Bankhead House to the northwest of the site, Larch Grove to the northeast and Johnsburn House to the southeast. A number of terraced cottages continue the residential footprint of Balerno part-way along Gleenbrook Rd, giving way to tree lined, fenced field boundaries to the north and east and bounded by a broad stand of woodland to the south and west. The site is part of the wider landscape pattern of lowland farmland, structured by strong geometric pattern of shelterbelts, gradually rising from the Water of Leith to flank the upland ridge of the Pentland Hills. The site and Water of Leith fall within an Area of Outstanding Landscape Quality. The nearest Core Path runs along Cockburnhill Rd approx 200 m to the south of the site and is edged by woodlands and shelterbelts, it forms part of a circuit of rural roads used by walkers and cyclists to the west of Balerno.

### Views and Visibility

The pattern of woodland and shelterbelt planting in the area provides enclosure, restricting views of the site from the wider landscape, such as from Johnsburn Rd and Cockburnhill Rd further to the south of the site. The main visual receptors are those travelling along Glenbrook Rd immediately to the south of the site and cottages on Glenbrook Rd, which back on to the site, with the larger villas set within the partial seclusion of wooded grounds, often enclosed by boundary walling. The main open roadside views from Glenbrook Rd are directed to the north. These feature a foreground of rolling pasture edged by woodland, set against the wooded backdrop of the Water of Leith corridor and glimpsed views of properties on Lanark Rd.

### Can the site be integrated into and in keeping with the character of the settlement and local landscape?

The site is small in scale and its development would introduce urban residential development into an area of rural character comprising well managed, open farmland. The linear character of the Water of Leith valley, designated for its landscape value, broadens to the west of development. The proposal would narrow this green wedge on the south side of the river and alter the pattern of villas, woodland and pasture, impacting adversely on the character of locally designated landscape.

These changes would be visually contained to a localised area due to the surrounding woodland enclosure and would principally impact upon road users and properties along Glenbrook Rd. The northern edge of the site would have an open aspect to the Water of Leith corridor in the short to medium term.

Balerno's settlement pattern has been constrained to the south and west by the Water of Leith valley, its tributaries and riverside woodland along Johnsburn Rd. Existing low density villas and woodland to the west of the settlement limit physical integration with the built form of 20th C residential areas to the east. However, the existing cottages on Glenbrook Rd provide some opportunity to integrate dwellings of corresponding scale, height and form.

### Would the site if developed, affect the wider landscape setting of the city?

The tree cover surrounding the site could retain a wooded edge to the settlement in views from the Regional Park. However, as a site adjacent to the Water of Leith – West Special Landscape Area and forming part of the wider Pentland Hills Special Landscape Area, the proposal would impact on both the immediate landscape context of Balerno and a landscape designated for its value to the wider setting of the city.

**Would the site enable clear and defensible Green Belt boundaries to be formed?**

The existing green belt boundary to the west is clearly formed by Johnsburn Rd and Cockburn Crescent, which are lined by woodland. To the northwest, the boundary follows riverside woodland along the John's Burn and Water of Leith.

The woodlands and tree belts to the south and west of the site form recognisable features on the ground in combination with Glenbrook Rd. The northern edge of the site is unlikely to provide a sufficiently robust green belt boundary, presently marked by field boundaries along a tributary of the Water of Leith. Substantial woodland planting would be required to establish a tree belt in keeping with the local landscape.

**CURRIEVALE** \* (Newmills Road overlaps with site)  
**Housing Site Assessment**

Who made representation(s) relating to the assessment area?

CALA Management (PPCA)

Site assessment criteria		YES / NO		Comments / mitigation potential
<b>Appropriate Locations</b>				
Is the site located on brownfield land?		Y/N		Majority of site is arable farmland but does include existing garden in north east corner of site.
Can the site be made available for development?		Y		Representation received during MIR consultation, and Proposed Plan representation promoting the site for residential development.
1. Does the site have good accessibility to existing public transport?	2. Would sufficient enhancements be feasible?	Y/N	N	The north western half of the site has a score of A. Accessibility improves easterly and southerly with scores of B and C to the east and B to D in the south western corner of the site next to the railway station.  No measures available to increase accessibility for this site.
1. Does the site have good infrastructure capacity?	2. Would sufficient enhancements be feasible?	Y/N	Y	<i>Drainage:</i> Seafeld WWTW operated by PFI (Stirling Water); no constraints identified and any requirement for additional capacity would be responsibility of PFI operator but could be delay in delivering capacity. <i>Water supply/storage:</i> Adequate capacity (new Glencorse WTW, along with existing Marchbank WTW). <i>Primary and Secondary schools:</i> Revised Education Appraisal identifies the educational infrastructure required to support housing growth. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis. <i>Transport:</i> Transport Appraisal addendum identifies the transport infrastructure required to support housing growth. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis.
<b>Landscape setting and identity</b>				
Would the site, if developed, affect the wider landscape setting of the city?		N		The site overall plays a more limited role in terms of the wider landscape setting of the City. It breaks up the continuous built up area to the north of Lanark Road West as experienced from the Kirknewton Core Path and adjacent residential areas. It also provides open valley slopes to the north of the ridge aligned settlement pattern, as experienced by residential receptors to the south, and road and path routes within the green belt to the north. However, the landscape is more widely contained in views by existing built up area to the south and policy landscapes of Dalmahoy and Riccarton to the north and east.  Development of the site would result in local impacts on landscape character and visual amenity, however, near continuous development has already occurred along much of the Lanark Road corridor and the site is not perceived from this main approach to and from the City. The site is not prominent in views from the wider landscape, where the prevailing characteristics of the City's landscape setting would remain, such as rolling farmland to the north of Balerno, Currie and Juniper Green; the wooded valley of the Water of Leith and the farmed flanks of the Pentland Hills to the south.

<p>Would the site enable clear and defensible green belt boundaries to be formed?</p>	<p>Y/N</p>	<p>The existing green belt boundary to the north of Currie and Balerno is marked by a combination of garden and field boundary plantings, aligned with a prominent landform ridge to the north of their ridge-top settlement pattern. The edge of the green belt at Balerno on the ridge-top plateau is defined by woodland to the south and west and tree and hedgerow planting to the east.</p> <p>The lower lying eastern parcels of the site, to the south of Curriehill Station and at Riccarton Garden Centre, are relatively well contained by perimeter planting, the railway and Curriehill Station to the north.</p> <p>The open arable strip to the north of Currie and Balerno adjoins the railway line, providing a strong physical constraint to development on plan. However, this boundary lacks visual definition as the railway passes through open farmland on a low embankment. Supplementary planting would not be effective in the short to medium term, given the steeply sloping land to the south and likely fragmentation of power line wayleaves, which run parallel to the railway.</p> <p>The southwest portion of the site, located on the ridge top on the edge of Balerno, is partially contained from the wider landscape by virtue of the break of slope to its north. This prominent physical feature could be strengthened by planting to align with the existing northern edge of Balerno and Currie.</p>
<p>Can the site be integrated into and in keeping with the character of the settlement and local area?</p>	<p>Y/N</p>	<p>The introduction of residential development would alter the pattern of open, farmed arable slopes to the north of Currie and Balerno. The potential to integrate development with the existing townscape and surrounding landscape, whilst minimising impacts on visual amenity, varies across the site and in relation to the character of the existing townscape to the south, local landform, tree cover and other physical constraints, such as overhead powerlines.</p> <p>The introduction of residential development to the low-lying ground at Riccarton Garden Centre would alter the character of previously developed land, presently laid out with nursery beds, hard standing and outbuildings. The presence of two overhead lines, pylon towers and storm water storage facility, in addition to level changes across the site, may produce a more fragmented urban layout, lacking continuity of built form and a clear relationship to residential areas to the south. Given, the site's lack of visual prominence, these changes are unlikely to give rise to significant visual impacts; however, localised visual impacts may occur through creation of a street frontage to the east and west of the site.</p> <p>Development of the small field to the south of Curriehill Station, would alter the character of a discrete area of unmanaged grassland to the south of the railway and north of Currie. Potential exists for development to integrate with existing Riccarton Core Path to the station and formalise desire lines to the Station from Curriehill Rd, however this would give rise to localised visual impacts upon users of the informal paths. In order to access the site, it would be necessary to remove some of the hedging to Curriehill Rd, however, a residential frontage could be integrated with street views to the north. Train passengers would not be adversely affected by the presence of housing at the station, a townscape feature typical to other rail halts e.g. Kirknewton.</p> <p>The introduction of urban residential development into the linear strip of arable land to the north of Currie and Balerno, between the settlement and railway line, would extend the settlement onto the steeper north facing slopes away from the settlement's historic association with the Water of Leith valley to the south. Whilst potential may exist to connect with path routes running southward at</p>

		<p>Currievale and Curriehill Strip, development would form a linear outer parcel of housing, lacking close and frequent integration with the pattern of existing built form and streets. The site's steep crossfall and overhead lines pose a constraint to the establishment of a continuous and coherent layout of built form and tree planting, particularly at the narrower east end of the site. Development would impact on the rural character of arable land to the north and due to the lack of planting or landform enclosure to the railway line and impact adversely on views from the railway, Kirknewton and Riccarton Core Paths and residential receptors to the south over the short to medium term.</p> <p>To the northwest of Old Newmills Rd, development across the open farmed slopes would give rise to similar landscape effects to those predicted to its east. Whilst the constraint of pylons would be slightly less prevalent, landform remains equally steep, posing a constraint on road gradients and possibly requiring retaining structures within any residential layout. The landscape becomes progressively rural in character with greater separation from the urban fringe of Currie and Balerno. To the south, development could be contained by the prominent break of slope, which aligns with the northern edge of Currie and Balerno.</p> <p>The introduction of urban residential development across the ridge top plateau to the southwest of the site, would permanently alter the character of a discrete area of farmland which forms a wedge within Balerno. This would continue the pattern of 20th century settlement growth to the north of Lanark Rd West and its historic association with the Water of Leith to the south. Potential exists for the integration of built form, streets and pedestrian routes to the south and east of the site, though development would remain separated from housing to the south by woodland.</p> <p>Implementation of the transport safeguard along the west boundary of the site would contribute to the enhancement of green networks between the Water of Leith and Kirknewton and provide a link between the existing urban areas to the east and west of the site. Change to landscape character beyond the site would be contained by existing woodland and built form, together with the break of slope to the north of the site, which could be supplemented by boundary tree planting to align with the northern edge of Currie and Balerno.</p>
<b>Countryside recreation</b>		
Would development of the site avoid impacting upon existing access to countryside recreation?	Y	Existing footpaths currently located within of the site could be retained.
<p><b>Overall assessment</b></p> <p>Two allocated sites in Second Proposed Plan. Sites score well with public transport accessibility, are well contained within the landscape and are in keeping with the character of the existing settlement.</p> <p>The central area has poor access to public transport, would impact on the landscape setting of the city, does not provide appropriate green belt boundaries and could not be integrated into the existing settlement.</p>		

## Landscape and Visual Assessment

### Site Location

The site is bounded to the north by the Edinburgh - Glasgow via Shotts railway line, including Curriehill Station. To the east, the site boundary adjoins Riccarton Mains Rd, whilst to the south, it is formed by the northern edge of Currie and Balerno and a short section of Lanark Road West (A70). To the west, the site boundary traces the edge of Balerno, prior to following a tributary of the Murray burn northwards to the railway line along a partly wooded field boundary.

### Landscape/Townscape Character

Currie and Balerno's townscape to the south comprises 1960-70's residential growth set across the ridge top plateau to the north of Lanark Rd West. The pattern of development follows former field boundaries and existing north-south roads, laid out around Muir Wood to the east within Currie, with part of Balerno occupying the remnant policies of the former Curriehill Castle to the west. Streets of two-storey detached and semi-detached dwellings line a series of loop roads, crescents and cul-de-sacs, with pockets of bungalow and flatted development. Built form is structured by the Primary and High School grounds, public parks and linear greenspaces, aligned north-south at Currievale, which forms the boundary between Balerno and Currie and the Curriehill Strip, which incorporates the Riccarton Core Path. To the south and west of the site, 19<sup>th</sup> century stone built properties within Balerno line Lanark Road West with late 20<sup>th</sup> century development set to their north, established on land to the north and west of the former Balerno station and branch railway. Balerno Conservation Area, lies to the south of Lanark Rd West, set within the valley slopes of the Water of Leith and Bavelaw Burn.

The site forms part of the wider pattern of open, farmed arable slopes to the north of Balerno, Currie and Juniper Green. This agricultural landscape extends northwards, across open farmland, railway and dispersed farmsteads and cottages along Long Dalmahoy Rd and the Murray Burn valley, toward the Inventory Site of Dalmahoy Country Club and the non-Inventory designed landscape of Heriot-Watt University's Riccarton campus to the north and east. The site represents an elongated 'L' shape in plan, tapering from west to east along the northside of Currie and Balerno. To the west, the site returns southward as a narrow wedge within Balerno, between Newmills Rd and Old Newmills Rd to the east and properties situated off Dalmahoy Crescent and Station Rd to the west. Local landscape characteristics and topography vary across the broad extent of the 50 hectare site.

The south-west section of the site, which forms a wedge within Balerno is relatively flat, lying on the ridge top plateau to the north of the Water of Leith at approx. 150-155 m above sea level but with more undulating landform its west. There is a pronounced break of slope to the north of this area, aligned with the northern boundary of Balerno, from which land falls relatively steeply by approx. 30 m in elevation down to the railway line. The mid-section of the site's northern strip remains relatively steep, falling by approx. 15 m from north-south, narrowing and yielding to gentler slopes to the east along Curriehill Rd and Riccarton Mains Rd, where land lies at a lower elevation of approx. 115-110 m above sea level.

The east part of the site, between Riccarton Mains Rd and Curriehill Rd, comprises the hardstanding, outbuildings, polytunnels and nursery beds of Riccarton Garden Centre, set within pockets of woodland and scrub vegetation. It is bounded to the east by a verge, hedge and tree planting to Riccarton Mains Rd and woodland along the Murray Burn and railway to the north. To the south, existing tree cover adjoins housing at Weaver's Knowe Crescent and a small paddock (identified as a small scale greenfield housing site in the proposed LDP, March 2013). A hedgerow lines Curriehill Rd to the west, with a flood storage tank set against the railway to the northwest, where the site appears to include a steep banking. The compartment is crossed from east-west by an informal track and two high voltage powerlines, which terminate at the sub-station to the east of Riccarton Mains Rd.

South of Curriehill Station, lies a small field of unmanaged grassland, bounded by scrub and scattered trees to the railway embankment to its north. It is enclosed by a hedge and trees to Curriehill Rd to the east and separated from properties on Forth View Crescent to the south, including residential accommodation and the Scout Hall, by a hedged track and wayleave to overhead powerlines. The west boundary is formed by mature tree planting and a boundary wall to the Riccarton Core Path, which provides an off-road connection between Currievale Drive and Curriehill Station, via a pedestrian overbridge. The route leads to Riccarton, Hermiston and the Union Canal to the north and connects southwards to the Water of Leith via the Curriehill Strip. The site is crossed from southeast to northwest by informal path between Curriehill Station and Curriehill Rd and a worn perimeter path circuit is also evident.

Riccarton Core Path is bounded by trees, hedging and a tributary of the Murray Burn to the west, beyond which, the site extends as a continuous, open, arable strip to the north of Currie and east of the boundary hedge to Old Newmills Rd. Residential back gardens to housing on Currievale and Curriehill Castle Drive, form its southern boundary, with a number of north-south streets and a 50-70 m wide green corridor terminating on this edge at Currievale, edged by tree and hedgerow planting. Residential properties tend to be bounded by fencing, garden and field boundary plantings but retain an open aspect over the site due to the fall of land to the north. The slope is divided by a banking of 2-3 m height, marked by scrub and scattered trees to the north of Currievale Drive. Two high voltage powerlines run east-west over the site, suspended by four pylon towers. The railway to the north runs on a slight embankment, edged by scrub, with some limited tree cover on the slopes to the Currievale Farm underpass to the north.



The western section of the site lies to the west of Newmills Rd and Old Newmills Rd, Balerno, comprising the ridge top plateau to the south and sloping land to the north towards the railway. Old Newmills Rd is narrow and rural in character, lined by a hedge along its full length and mature hedgerow trees across its southern section. It forms part of the Kirknewton Core Path, providing access to properties within Balerno to the south but closed to traffic to the north at the level crossing. Housing to the east of Old Newmills Rd, is typified by two storey red brick housing, set within remnant policy planting of the former Curriehill Castle. To the south a clear wooded boundary encloses the grounds of Newmills House, which have been infilled overtime with private dwellings, including Willow Tree Place to the south of the site. The high voltage overhead powerline to the south of the railway extends across the northern part of the site. A substation lies to the southeast of the site adjacent Newmills Rd, whilst electricity poles run from east-west across the central part of the plateau. Landform to the west of the site forms an undulating hollow, subdivided into horse paddocks, which front onto Lanark Road West to the south and adjoin the wooded edge of the former Balerno Branch railway line to the west (Local Nature Conservation Site). The townscape to the west of the dismantled railway comprises late 20<sup>th</sup> century housing at Dalmahoy Cresc, sited to the north of the old Balerno rail station and 19<sup>th</sup> century stone built properties on Lanark Rd West. Stands of mature woodland extend to the northwest of the site boundary, which follows a tributary of the Murray Burn.

A Transport Safeguard in the proposed LDP (March 2013) skirts the west edge of the site to provide an off-road path link between The Water of Leith Walkway and Kirknewton.

### Views and Visibility

The site is not prominent in views from the wider landscape to the south. From the main thoroughfare to the City of Lanark Rd West, it is enclosed by the existing built up area with a short section of horse paddock briefly visible between Currie and Balerno. From the Pentland Hills, the wooded valley of the Water of Leith forms a horizontal band of tree cover, filtering views to the settled ridge to its north; only the western section of the site is perceptible as a slight dip in the canopy line.

From the wider landscape to the north, views towards the site from the Calder Road (A71) and Riccarton Mains Road to the east are contained by the policy woodland of Dalmahoy and Riccarton. The open slopes to the north of Currievale Drive and west of Old Newmills Rd are visible in more prolonged views from Long Dalmahoy Road and Curriehill Road to the west of Riccarton, as experienced both by vehicular travellers and users of the Riccarton and Kirknewton Core Paths over a more prolonged duration. Path users would have a strong interest in their surroundings and be highly susceptible to changes to visual amenity. Currie and Balerno's linear, ridge-top, settlement pattern can be seen across open farmland and the railway line, set against the backdrop of the Pentland Hills with pylon towers also prevalent in the view. The main fairways at Dalmahoy Golf Club are set behind boundary walling and tree planting.

The east sections of the site are low-lying and lack visual prominence in views from the wider landscape. Riccarton Garden Centre is enclosed by tree and hedgerow cover to Riccarton Rd to the east, the railway to the north, housing to the south and Curriehill Rd to the west. The main visual receptors are existing customers and the workforce.

The small field to the south of Curriehill Station is not prominent in views from Curriehill Rd, where views are channelled by hedging toward street fronts in Currie to the south and open fields on the edge of the Riccarton campus to the north. The land is visible to rail passengers stopping at the station and from the platforms and overbridge at Curriehill Station, where there are open views across the small field within the site to the south, backed by planting and housing, with longer distance views to the east across the linear strip of farmland to the north of Currie and Balerno. Views from informal paths within the site are enclosed by planting to the south, east and west but are open to the station, over bridge and car parking to the north. To the south of Curriehill Station, views from the Riccarton Core Path are enclosed to the east by a wall and tree planting and trees and hedging to the west.

Along the farmed northern edge of Currie and Balerno, visibility from residential properties varies according to boundary type, depth of garden and field boundary planting. However, with land falling northwards in the west and mid-part of the site, many dwellings retain elevated views across the site. The slopes are also overlooked from Currievale Farm to the north and its converted steading. From the railway to the north, the slopes to the north of Currie and Balerno, form part of an open rural context to views from the railway. The trains halt at signals towards the west end of the site and level crossing, permitting slightly longer views across the site. From the green corridor to the south of the site at Currievale, there are also outward views across the site, filtered by planting, to farmland to the north of the railway, Dalmahoy policies, the Fife hill ranges and Ochils to the northwest.

The land on the ridge top to the southwest of the site, is overlooked by a small number of residential properties built on the solum of the former Balerno Branch railway to the west, however, direct views from the majority of housing to the west are filtered by tree cover. Woodland encloses views from Willow Tree Place to the south. The site is overlooked from Old Newmills Rd to the east, where visual receptors include users of the Kirknewton Core Path, with the site featuring in views across hedging and between hedgerow trees. Similar views exist from the rear/side elevations of properties along Old Newmills Rd. Outward views to the south reveal the wooded southern edge of the site and urban edges of Balerno, set against the backdrop of the Pentland Hills, which are of some scenic value.

From the break of slope to the north of the site and Old Newmills Rd, elevated outward views extend to the north across open farmland beyond the railway, encompassing dispersed farmsteads and cottages along Long Dalmahoy Rd and the Murray Burn valley, set against the Dalmahoy and Riccarton policies and backdrop of hills in Fife to the north and east, and featuring the skyline of Corstorphine Hill to the northeast. This ridge also screens views to the plateau to the south, when ascending and descending Old Newmills Rd to the north. The

urban edge of Currievale Drive, Balerno is visible to the southeast, filtered by field and garden boundary planting, whilst an open strip of arable land extends westwards to Dalmahoy Hill and eastwards to Riccarton, crossed by overhead lines and set against the backdrop of Arthur's Seat.

#### **Can the site be integrated into and in keeping with the character of the settlement and local landscape?**

The introduction of residential development and a new access road across the entire 50 hectare site would alter the pattern of open, farmed arable slopes to the north of Currie and Balerno. The potential to integrate development with the existing townscape and surrounding landscape, whilst minimising impacts on visual amenity, varies across the site and in relation to the character of the existing townscape to the south, local landform, tree cover and other physical constraints, such as overhead powerlines.

The introduction of residential development to the low-lying ground at Riccarton Garden Centre would alter the character of previously developed land, presently laid out with nursery beds, hard standing and outbuildings. The presence of two overhead lines, pylon towers and storm water storage facility, in addition to level changes across the site, may produce a more fragmented urban layout, lacking continuity of built form and a clear relationship to residential areas to the south. Given, the site's lack of visual prominence, these changes are unlikely to give rise to significant visual impacts; however, localised visual impacts may occur through creation of a street frontage to the east and west of the site.

Development of the small field to the south of Curriehill Station, would alter the character of a discrete area of unmanaged grassland to the south of the railway and north of Currie. Potential exists for development to integrate with existing Riccarton Core Path to the station and formalise desire lines to the Station from Curriehill Rd, however this would give rise to localised visual impacts upon users of the informal paths. In order to access the site, it would be necessary to remove some of the hedging to Curriehill Rd, however, a residential frontage could be integrated with street views to the north. Train passengers would not be adversely affected by the presence of housing at the station, a townscape feature typical to other rail halts e.g. Kirknewton.

The introduction of urban residential development into the linear strip of arable land to the north of Currie and Balerno, between the settlement and railway line, would extend the settlement onto the steeper north facing slopes away from the settlement's historic association with the Water of Leith valley to the south. Whilst potential may exist to connect with path routes running southward at Currievale and Curriehill Strip, development would form a linear outer parcel of housing, lacking close and frequent integration with the pattern of existing built form and streets. The site's steep crossfall and overhead lines pose a constraint to the establishment of a continuous and coherent layout of built form and tree planting, particularly at the narrower east end of the site. Development would impact on the rural character of arable land to the north and due to the lack of planting or landform enclosure to the railway line and impact adversely on views from the railway, Kirknewton and Riccarton Core Paths and residential receptors to the south over the short to medium term.

To the northwest of Old Newmills Rd, development across the open farmed slopes would give rise to similar landscape effects to those predicted to its east. Whilst the constraint of pylons would be slightly less prevalent, landform remains equally steep, posing a constraint on road gradients and possibly requiring retaining structures within any residential layout. The landscape becomes progressively rural in character with greater separation from the urban fringe of Currie and Balerno. To the south, development could be contained by the prominent break of slope, which aligns with the northern edge of Currie and Balerno. Development of the northwest extremity of the site, would in particular, impact adversely on people using the Kirknewton Core Path.

The introduction of urban residential development across the ridge top plateau to the southwest of the site, would permanently alter the character of a discrete area of farmland which forms a wedge within Balerno. This would continue the pattern of 20th century settlement growth to the north of Lanark Rd West and its historic association with the Water of Leith to the south. Potential exists for the integration of built form, streets and pedestrian routes to the south and east of the site, though development would remain separated from housing to the south by woodland. Implementation of the transport safeguard along the west boundary of the site would contribute to the enhancement of green networks between the Water of Leith and Kirknewton and provide a link between the existing urban areas to the east and west of the site. Change to landscape character beyond the site would be contained by existing woodland and built form, together with the break of slope to the north of the site, which could be supplemented by boundary tree planting to align with the northern edge of Currie and Balerno.

These landscape effects would impact adversely on open views across the site experienced by Core Path users from Old Newmills Rd, with a high susceptibility to change to visual amenity. However, the existing route passes through housing to the south and if development was restricted to ridgetop, open views would remain from the northern section of the path. Development would impact adversely on local residential receptors adjoining the site, although few have a primary elevations oriented to the site. The lack of an open wedge of farmland within Balerno, may affect perceptions of a continuous built up area along Lanark Rd West, as perceived locally by residential receptors and path users in the vicinity of the site. However, development would not impact upon views from the main thoroughfare of Lanark Rd West, where near continuous ribbon development is only interrupted by the narrow section of paddock, lacking a clear distinction between the settlements. Implementation of the transport safeguard would provide a new public vantage point to the west of the site.

**Would the site if developed, affect the wider landscape setting of the city?**

The site overall plays a more limited role in terms of the wider landscape setting of the City. It breaks up the continuous built up area to the north of Lanark Road West as experienced from the Kirknewton Core Path and adjacent residential areas. It also provides open valley slopes to the north of the ridge aligned settlement pattern, as experienced by residential receptors to the south, and road and path routes within the green belt to the north. However, the landscape is more widely contained in views by existing built up area to the south and policy landscapes of Dalmahoy and Riccarton to the north and east.

Development of the site would result in local impacts on landscape character and visual amenity, however, near continuous development has already occurred along much of the Lanark Road corridor and the site is not perceived from this main approach to and from the City. The site is not prominent in views from the wider landscape, where the prevailing characteristics of the City's landscape setting would remain, such as rolling farmland to the north of Balerno, Currie and Juniper Green; the wooded valley of the Water of Leith and the farmed flanks of the Pentland Hills to the south.

**Would the site enable clear and defensible Green Belt boundaries to be formed?**

The existing green belt boundary to the north of Currie and Balerno is marked by a combination of garden and field boundary plantings, aligned with a prominent landform ridge to the north of their ridge-top settlement pattern. The edge of the green belt at Balerno on the ridge-top plateau is defined by woodland to the south and west and tree and hedgerow planting to the east.

The lower lying eastern parcels of the site, to the south of Curriehill Station and at Riccarton Garden Centre, are relatively well contained by perimeter planting, the railway and Curriehill Station to the north.

The open arable strip to the north of Currie and Balerno adjoins the railway line, providing a strong physical constraint to development but lacking visual definition as the railway passes through open farmland on a low embankment. Supplementary planting would not be effective in the short to medium term, given the steeply sloping land to the south and likely fragmentation of power line wayleaves, which run parallel to the railway.

The southwest portion of the site, located on the ridge top on the edge of Balerno, is partially contained from the wider landscape by virtue of the break of slope to its north. This prominent physical feature could be strengthened by planting to align with the existing northern edge of Balerno and Currie.

**NEWMILLS ROAD** \* (Also included within Currievale submission)  
**Housing Site Assessment**

Who made representation(s) relating to the assessment area?

Davidson & Robertson (Rick Finc Associates)

Site assessment criteria		YES / NO		Comments / mitigation potential
<b>Appropriate Locations</b>				
Is the site located on brownfield land?		N		Arable farmland.
Can the site be made available for development?		Y		Proposed Plan representation promoting the site for residential development.
1. Does the site have good accessibility to existing public transport?	2. Would sufficient enhancements be feasible?	Y	N/A	Accessibility improves south easterly across the site ranging from a small area of A in the north west corner of the site to scores of B, C and D in the south east corner.
1. Does the site have good infrastructure capacity?	2. Would sufficient enhancements be feasible?	Y/N	Y	<p><i>Drainage:</i> Seafeld WWTW operated by PFI (Stirling Water); no constraints identified and any requirement for additional capacity would be responsibility of PFI operator but could be delay in delivering capacity.</p> <p><i>Water supply/storage:</i> Adequate capacity (new Glencorse WTW, along with existing Marchbank WTW).</p> <p><i>Primary and Secondary schools:</i> Revised Education Appraisal identifies the educational infrastructure required to support housing growth. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis.</p> <p><i>Transport:</i> Transport Appraisal addendum identifies the transport infrastructure required to support housing growth. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis.</p>
<b>Landscape setting and identity</b>				
Would the site, if developed, affect the wider landscape setting of the city?		N		Development of the site would result in local impacts on landscape character and visual amenity, however near continuous development has already occurred along much of the Lanark Road corridor and the site is not perceived from this main thoroughfare to and from the City. The site is not prominent in views from the wider landscape and the prevailing characteristics of the City's landscape setting would remain, such as rolling farmland to the north of Balerno, Currie and Juniper Green; the wooded valley of the Water of Leith and the farmed flanks of the Pentland Hills to the south.
Would the site enable clear and defensible green belt boundaries to be formed?		Y		<p>The existing green belt boundary to the west is relatively well formed by tree cover on the dismantled Balerno Branch line, however, some development on the solum of the former railway is more prominent on the urban edge. To the east, the existing hedgerow and mature hedgerow trees form a clearly recognisable boundary on the ground.</p> <p>The break of slope to the north of the site provides a strong landform feature, aligned with the existing northern limit of Currie and Balerno, which would be capable of enhancement by new woodland planting.</p>

		Additional land to the west required to provide an appropriate and defensible green belt.
Can the site be integrated into and in keeping with the character of the settlement and local area?	Y	<p>Development of the site would introduce urban residential development into a relatively discrete area of arable farmland which forms a wedge within Balerno. This would continue the pattern of 20<sup>th</sup> century growth across the farmed ridge to the north of Lanark Road and historically associated with the Water of Leith to the south. Some potential exists for the integration of built form, streets and pedestrian routes to the east of the site, along Old Newmills Rd and Newmills Rd. However the representation site is enclosed by wooded boundaries to the south and excludes paddocks to the west, limiting potential for integration with the existing townscape and main thoroughfare of Lanark Rd West.</p> <p>These landscape effects would impact adversely on open views across the site from Old Newmills Rd by Core Path users with a high susceptibility to changes to the content and value of views. However, the existing route runs along the urban edge and through housing on Lanark Rd, and due to the break of slope to the north, open views from the northern section of the path and railway line would remain unaltered. The lack of an open wedge of farmland within Balerno, may affect perceptions of a continuous built up area along Lanark Road West, as perceived by local residential areas and path users from the vicinity of the site. However, development would not impact on roadside views from Lanark Rd West, where near continuous ribbon development is interrupted only by the narrow section of paddock, lacking a clear distinction between the two settlements.</p>
<b>Countryside recreation</b>		
Would development of the site avoid impacting upon existing access to countryside recreation?	Y	
<b>Overall assessment</b>		
Allocated site in Second Proposed Plan. Site has good access to public transport, would not affect the landscape setting of the city, which with additional land to the west would enable clear and defensible green belt boundaries to be formed and would be well integrated and in keeping with the existing settlement.		

## Landscape and Visual Assessment

### Site Location

The site lies on the northern edge of Balerno, to the southwest of the City. It is bounded by Newmills Rd and Old Newmills Rd to the east and a strip of woodland to housing at Willow Tree Place to the south. To the north and west, the representation site appears to follow a land title across open farmland, loosely defined by the break of slope to the north and horse paddocks to the west.

### Landscape/Townscape Character

The site lies at approx 150-155 m above sea level, forming part of the ridge top plateau to the north of the Water of Leith and Lanark Rd West (A70). It comprises open arable farmland of approx 5.13 ha, edged to the east by a hedgerow and mature hedgerow trees to Old Newmills Rd, Balerno. The townscape to the east of the site mainly constitutes two storey, red brick, detached housing, with remnant policy planting from the former Curriehill Castle. To the south, a woodland belt, encloses housing within the policies of category B Listed 1 Newmills Rd (Newmills House) and 3 Newmills Rd (Currie Riggs), together with category B Listed Newmills Farmhouse, which have been infilled by private housing, including Willow Tree Place, Balerno, to the south of the site. A substation lies to the southeast of the site adjacent Newmills Rd, whilst the central part of the site is crossed east west by electricity poles. From the site's northern boundary, land falls by some 30 m elevation down to the Edinburgh–Glasgow via Shotts railway and valley of the Murray Burn. Landform beyond the west boundary of the site forms an

undulating hollow, subdivided into horse paddocks, which front Lanark Rd West to the south and to the west adjoin the wooded edge of the former Balerno Branch railway line (Site of Importance for Nature Conservation). The townscape to the west comprises late 20<sup>th</sup> century development at Dalmahoy Crescent sited to the north of the former Balerno station and 19<sup>th</sup> century stone built properties on Lanark Rd West. A transport safeguard in the proposed LDP (March 2013) follows the former Branch rail line to the west of the site skirts to provide an off-road path link between The Water of Leith and Kirknewton, as part of re-routing NCN 75.

### **Views and Visibility**

Due to the enclosure of the existing built up area and woodland, the site is not prominent in views from the wider landscape. The open slopes to the north of the site and settlements of Balerno and Currie are prominent in views from Long Dalmahoy Rd to the north of railway, where the ridge-top, settlement pattern along Lanark Road, can be viewed against the backdrop of the Pentland Hills. The site does not stand out in views from the northern slopes of the Pentlands to the south, where it is discernible as a slight notch on the wooded horizontal band of woodland tracing the course of the Water of Leith and filtering views to the settled ridge to its north. From the main thoroughfare of the Lanark Road, the horse paddocks to the west of the site are briefly visible but the site is screened from view by buildings and woodland at Newmills.

A small number of properties to the west of the site, built directly on the old railway solum, retain an open aspect across the site and would be susceptible to landscape change. However, in the main, direct views to the site would be filtered by tree cover on the disused rail branch. Woodland screens views to the site from Willow Tree Place to the south. The site is visible from the Kirknewton Core Path along Newmills/Old Newmills Rd to the east, where the open farmland features over hedging and between mature trees. Similar views exist from the rear/side elevations of properties Old Newmills Rd. Outward views to the south, feature the wooded southern edge of the site and urban edge of Balerno, set against the backdrop of the Pentland Hills, which provides some local scenic value. From the break of slope to the north of the site and Old Newmills Rd, elevated outward views extend across open farmland beyond the railway. The view encompasses dispersed farmsteads and cottages along Long Dalmahoy Rd and the valley of the Murray Burn, enclosed by the Dalmahoy and Riccarton policies to the north and east and Corstorphine Hill to the northeast. The break of slope screens views to the site from the north, ascending and descending Old Newmills Rd. The urban edge of Currievale Drive, Balerno is visible to the southeast, filtered by field and garden boundary planting, whilst an open strip of arable land extends westwards to Dalmahoy Hill and eastwards to Riccarton, crossed by overhead lines and set against the backdrop of Arthur's Seat.

### **Can the site be integrated into and in keeping with the character of the settlement and local landscape?**

Development of the site would introduce urban residential development into a relatively discrete area of arable farmland which forms a wedge within Balerno. This would continue the pattern of 20<sup>th</sup> century growth across the farmed ridge to the north of Lanark Road and historically associated with the Water of Leith to the south. Some potential exists for the integration of built form, streets and pedestrian routes to the east of the site, along Old Newmills Rd and Newmills Rd. However the representation site is enclosed by wooded boundaries to the south and excludes paddocks to the west, limiting potential for integration with the existing townscape and main thoroughfare of Lanark Rd West. Impacts on the character of the local landscape beyond the site would be contained by existing woodland and built form, together with the prominent change in level to the north of the site, where subject to boundary planting, development would align with the existing northern edge of Balerno and Currie. These landscape effects would impact adversely on open views across the site from Old Newmills Rd by Core Path users with a high susceptibility to changes to the content and value of views. However, the existing route runs along the urban edge and through housing on Lanark Rd, and due to the break of slope to the north, open views from the northern section of the path and railway line would remain unaltered. Development would adversely affect views experienced by local residential receptors, although few properties have a primary elevation oriented towards the site. The lack of an open wedge of farmland within Balerno, may affect perceptions of a continuous built up area along Lanark Road West, as perceived by local residential areas and path users from the vicinity of the site. However, development would not impact on roadside views from Lanark Rd West, where near continuous ribbon development is interrupted only by the narrow section of paddock, lacking a clear distinction between the two settlements.

### **Would the site if developed, affect the wider landscape setting of the city?**

Development of the site would result in local impacts on landscape character and visual amenity, however near continuous development has already occurred along much of the Lanark Road corridor and the site is not perceived from this main thoroughfare to and from the City. The site is not prominent in views from the wider landscape and the prevailing characteristics of the City's landscape setting would remain, such as rolling farmland to the north of Balerno, Currie and Juniper Green; the wooded valley of the Water of Leith and the farmed flanks of the Pentland Hills to the south.

### **Would the site enable clear and defensible Green Belt boundaries to be formed?**

The existing green belt boundary to the west is relatively well formed by tree cover on the dismantled Balerno Branch line, however, some development on the solum of the former railway is more prominent on the urban edge. To the east, the existing hedgerow and mature hedgerow trees form a clearly recognisable boundary on the ground. To the southeast, a strong wooded boundary exists to housing at Willow Tree Place. The break of slope to the north of the site provides a strong landform feature, aligned with the existing northern limit of Currie and Balerno, which would be capable of enhancement by new woodland planting. The representation site lacks a logical boundary to the west, which appears to follow a land title along the edge of existing paddocks, which would create somewhat of an arbitrary green belt boundary.

## RICCARTON MAINS ROAD Housing Site Assessment

Who made representation(s) relating to the assessment area?

Sudlow Trust (Clarendon Planning & Development)  
Individuals  
Community Groups

Site assessment criteria		YES / NO		Comments / mitigation potential
<b>Appropriate Locations</b>				
Is the site located on brownfield land?		N		Arable farmland.
Can the site be made available for development?		Y		Representation received during MIR consultation, and Proposed Plan representation promoting the site for residential development.
1. Does the site have good accessibility to existing public transport?	2. Would sufficient enhancements be feasible?	Y	N/A	Accessibility improves towards the south of the site with a score of C to the north and D to the south.
1. Does the site have good infrastructure capacity?	2. Would sufficient enhancements be feasible?	Y/N	Y	<p><i>Drainage:</i> Seafeld WwTW operated by PFI (Stirling Water); no constraints identified and any requirement for additional capacity would be responsibility of PFI operator but could be delay in delivering capacity.</p> <p><i>Water supply/storage:</i> Adequate capacity (new Glencorse WTW, along with existing Marchbank WTW).</p> <p><i>Primary and Secondary schools:</i> Revised Education Appraisal identifies the educational infrastructure required to support housing growth. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis.</p> <p><i>Transport:</i> Transport Appraisal addendum identifies the transport infrastructure required to support housing growth. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis.</p>
<b>Landscape setting and identity</b>				
Would the site, if developed, affect the wider landscape setting of the city?		N		Development of the site would not affect designated sites, valued landscape characteristics or views, which contribute to the wider landscape setting of the City.
Would the site enable clear and defensible green belt boundaries to be formed?		Y		Enhancement to the wooded edge to the north of the site would form a strong physical feature capable of forming a defensible green belt boundary. To the east the site is bounded by the main road and electricity substation.
Can the site be integrated into and in keeping with the character of the settlement and local area?		Y		Development would permanently introduce urban residential development into a discrete area of semi-rural character which is relatively low lying and benefits from existing enclosure. The proposal would align with the existing settlement edge without incursion into the wider setting of open farmland to the north.
<b>Countryside recreation</b>				
Would development of the site avoid impacting upon existing				

access to countryside recreation?	Y	
<b>Overall assessment</b>		
Allocated site in Second Proposed Plan. Site has good access to public transport, would not impact on the wider landscape setting of the city, would enable clear and defensible green belt boundaries to be formed and can be integrated into the existing settlement.		

## Landscape and Visual Assessment

### Settlement context

Following 19<sup>th</sup> and 20<sup>th</sup> century transport improvements, Currie evolved from a small, linear settlement, set along the Water of Leith to become a large residential suburb of Edinburgh. The growth of the paper milling industry led the settlement to expand from its historic core around Currie Kirk, in ribbon fashion along the Lanark Rd (A70), which skirts the northern edge of the Water of Leith. During the 1960s and 70s significant post war expansion, including council and private residential development, spread across the farmed ridge to the north of Lanark Rd. This development followed the pattern of agricultural enclosure and the main north-south routes through the landscape and is punctuated by a number of planned open spaces.

### Site Location

The site is located to north of Weaver's Knowe Cresc on the northern edge of the village, west of Riccarton Mains Rd and south of Riccarton Garden Centre.

### Landscape character

The site lies at approx 115 m above sea level. It comprises a small, triangular and gently undulating field, set at the foot of Currie's north residential slopes. The site's semi-rural character is influenced by its agricultural use for grazing and the nature of adjacent land. To the south, the site is bounded by rear elevations and back gardens of housing on Weaver's Knowe Cresc. To the north, a tree lined boundary separates the site from two detached dwellings and Riccarton Garden Centre. An outgrown hedgerow forms the site's eastern edge against Riccarton Mains Rd, one of the main north-south routes between the Lanark Rd (A70) and Calder Rd to the north (A71). High voltage powerlines skirt the northern edge of Currie, passing from east-west across the northeast corner of the site, in addition to extending across housing to the south at Weaver's Knowe Cresc. Both transmission routes connect to a large electricity substation to the east of Riccarton Mains Rd.

Currie's setting to the north of the steeply incised, wooded valley of the Water of Leith, marks a transition between lowland farmland rising from the coastal margins to the north and the upland fringe of the Pentland Hills to the south. The wider landscape is characterised by farmland, structured by woodland and tree belts associated with designed landscapes, such as Heriot-Watt University's Riccarton campus, which lies to the north of the site beyond the Edinburgh – Shotts – Glasgow railway line.

### Views and Visibility

Whilst the farmed slopes to the north of Currie, Juniper Green and Baberton are generally visible from the settlement edge, surrounding roads and Edinburgh – Shotts – Glasgow railway line, the site is relatively self contained due to its low-lying position and the enclosure provided by surrounding development and tree cover.

The site is overlooked by residential receptors from the rear elevations and back gardens of Weaver's Knowe Cresc to the south and would also be visible from the principal elevations of detached properties to the north of the site, particularly in absence of deciduous tree cover in winter.

As one of the main north south routes between the Lanark and Calder Roads, significant numbers of road users pass the site on Riccarton Mains Rd. Views are channelled away from the site along the road corridor by hedged boundaries; northward to Currie and its backdrop of the Pentland Hills and southward to the wooded edge of Riccarton campus. In both directions of travel, the electricity substation and pylon to the east of the site, form a prominent feature of views.



Outward views from the site are contained by the site's undulating landform and low-lying position, housing to south, tree planting to the north and hedged boundaries to Riccarton Mains Rd to the east, which screen much of the substation on Riccarton Mains Rd.

**Can the site be integrated into and in keeping with the character of the settlement and local landscape?**

The proposal is small in scale and would permanently introduce urban residential development into a discrete area of semi-rural character, which is relatively low-lying and benefits from existing enclosure. The proposal would align with the existing settlement edge, without incursion into the wider setting of open farmland to the north.

These changes would result in localised, permanent visual impacts upon adjacent dwellings and temporary construction impacts. Impacts on views from two residential properties to the north could be mitigated by site design. The proposals would not impact significantly upon those travelling to and from Currie on Riccarton Mains Rd due to the containment provided by existing trees, hedges and surrounding development.

**Would the site if developed, affect the wider landscape setting of the city and enable clear and defensible Green Belt boundaries to be formed?**

The proposal would not affect designated sites, valued landscape characteristics or views, which contribute to the wider landscape setting of the city. To the north of Currie, the existing green belt boundary comprises former field boundary planting aligned with the break of slope between Currie's flat ridge top location and low-lying farmland to the north. The garden boundaries of properties at Weaver's Knowe Crescent do not provide the distinctive physical features required of a green belt boundary. The wooded edge to the north of the site provides some definition between the site and garden centre, though would benefit from supplementary planting. A more substantial woodland belt borders the railway to the north of the garden centre.

## MUIRWOOD ROAD Housing Site Assessment

Who made representation(s) relating to the assessment area?

Taylor Wimpey (Holder Planning)  
Individuals

Site assessment criteria		YES / NO		Comments / mitigation potential
<b>Appropriate Locations</b>				
Is the site located on brownfield land?		N		Arable farmland.
Can the site be made available for development?		Y		Representation received during MIR consultation, and Proposed Plan representation promoting the site for residential development.
1. Does the site have good accessibility to existing public transport?	2. Would sufficient enhancements be feasible?	Y	N/A	The entire site has a score of D.
1. Does the site have good infrastructure capacity?	2. Would sufficient enhancements be feasible?	Y/N	Y	<p><i>Drainage:</i> Seafield WwTW operated by PFI (Stirling Water); no constraints identified and any requirement for additional capacity would be responsibility of PFI operator but could be delay in delivering capacity.</p> <p><i>Water supply/storage:</i> Adequate capacity (new Glencorse WTW, along with existing Marchbank WTW).</p> <p><i>Primary and Secondary schools:</i> Revised Education Appraisal identifies the educational infrastructure required to support housing growth. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis.</p> <p><i>Transport:</i> Transport Appraisal addendum identifies the transport infrastructure required to support housing growth. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis.</p>
<b>Landscape setting and identity</b>				
Would the site, if developed, affect the wider landscape setting of the city?		N		Development would result in local impacts on landscape character and visual amenity. The site is not prominent in views from the wider landscape where prevailing characteristics of the City's landscape would remain.
Would the site enable clear and defensible green belt boundaries to be formed?		Y		Development of the site would align with the northern edge of Balerno, Currie and Juniper Green and would be contained by the woodland on the edge of Baberton Golf Course, which provides a strong physical and visual landscape feature, capable of forming a long term Green Belt boundary.
Can the site be integrated into and in keeping with the character of the settlement and local area?		N		Development would introduce development in a discrete area of arable farmland between Currie and Juniper Green, reflecting the pattern of Currie's late 20 <sup>th</sup> century expansion. Potential for integration of streets and pedestrian routes between Muirwood Road and Bloomiehall Park, however, to the south and southeast, the site is enclosed by existing development. The overhead power lines pose a constraint on the layout and continuity of any built development and tree planting. Impacts on the character of the landscape beyond the site would be contained by existing woodland and built form, however, the loss of separation between the two settlements would give

		rise to a continuous built up area.  These changes would impact adversely on the open views across the site experienced locally by residential receptors, road users and pedestrians/cyclists from Muir Wood Rd and visitors to Bloomiehall Park to the northeast, in addition to those using the site for informal recreation. Whilst views to the skyline of the Pentland Hills would remain, the ability to view the site in the context of Bloomiehall Park and Baberton Golf Course would be obstructed by development, reducing the sense of depth in views and diminishing perceptions of the separate identities of Currie and Juniper Green.
<b>Countryside recreation</b>		
Would development of the site avoid impacting upon existing access to countryside recreation?	Y	Informal connections linking existing housing to Bloomiehall Park could be formalised and retained as part of the development of the site.
<b>Overall assessment</b>		
Not currently a reasonable site. Development of the site is not in keeping with the character of the Currie and Juniper Green settlements and would result in local coalescence. Existing development and power lines limit potential integration with existing housing.		

## Landscape and Visual Assessment

### Site Location

The site is bounded by Muirwood Rd to the west, Baberton Golf Course to the north, Bloomiehall Park and settlement of Juniper Green to the east and housing on Lanark Rd (A70) to the south.

### Landscape/Townscape Character

The site lies between 125-135 m above sea level on the landform ridge to the north of the Water of Leith. It comprises an open, undulating, arable field of approx 8.67 ha set between the urban edge of Currie to the west and Juniper Green to the east, which affords the site a semi-rural character, influenced in part by its urban fringe context. To the north, the site is bounded by mixed plantation woodland to Baberton Golf Course, a former non-Inventory designed landscape and beyond rolling farmland within the Almond basin. To the south, across Lanark Road and the Water of Leith, lowland farmland gives way to the upland fringe of the Pentland Hills. To the northeast, the site adjoins a low wall and tree planting to Bloomiehall Park, a community park, with informal pitches, play area and perimeter paths. To the southeast, the site adjoins trees and hedging along the back garden boundary walls and fences of dwellings within Juniper Green. Bloomiehall Park and substantial 19<sup>th</sup> century stone built properties along Belmont Rd, Juniper Avenue and Lanark Rd, form part of the Juniper Green Conservation Area. However, the immediate boundary of the site is predominantly formed by later 20<sup>th</sup> century development in former garden ground along Juniper Gardens and Juniper Place. The back garden boundary of ribbon development along Lanark Rd forms the southern edge to the site, with an electricity substation to its southwest corner. The west boundary of the site is open, edged by intermittent small trees and shrubs, post and wire fencing and grassed verge to Muirwood Rd, where the site adjoins 1970s/80s detached housing. This was laid out across the farmed ridge to the north of the Water of Leith and Currie Muir Wood, the western portion of which forms the present day Muirwood Park, a community park and play area situated to the west of the site. The field is crossed by high voltage overhead powerlines, which are routed from the northwest to the centre and southern edge of the site, supported by three pylon towers.

A Right of Way (Donkey Lane) connects from Muirwood Rd to Riccarton to the northwest of the site. An informal path crosses the site's northern boundary between Muirwood Rd and Bloomiehall Park, with the site used for informal recreation and dog walking. The Water of Leith Walkway lies to the south of Lanark Road, accessed from Blinkbonny Rd.

Recent change to the local townscape includes the development of 32 flats to the south of Lanark Rd on the site of a former horticultural nursery, arranged in two blocks on either side of the overhead powerlines. To the northeast of the site, purpose built club facilities have been erected at Baberton Golf Course, following redevelopment of the former club house site as a residential care home.

### **Views and Visibility**

The site is not prominent in views from the wider landscape due to enclosure provided by existing woodland and established built up area. The open field, settlement edge of Juniper Green and backdrop of the Pentland Hills feature in local views from Muirwood Rd, as experienced by residential receptors, road users, cyclists and pedestrians. Views from the rear of properties to the south and southeast are filtered by boundary and garden planting. The site's open aspect to Bloomiehall Park, permits views to the west of the site by those engaged in recreation, including the field, urban edge of Currie and backdrop of the Pentland Hills. There are glimpsed outward views from Bloomiehall Park over woodland at the golf course to the coastal margin and Corstorphine Hill to the north and east. To the south, views from the park reveal the Pentland Hills beyond residential properties. The site is not visible from Lanark Rd to the south due to roadside properties, whilst views from Baberton Golf Course to the north are enclosed by planting. Despite the visual intrusion of the overhead power lines, outward views from the site, public park and Muirwood Road, reveal the settlement context and skyline of the Pentland Hills to the south, which add to the site's sense of scale and rural qualities. The site is visible in the middleground of longer range views from the flanking slopes of the Pentland Hills to the south e.g. Warklaw Hill and path between Easter Kinleith and Torphin. It merges with Bloomiehall Park and Baberton Golf Course to form a green wedge between Currie, Juniper Green and Baberton and is viewed in the context of the existing settlements of Juniper Green, Currie and Balerno along the Water of Leith and the backdrop of the City skyline, Forth Estuary and Fife coastline.

### **Can the site be integrated into and in keeping with the character of the settlement and local landscape?**

Development of the site would introduce urban residential development into a discrete area of arable farmland between Currie and Juniper Green, reflecting the pattern of Currie's late 20<sup>th</sup> century expansion across the farmed ridge to the north of Lanark Rd and retaining some association with the Water of Leith to the south. Potential exists for the integration of streets and pedestrian routes by virtue of the site's open boundary to Muirwood Rd and links to Bloomiehall Park, however, to the south and southeast, the site is enclosed by existing development. The presence of the overhead power lines would pose a constraint on the layout and continuity of any built development and tree planting. Impacts on the character of the landscape beyond the site would be contained by existing woodland and built form, however, the loss of separation between the two settlements would give rise to a continuous built up area.

These changes would impact adversely on the open views across the site experienced locally by residential receptors, road users and pedestrians/cyclists from Muir Wood Rd and visitors to Bloomiehall Park to the northeast, in addition to those using the site for informal recreation. The lack of an open setting would also impact adversely on the separate identities of Currie and Juniper Green as perceived from the local area. Development of the site would not impact adversely on views from the slopes of the Pentlands to the south, where the scale and contrast of the change would be relatively limited in the context of the wider panoramic views across the landscape.

### **Would the site if developed, affect the wider landscape setting of the city?**

Development of the site would result in local impacts on landscape character and visual amenity, however, clear separation between the two settlements has been lost from the main route to and from the City along Lanark Rd. The site is not prominent in views from the wider landscape, where the prevailing characteristics of the City's landscape setting would remain, such as rolling farmland to the north of Currie and Juniper Green, the wooded valley of the Water of Leith and the farmed flanks of the Pentland Hills to the south.

### **Would the site enable clear and defensible Green Belt boundaries to be formed?**

The existing green belt boundary is relatively well defined by walling and specimen trees to Bloomiehall Park to the northeast and a combination of trees, hedges, walling and fencing to the back gardens of properties to the south and east. The site has an open boundary to Muir Wood Rd, which provides for local views but lacks strong definition on the ground.

Development of the site would align with the northern edge of Balerno, Currie and Juniper Green. Woodland on the southern edge of Baberton Golf Course provides a strong physical and visual landscape feature, capable of providing the basis of an alternative long-term green belt boundary.

## WOODHALL MAINS Housing Site Assessment

Who made representation(s) relating to the assessment area?

GI Property Group (John Handley Associates) \* MIR representation

Site assessment criteria		YES / NO		Comments / mitigation potential
<b>Appropriate Locations</b>				
Is the site located on brownfield land?		N		Arable farmland.
Can the site be made available for development?		Y/N		Representation received during MIR consultation. No representation received at Proposed Plan stage but still assumed site could be made available if allocated for development.
1. Does the site have good accessibility to existing public transport?	2. Would sufficient enhancements be feasible?	N	N	Over half the site has a score of A with accessibility improving to the north and eastern edges of the site with a score of B on the eastern boundary and between B and D on the northern edge.
1. Does the site have good infrastructure capacity?	2. Would sufficient enhancements be feasible?	Y/N	Y	<p><i>Drainage:</i> Seafield WWTW operated by PFI (Stirling Water); no constraints identified and any requirement for additional capacity would be responsibility of PFI operator but could be delay in delivering capacity.</p> <p><i>Water supply/storage:</i> Adequate capacity (new Glencorse WTW, along with existing Marchbank WTW).</p> <p><i>Primary and Secondary schools:</i> Revised Education Appraisal identifies the educational infrastructure required to support housing growth. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis.</p> <p><i>Transport:</i> Transport Appraisal addendum identifies the transport infrastructure required to support housing growth. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis.</p>
<b>Landscape setting and identity</b>				
Would the site, if developed, affect the wider landscape setting of the city?		Y		Development of the site would impact on the wider landscape setting of the City. The incised wooded river valley of the Water of Leith cuts through the landscape to the west of Edinburgh, defining the edge of settlements along Lanark Road on the northern fringe of the Pentland Hills and providing containment to the city. The open, farmed slopes to the south of the Water of Leith form a prevailing characteristic of the City's wider landscape setting. Traversed by a number of recreational routes leading to Bonaly Country Park and the Regional Park, the landscape provides an important foreground role in views to and from the Pentland Hills, including panoramic views back to the City. For these reasons, the valley of the Water of Leith between Colinton and Balerno and the farmed slopes on the fringe of the Pentland Hills are proposed as Special Landscape Areas in the LDP.
Would the site enable clear and defensible green belt boundaries to be formed?		N		<p>The existing Green Belt boundary is clearly formed by the steep wooded valley of the Water of Leith to the south of Juniper Green, Currie and Balerno. To the east, the City Bypass (A720) also provides a strong physical and visual boundary.</p> <p>Whilst a plantation extends southwards from the Water of Leith to the northwest of the site, elsewhere there is little to distinguish the site from surrounding agricultural land. Development</p>

		would require to establish new planted boundaries to the south and west of the site, which would not form a defensible green belt boundary in the short to medium term.
Can the site be integrated into and in keeping with the character of the settlement and local area?	N	<p>Development of the site would introduce large scale urban residential development into an area of strong rural character on the farmed slopes flanking the Pentland Hills, which would impact adversely on the character of the settlement and local landscape. Development in this location would break with the established pattern of settlement along the Water of Leith and significant 20<sup>th</sup> Century expansion across the ridgeline to the north of Lanark Rd, equating in scale to the existing settlement of Juniper Green. The site is physically separated from the existing urban area by the incised valley of Water of Leith and a stretch of over 200 m of planted banking lining the City Bypass to the east, limiting close integration of built form, streets and open spaces. Some of the most steeply sloping sections of the site would be unsuitable for development or require considerable ground modelling and platforming.</p> <p>These changes would impact adversely on views from recreational routes to the west of the city, where receptors would have a high interest in appreciation of their landscape setting and the scale and character of urban development would contrast with the existing rural farmed slopes flanking the Pentland Hills. Receptors would include users of the Water of Leith Walkway in addition to those following the path routes out to the Regional Park. Given the lack of existing tree cover, new boundary planting would take 10 – 15 years to establish an effective screen, capable of integrating development with its surroundings, in particular, given the elevated views across the site from the south. From Juniper Green Conservation Area to the north, new residential development or new tree planting, would enclose the open slopes on the south side of the valley. Though the summits of the Pentland Hills would remain visible, the site provides a relatively open foreground, which adds depth and scenic value to this outlook. Development of the lower slopes within the site, would be unlikely to impact adversely on glimpsed views from the City Bypass, however, upper slopes within the site would remain equally prominent from this strategic routes to and from the City and from vantage points within the urban area to the west.</p>
<b>Countryside recreation</b>		
Would development of the site avoid impacting upon existing access to countryside recreation?	N	Existing footpaths across the site could be maintained, however development would impact or the rural character of these connections that lead into the Country and Regional Parks. The rural character of the Water of Leith Walkway would also be adversely affected by development of the site.
<b>Overall assessment</b>		
Not currently a reasonable site. Site has poor public transport accessibility with no scope for enhancements. Development would impact on the landscape setting of the city, would not provide suitable green belt boundaries and would not be in keeping with the character of the settlement and local area.		

## Landscape and Visual Assessment

### Site Location

The site lies to the southwest of the City. It is bounded by the Water of Leith and Woodhall Mains to the north and the City Bypass (A720) to the east. The southern boundary of the site runs along the minor road of Torphin Rd and northern edge of Torphin Quarry. The western edge of the site is formed by field boundaries and a plantation.

### **Landscape/Townscape Character**

The Water of Leith runs with a steeply incised valley between Colinton and Balerno. To its north lie the linear settlements of Juniper Green, Curre and Balerno, set out along the ridgeline to the north of Lanark Rd. The site is approx 25 ha in extent and forms part of the north-facing farmed slopes on the upland fringe, which stretch between Bonaly and Balerno and rise from the wooded course of Water of Leith towards the scree slopes and summits of the Pentland Hills to the south.

The site falls from approx 205 above sea level to its southwest to 120 m to the northeast. In the northeast of the site, to the north of Woodhall Rd, the site is generally level with localised undulations to the northwest close to the mansion of Woodhall Mains, which set within rectilinear planted enclosures of its non-Inventory designed landscape. The house is category B Listed, dating from the 16<sup>th</sup> century and was remodelled in the 19<sup>th</sup> century, when a C Listed lodge was constructed to its east. Woodhall Mains Farm and riding stables lie to the east of Woodhall, with further cottages to the north and west. Woodhall's walled garden also includes a late 20<sup>th</sup> century office block.

Woodhall is accessed from Colinton via Woodhall Rd, which diverts northwards along the inner edge of the City Bypass before entering the site through an underpass, set within substantial woodland planting to either side of the carriageway. Woodhall Rd runs east-west through the site across the northern part of the site. To its south, farmed slopes rise in a series of rolling steps to Torphin Quarry and the elongated ridge of Warklaw Hill below the high peaks of the Pentland Hills. Slopes slacken to the north of the quarry before rising steeply to its ridgeline and exposed rock face.

Semi-natural broadleaf woodland lines the steep banking to the Water of Leith to the north of the site, classed as Ancient Woodland to the west of Woodhall Mains. A smaller parcel of pasture lies within the river's floodplain to the north. The site comprises fenced and hedged enclosures of improved grassland, with occasional hedgerow trees. The northeast field is used for horse grazing and more recently its eastern end has been utilised for dog kennelling and exercise.

To the south, regular fields give way to heather moorland and marshy grassland beyond Torphin Rd, in addition to pockets of woodland and former Torphin Golf Club. Torphin Quarry is designated as a Local Nature Conservation site for its geological interest, range of colonising habitats and notable species. Part of the quarry functions as a composting facility by a local charity based at Torphin.

To the north of the Water of Leith, lies Juniper Green Conservation Area, characterised by its Georgian and Victorian villas and Parish Church, whilst Woodhall Mill has been redeveloped as two –storey and flatted housing within the valley to the northeast of the site. To the east of the Bypass lies Campbell Park and later 20<sup>th</sup> century residential development at Bonaly, to the west of Colinton. The Water of Leith valley and City Bypass provide clear distinction between town and countryside. The combination of a steep wooded valley to the north and major road with wooded margins to the east, restrict access to the site. The existing bridge at Blinkbonny to the west, underpass at Woodhall to the east and bridges across the Bypass at Torphin Rd and Bonaly Rd, provide the only connections. The wider landscape has a strong rural character with settlement limited to the charitable organisation's residential and day care buildings at Torphin and a short row of bungalows to the southeast of the site along Torphin Rd.

The Water of Leith Core Path runs along the north bank of the river to the north of the site, whilst Bonaly Core Path runs approx 400 m to the south of the site along Torduff Rd and Bonaly Rd, providing access to Bonaly Country Park. Woodhall Rd forms a Right of Way between the existing urban area of Bonaly and Colinton, leading westwards to Bonaly and Poet's Glen. Torphin Road, forms the northern boundary of the Pentland Hills Regional Park. It forms a path to Warklaw Hill, Easter Kinleith and Poet's Glen, linking to a Right of Way running north-south from Torphin to Woodhall Mains across the site. The western edge of the site is crossed by a high voltage powerline.

### **Views and Visibility**

The site's hill slopes form a foreground to views of the Pentland Hills which can be viewed intermittently through from the City Bypass and other roads within the urban area on the western side of Edinburgh. The flatter land to the northeast of the site is fleetingly visible from the City by-pass as it crosses the Water of Leith. Due to enclosure of roadside planting and speed of travel, these receptors are less likely to be highly susceptible to visual change.

Views to the upper slopes within the site are also glimpsed from open and elevated locations to the west of the city, such as Corstorphine Hill. The site appears as an extension of the Pentland Hills and the distinct linearity of the existing settlement pattern of Juniper Green, Currie and Balerno can be clearly appreciated. Due to distance from the site, these views from public open spaces are less likely to be highly susceptible to visual change. Part of the site is visible from the Water of Leith Walkway across open pasture near Woodhall Mill. Visibility from the Walkway would be more extensive during winter in absence of summer foliage. Recreational receptors would be highly susceptible to landscape change to the scenic qualities of this wooded valley. The site would also be experienced by recreational receptors using the path routes across the site and open hillsides to the south, including Woodhall Road, Torphin Rd, Warklaw Hill and footpath between Torphin and Woodhall Mains, where woodland

along Water of Leith and City Bypass limit urban influences upon the site. The settlement of Juniper Green can be seen in filtered views through the woodland, where Juniper Green Parish Church forms a prominent landmark above the tree-line. Until its recent closure, golfers at Torphin, would also have gained prospect across the site and City skyline to the northeast.

The site is also visible from Juniper Green Conservation Area along Lanark Rd as recognised its Character Appraisal and these southwards views would be experienced by road users, pedestrians, cyclists and residential receptors. A similar outlook can also be gained from the public open space of Dr Mackay's Wood on the northern side of the valley. The site's open grassland slopes can be viewed rising to the summits of the Pentland Hills to the south, visible through gaps in summer foliage and clearly recognisable through dormant winter woodland. The redevelopment of land Woodhall Mill has been suppressed below these sightlines.

Other residential receptors surrounding the site, include the grouping of properties at Woodhall Mains, which are relatively enclosed by a woodland in summer but retain open views to the landscape in winter. From the cluster of buildings at Torphin and bungalows along Torphin Rd to the southeast, much of the site is screened from view by virtue of the stepped ridge to the south of the site.

Outward views from the site include the summits of the Pentland Hills to the south and the City skyline of Corstophine Hill, Castle Rock and Arthur's Seat to the east; the Forth Estuary and Fife coastline to the north and Ochils to the northwest. Extensive panoramas are afforded from Warklaw Hill to the southwest. Due to the scale of the landscape, existing overhead powerlines do not detract from the scenic value of these wide ranging views.

#### **Can the site be integrated into and in keeping with the character of the settlement and local landscape?**

Development of the site would introduce large scale urban residential development into an area of strong rural character on the farmed slopes flanking the Pentland Hills, which would impact adversely on the character of the settlement and local landscape. Development in this location would break with the established pattern of settlement along the Water of Leith and significant 20<sup>th</sup> Century expansion across the ridgeline to the north of Lanark Rd, equating in scale to the existing settlement of Juniper Green. The site is physically separated from the existing urban area by the incised valley of Water of Leith and a stretch of over 200 m of planted banking lining the City Bypass to the east, limiting close integration of built form, streets and open spaces. Some of the most steeply sloping sections of the site would be unsuitable for development or require considerable ground modelling and platforming.

These changes would impact adversely on views from recreational routes to the west of the city, where receptors would have a high interest in appreciation of their landscape setting and the scale and character of urban development would contrast with the existing rural farmed slopes flanking the Pentland Hills. Receptors would include users of the Water of Leith Walkway in addition to those following the path routes out to the Regional Park. Given the lack of existing tree cover, new boundary planting would take 10 – 15 years to establish an effective screen, capable of integrating development with its surroundings, in particular, given the elevated views across the site from the south. From Juniper Green Conservation Area to the north, new residential development or new tree planting, would enclose the open slopes on the south side of the valley. Though the summits of the Pentland Hills would remain visible, the site provides a relatively open foreground, which adds depth and scenic value to this outlook. Development of the lower slopes within the site, would be unlikely to impact adversely on glimpsed views from the City Bypass, however, upper slopes within the site would remain equally prominent from this strategic routes to and from the City and from vantage points within the urban area to the west.

#### **Would the site if developed, affect the wider landscape setting of the city?**

Development of the site would impact on the wider landscape setting of the City. The incised wooded river valley of the Water of Leith cuts through the landscape to the west of Edinburgh, defining the edge of settlements along Lanark Road on the northern fringe of the Pentland Hills and providing containment to the city. The open, farmed slopes to the south of the Water of Leith form a prevailing characteristic of the City's wider landscape setting. Traversed by a number of recreational routes leading to Bonaly Country Park and the Regional Park, the landscape provides an important foreground role in views to and from the Pentland Hills, including panoramic views back to the City. For these reasons, the valley of the Water of Leith between Colinton and Balerno and the farmed slopes on the fringe of the Pentland Hills are proposed as Special Landscape Areas in the LDP.

#### **Would the site enable clear and defensible Green Belt boundaries to be formed?**

The existing Green Belt boundary is clearly formed by the steep wooded valley of the Water of Leith to the south of Juniper Green, Currie and Balerno. To the east, the City Bypass (A720) also provides a strong physical and visual boundary.

Whilst a plantation extends southwards from the Water of Leith to the northwest of the site, elsewhere there is little to distinguish the site from surrounding agricultural. Development would require to establish new planted boundaries to the south and west of the site, which would not form a defensible green belt boundary in the short to medium term.



## RICCARTON MAINS ROAD (NORTH) Housing Site Assessment

Who made representation(s) relating to the assessment area?

John Swan Sons plc (Cockburn's Consultants)

Site assessment criteria		YES / NO		Comments / mitigation potential
<b>Appropriate Locations</b>				
Is the site located on brownfield land?		N		Arable farmland.
Can the site be made available for development?		Y		Representation received during MIR consultation, and Proposed Plan representation promoting the site for residential development.
1. Does the site have good accessibility to existing public transport?	2. Would sufficient enhancements be feasible?	N	N	The majority of the site has a score of A with a small area in the northern tip of the site having a score of B and C.  No measures available to increase accessibility for this site.
1. Does the site have good infrastructure capacity?	2. Would sufficient enhancements be feasible?	Y/N	Y	<i>Drainage:</i> Seafield WWTW operated by PFI (Stirling Water); no constraints identified and any requirement for additional capacity would be responsibility of PFI operator but could be delay in delivering capacity. <i>Water supply/storage:</i> Adequate capacity (new Glencorse WTW, along with existing Marchbank WTW). <i>Primary and Secondary schools:</i> Revised Education Appraisal identifies the educational infrastructure required to support housing growth. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis. <i>Transport:</i> Transport Appraisal addendum identifies the transport infrastructure required to support housing growth. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis.
<b>Landscape setting and identity</b>				
Would the site, if developed, affect the wider landscape setting of the city?		Y		Through its effect on the rural landscape of rolling farmland to the west of the City, which provides an open context to views towards the City skyline and wider landscape setting of the Pentland Hills from the A71, City Bypass, Riccarton Mains Rd and north-south path route of Donkey Lane, development of the site would affect the landscape setting of the city.
Would the site enable clear and defensible green belt boundaries to be formed?		N		The existing green belt boundary is clearly formed by the City Bypass to the east and urban edge of Baberton, Juniper Green and Currie to the south. The University's Campus and Research Park will be removed from the green belt through the LDP.  Residential development to the west of Riccarton Mains Rd, does not relate to existing land use at the University and is separated from the campus by a broad belt of policy woodland. The field to the east of Riccarton Mains Rd is visually prominent and lacks strong physical and visual features capable of forming a robust and defensible green belt boundary.
Can the site be integrated into and in keeping with the character of the settlement and local area?		N		Development of the two suggested sites would introduce large scale urban residential development into rolling farmland to the north of the Edinburgh – Glasgow via Schotts railway line and east of Heriot-Watt University's Riccarton Campus. Development would impact adversely on the overall open, rural character of the landscape to the west of the City Bypass.

		<p>Whilst the site to the west is relatively small and is not prominent in views, it is relatively narrow in plan and is constrained by woodland to the west and Riccarton Mains Road to the east. Taking into account vehicular access, this would be likely to generate a ribbon urban layout, remote from the existing settlement.</p> <p>The larger site to the east is equally separated from the existing townscape of Currie, which lies some 500 m to the south, beyond the railway, further arable land and electricity sub-station. It is more visually prominent and its development would impact adversely on views from Donkey Lane and Whitelaw Crossing Cottage, in addition to the existing rural approach to Currie along Riccarton Mains Road.</p> <p>Due to the separation of the railway and intervening land uses, the site does not constitute a logical extension to the proposed LDP housing allocation at Riccarton Mains Road, which is small in scale and is situated approx. 400 m to the south. The site would form a new pocket of development within the greenbelt, lacking integration with the existing settlement and landscape.</p> <p>Development of either land parcel would form a new pocket of development within the greenbelt, remote from the existing built up area to the south.</p>
<b>Countryside recreation</b>		
Would development of the site avoid impacting upon existing access to countryside recreation?	Y	
<p><b>Overall assessment</b></p> <p>Not currently a reasonable site. Site has poor public transport accessibility with no scope for enhancements. Development would impact on the landscape setting of the city, would not provide suitable green belt boundaries and would not be in keeping with the character of the settlement and local area.</p>		

## Landscape and Visual Assessment

### Site Location

The site comprises two triangular parcels of land to the north of Currie and east of Heriot-Watt University's Riccarton campus. The smaller of the two fields lies to the south of the Riccarton Mains Road roundabout, east of the Riccarton campus and west of Riccarton Mains Rd. The larger parcel of land lies to the east of Riccarton Mains Road, south of the road between Riccarton Mains Road and Whitelaw Crossing and north of the Edinburgh to Glasgow via Schotts railway line.

### Landscape/Townscape Character

The land forms part of the wider pattern of rolling farmland to the west of the City, which extends southwards from the coastal margin toward the foot slopes of the Pentland Hills, across a series of stepped east-west ridgelines.

The small field to the west of Riccarton Mains Rd rises gradually from 85 -100 above sea level from north to south and comprises a linear strip of improved grassland used for grazing purposes. The field is narrow in width from east-west and was formed through straightening of Riccarton Mains Rd, in the latter half of the 20<sup>th</sup> century. Its west boundary comprises the former section of Riccarton Mains Road, which adjoins the perimeter tree belts of the non-Inventory designed landscape of Heriot Watt University's Riccarton campus and the course of the Murray Burn. This broad belt of woodland separates the site from the university's sports pitches on the southern side of the campus and includes Ancient Woodland of Long Established

Plantation Origin. To the north the site adjoins Riccarton Mains Cottages. To the east, an outgrown hedgerow borders the roadside of Riccarton Mains Rd, becoming an open verge to the south of the site.

The larger field to the east of Riccarton Mains Rd rises gradually from 90 to 105 m above sea level from north to south. It is bounded to the north and east by a narrow road between Riccarton Mains Road and Whitelaw level crossing, edged by post and wire fencing and sections of hedgerow. The northern side of the track is open and borders arable farmland to the west of the city. To the north of the site Riccarton Mains is set within a planted curtailage. To the south, the site adjoins Whitelaw Crossing Cottage, a telecoms mast and the tree-lined margins of the railway line. The road forms part of a Right of Way, Donkey Lane, which connects between Riccarton Mains Road and Muirwood Rd in Currie, via the level crossing. A further Right of Way, leads eastwards from Whitelaw to Westburn Avenue, Wester Hailes. A prominent knoll lies to the south of the railway, to the west of the steading at Whitelaw. The site boundary to Riccarton Mains Rd is fenced to the south, where a grassed banking gives way to an open verge mid-way along the site. The site boundary to the northwest is enclosed by roadside tree planting. The site is crossed from north to south by two high voltage overhead powerlines suspended on pylons and further powerlines mounted on telegraph poles, which lead to the electricity sub-station at Corslet.

### **Views and Visibility**

The site to the west of Riccarton Mains Rd is relatively concealed from view by tree planting surrounding Riccarton Mains Rd roundabout, Riccarton Mains Cottages and outgrown hedging along Riccarton Mains Road. There are glimpsed views to the field through dormant vegetation, however, in summer the site's perimeter planting merges with the policy woodland of Riccarton campus to the west. The southern section of the site has a stretch of open boundary to Riccarton Mains Rd, which permits southward glimpses into the site, with the roadside footway allowing more prolonged views. The site is overlooked from the north by residential receptors at Riccarton Mains Cottages, however, Riccarton Mains to the northeast is relatively contained by its planted curtailage.

The site to the east of Riccarton Mains Rd is more prominent in views from the surrounding area. It is visible in longer range views from the Calder Rd (A71) and City Bypass, where it forms an open middleground in views back towards the Pentland Hills. From Riccarton Mains Rd, the site provides a rural context to vehicular travellers heading south to Currie, set against the backdrop of the Pentland Hills. Travelling north along Riccarton Mains Rd towards the A71 and Hermiston, there are views to the east to Corstorphine Hill and skyline of Castle Rock and Arthur's Seat, though these are enclosed by planting to the north and a grassed embankment to the south. The existing overhead lines and flattened development at Wester Hailes are also prominent in views. The site is overlooked in views experienced by recreational receptors with a high interest in the appreciation of their surroundings from Donkey Lane and additionally by those using the Right of Way to Wester Hailes to the east. From both locations, northward views afford a panorama across open arable farmland towards the wooded coastal margin, the Forth Bridges, the Ochils to the northwest and Benarty Hill and the Lomond Hills to the north with Corstorphine Hill to the northeast. Travelling along Donkey Lane, Castle Rock and Arthur's Seat are visible to the east, in addition to the Craiglockhart Hills and Braid Hills. A similar aspect would be experienced by the residential receptor of Whitelaw Crossing Cottage. The presence of overhead powerlines is more dominant in these views due to proximity to the viewpoint and being silhouetted against open sky. Views toward the site from residential receptors on the northern edge of Currie are generally concealed by planting along the railway line and prominent knoll to the west of Whitelaw. View to the site from the railway are restricted to the west of the level crossing, as the track passes under Riccarton Mains Rd within a cutting lined by semi-natural woodland, but open out to its east.

### **Can the site be integrated into and in keeping with the character of the settlement and local landscape?**

Development of the two sites would introduce large scale urban residential development into rolling farmland to the north of the Edinburgh – Glasgow via Schotts railway line and east of Heriot-Watt University's Riccarton Campus. Development would impact adversely on the overall open, rural character of the landscape to the west of the City Bypass.

Whilst the site to the west is relatively small and is not prominent in views, it is relatively narrow in plan and is constrained by woodland to the west and Riccarton Mains Road to the east. Taking into account vehicular access, this would be likely to generate a ribbon urban layout, remote from the existing settlement.

The larger site to the east is equally separated from the existing townscape of Currie, which lies some 500 m to the south, beyond the railway, further arable land and electricity sub-station. It is more visually prominent and its development would impact adversely on views from Donkey Lane and Whitelaw Crossing Cottage, in addition to the existing rural approach to Currie along Riccarton Mains Road.

Due to the separation of the railway and intervening land uses, the site does not constitute a logical extension to the proposed LDP housing allocation at Riccarton Mains Road, which is small in scale and is situated approx. 400 m to the south. The site would form a new pocket of development within the greenbelt, lacking integration with the existing settlement and landscape.

**Would the site if developed, affect the wider landscape setting of the city?**

Through its effect on the rural landscape of rolling farmland to the west of the City, which provides an open context to views towards the City skyline and wider landscape setting of the Pentland Hills from the A71, City Bypass, Riccarton Mains Rd and north-south path route of Donkey Lane, development would undermine greenbelt objectives.

**Would the site enable clear and defensible Green Belt boundaries to be formed?**

The existing green belt boundary is clearly formed by the City Bypass to the east and urban edge of Baberton, Juniper Green and Currie to the south. In line with national policy, the University's Campus and Research Park will be removed from the green belt through the LDP.

Development of either land parcel would form a new pocket of development within the greenbelt, remote from the existing built up area to the south. Residential development to the west of Riccarton Mains Rd, does not relate to existing land use at the University and is separated from the campus by a broad belt of policy woodland. The field to the east of Riccarton Mains Rd is visually prominent and lacks strong physical and visual features capable of forming a robust and defensible green belt boundary.

## EDINBURGH GARDEN DISTRICT SOUTH Housing Site Assessment

Who made representation(s) relating to the assessment area?

Murray Estates (Holder Planning)

Site assessment criteria		YES / NO		Comments / mitigation potential
<b>Appropriate Locations</b>				
Is the site located on brownfield land?		Y/N		Majority of the site is arable farmland but does include existing park and ride facility towards the north west of the site and industrial uses in the north east corner.
Can the site be made available for development?		Y		Representation received during MIR consultation, and Proposed Plan representation promoting the site for residential development. Parts of the site undevelopable due to fluvial flood risk.
1. Does the site have good accessibility to existing public transport?	2. Would sufficient enhancements be feasible?	Y/N	Y/N	Southern half of site has a score of A with accessibility improving towards the north with scores of B up to E in the north west corner of the site.  No measures available to increase accessibility for southern part of the site without large scale rerouting of public transport services.
1. Does the site have good infrastructure capacity?	2. Would sufficient enhancements be feasible?	Y/N	Y	<i>Drainage:</i> Seafeld WwTW operated by PFI (Stirling Water); no constraints identified and any requirement for additional capacity would be responsibility of PFI operator but could be delay in delivering capacity. <i>Water supply/storage:</i> Adequate capacity (new Glencorse WTW, along with existing Marchbank WTW). <i>Primary and Secondary schools:</i> Revised Education Appraisal identifies the educational infrastructure required to support housing growth. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis. <i>Transport:</i> Transport Appraisal addendum identifies the transport infrastructure required to support housing growth. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis.
<b>Landscape setting and identity</b>				
Would the site, if developed, affect the wider landscape setting of the city?		Y		Through its adverse effect on the rural landscape of rolling farmland to the west of the city, which provides an open foreground to views to Edinburgh's built skyline and backdrop Pentland Hills from strategic approaches to and from the City and recreational resource of the Union Canal, development of the site would affect the landscape setting of the city. Development would also result in a continuous built up area to the west of the city, which would impact on the separate identities of Edinburgh, Hermiston village, Barberton, Currie and Juniper Green.  The overall spatial strategy for the City would be altered by development in this location which is a key green wedge between the existing settled corridor along Lanark Road West and the A8 (Glasgow Road) to the north.
Would the site enable clear and defensible green belt boundaries to be formed?		N		The existing green belt boundary is clearly formed by the City Bypass and its wooded cutting to the east.

		<p>Whilst the railway to the south provides a strong physical boundary feature, development of the site would have implications for the role of land within the greenbelt to the north of Currie, Juniper Green and Baberton. To the west, the greenbelt boundary would lie to the south and west of the Riccarton Campus, with the University and Research Park being removed from the greenbelt through the LDP. To the north, the M8 provides a clear physical boundary but the site lacks a strong edge to Gogar Station Road to the south of the Canal, where it adjoins part of the wider 650 acre Edinburgh Garden District Proposal.</p>
<p>Can the site be integrated into and in keeping with the character of the settlement and local area?</p>	<p>N</p>	<p>Development of the site would introduce, large scale urban residential development, across a broad extent of rolling farmland to the west of the city, extending development beyond the existing urban edge of the City Bypass. Development would impact adversely on the open character of the landscape, which presently provides an open setting to the Scheduled Monument of the Union Canal, City Bypass, A71 and Glasgow - Edinburgh via Shotts railway to the west of the City. The open context to the east of Hermiston village would be enclosed, merging this semi-rural village with the City. Whilst the Canal, Westburn Avenue and level crossing provide access points to the existing built up area to the south and east of the site, the M8, Bypass, A71 and railway line would restrict the close integration with the existing townscape at Wester Hailes to the east and Baberton to the south.</p> <p>In addition to these barriers, surrounding land use would also discourage delivery of a well integrated urban expansion. To the northeast of the site, new residential development adjoining the Canal would be separated from existing housing at Wester Hailes beyond the Bypass by industrial and commercial land use. To the west, the non-Inventory designed landscape at Riccarton is set within perimeter tree belts. The University and Research Park buildings are focussed inwards upon the campus landscape and would not integrate physically or visually with a new residential townscape to the east of Riccarton Mains Rd. To the south of the railway, Baberton Golf Course and arable land surrounding the electricity sub-station at Corslet provide separation between the site and existing built up areas of Baberton, Juniper Green and Currie.</p> <p>In addition to residential development, this area of the Garden District proposal, includes the option of a stadium, indoor and outdoor sports facilities. The siting of these facilities to the east of the site would further diminish the integration of new residential development with the existing built up area of the City to the east and reinforce separation of the site to the north and south of the A71.</p> <p>These changes would impact adversely on views experienced by a wide number of highly sensitive recreational receptors from the Union Canal, which runs within a rural setting to the west of the City, despite the presence of some warehouse buildings at East Hermiston. Southward views to the Pentland Hills from the Canal and Gogar Station Road would be obscured by development. The loss of open views across open farmland to the east of Hermiston village and the north of the A71, would alter perceptions of the village's separate identity.</p> <p>Whilst vehicular travellers generally have a reduced sensitivity to landscape change, it is considered that development of a site of this scale in this location would impact adversely on large numbers of vehicular travellers. Development of the site would obstruct views across the site's simple, open foreground towards the City skyline and backdrop of the Pentland Hills from strategic approaches to and from the City, including the A71, City Bypass and main route to Currie via Riccarton Mains Road. Travelling southwards from the A71 to Currie on Riccarton Mains Rd, development would be perceived as a continuous built up area with Currie, Baberton and Juniper</p>

		Green.  Due to the scale of visual change, development would have some adverse impact on views from the northern slopes and summits of the Pentland Hills. Development would be prominent in the middle ground of views, sited to the north of Juniper Green and Baberton, where it would read as an extension of Wester Hailes, bounded by woodland at Riccarton and Gogar.
<b>Countryside recreation</b>		
Would development of the site avoid impacting upon existing access to countryside recreation?	Y	
<b>Overall assessment</b> Not currently a reasonable site. Southern part of site has poor public transport accessibility with no scope for enhancements without major rerouting of public transport services. Development would impact on the landscape setting of the city, would not provide suitable green belt boundaries and would not be in keeping with the character of the settlement and local area.		

## Landscape and Visual Assessment

### Site Location

The site lies to the west of the City, east of Hermiston and Riccarton, and to the north of Currie, Juniper Green and Baberton. It is bounded by the M8 and Hermiston Junction to the north, the City Bypass to the east, minor road of Gogar Station Rd and Riccarton Mains Rd to the west. To the south, the site adjoins the Edinburgh – Glasgow via Shotts railway and the narrow road to Baberton House linking via Westburn Avenue from Wester Hailes to the southeast.

The site forms part of the wider 650 acre Edinburgh Garden District Proposal, promoted by Murray Estates, which includes land to the north and south of the Union Canal to the west of the City Bypass, in addition to land to the east of Millburn Tower within the West Edinburgh SDA. In addition to housing, the indicative master plan proposes the option of a 25,000 capacity stadium, indoor sports facilities and playing fields to the west of the Bypass.

### Landscape/Townscape Character

From a height of 60 m above sea level along the M8/Hermiston Junction to the north of the site, landform gradually rises to the south to approx. 105 m above sea level along the railway line to the southwest. The site forms part of the wider landscape pattern of rolling farmland to the west of the City, which extends southwards from the coastal margin to the foot slopes of the Pentland Hills, across a series of stepped east-west ridgelines.

To the north of the ridgeline of Calder Road (A71), lies a relatively narrower section of the site, approximately 0.5 km from east-west and 0.6 km from north-south. To its west lies the Conservation Area of Hermiston village, characterised by its linear arrangement of single storey cottages with category B Listed Hermiston House set to its west in a treed non-Inventory designed landscape. To the north and east, the site is bounded by planted cuttings of the M8 and City Bypass, beyond which lie Hermiston Gait Retail Park to the northeast and Sighthill Industrial Estate to the east. The site is crossed from east-west by the Union Canal and towpath, set within a tree lined corridor, which forms Core Path 15 and passes under two Listed bridges. To its north lie two arable fields separated by a tree lined section of minor road, severed by construction of the motorway. South of the canal, two large arable fields adjoin the A71 and Gogar Station Rd to the south and west, whilst to the east of the site lie warehouse facilities and East Hermiston Farm. The area has a semi-rural character, partly conferred by open arable land and tree cover and hedgerows lining the canal, roadsides and fields but with urban influences due to its proximity to major transport infrastructure, warehouses and urban edge to the east.

To the south of the Calder Rd, the site broadens out to form a wide expanse of open, 19<sup>th</sup> century to present amalgamated arable farmland, with some post and wire fencing and remnant strips of hedgerow but limited tree cover. The farmland extends southwards over approx. 1 km to Edinburgh – Glasgow via Shotts railway line and Westburn Avenue, to the south of which lie improved grassland and allotments respectively, to the north and west of the wooded edge of Baberton and Baberton Golf Course. Land falls across the midpoint of the site, where the

Murray Burn flows west-east across a prominent depression, lined by scrub vegetation and scattered trees. To the southwest Riccarton Mains is set within a wooded enclosure, whilst to the west, the site is bounded by the perimeter tree belts of Heriot-Watt University's Riccarton campus, a large scale non-Inventory designed landscape. Teaching, residential and administrative buildings are set within a well planted campus landscape around a central wooded area with an open lawn and loch. The southern part of the campus is laid out as playing fields with development of the Research Park established to the north of the campus from 1980s onwards. To its northwest, lies the Council's Hermiston Park and Ride facility, set within planted bunds but with planning consent to extend eastwards onto the site in order to provide capacity for 1000 vehicles. The site is traversed by two high voltage powerlines from east to west, stemming from the sub-station at Corslet to the southwest. Baberton Mains lies to the southeast corner of the site, where Westburn Avenue links across the Bypass from Wester Hailes. Passing under the railway, the road leads southwards to connect to 1960-70's detached and semi-detached housing at Baberton, connecting westwards under a further rail bridge to Barberton Golf Course and stading at Whitelaw, also forming a Right of Way. To the southwest, the site is crossed by a narrow road between Riccarton Mains Road and Muirwood Rd on the northern edge of Currie, which forms a Right of Way, Donkey Lane. To the southwest of the railway line lies a prominent knoll and telecoms mast, beyond which arable land extends to urban edge of Currie and substation to the south.

### Views and Visibility

The site is prominent in views from the wider area, as experienced from main roads and a number of recreational routes to the west of the City.

The arable land on the ridge to the north of the site is prominent from the east end of the A71, visible across a broad grassed verge but enclosed from view by hedging to closer to Hermiston to the west. The view is experienced by large number of vehicular travellers, arriving and departing the City, whereas views to this part of the site from the M8 to the north and City Bypass to the east are screened by planted cuttings. The site forms a backdrop to views from Hermiston village to the west, which is aligned east-west and has an eastward street view towards the site, from which local residents would be susceptible to visual change. Views from the village are enclosed by planting to the A71 to the south but the settlement retains an open aspect to the Canal to the north. The site is overlooked by those working at the warehouses to the east and residents of East Hermiston Farm. From Gogar Station Rd, southward views feature open farmland to either side of the road, with the linear profile of Hermiston village to the east, set against the distinctive skyline of the Pentland Hills. Travelling northwards views are enclosed by planting to the east but to the west reveal open arable fields set against several non Inventory designed landscapes along Gogarbank, with the M8 screened from view by a cutting. Beyond the City Bypass and warehousing at East Hermiston, the surrounding fields provide a rural setting to the Canal to the north and south, including views back to Hermiston village to the southwest, which would be experienced by many users of this popular route, including boaters, walkers, cyclists and joggers, with an interest in their surroundings and high susceptibility to changes to visual amenity.

The main part of the site to the south of the Calder Road, forms an open foreground of rolling arable farmland in longer range views from the City Bypass, Calder Rd and north section of Riccarton Mains Rd, which only exists to the east of enclosing policy woodland at Riccarton and Dalmahoy. The site features prominently in southward views across to the wooded ridge of Baberton, Baberton Golf Course and the railway line, set against the skyline of the Pentland Hills. Planting across the mid-section of Riccarton Mains Rd partially encloses eastward views across the site. From the southern section of Riccarton Mains Rd, approaching Currie, there are views to the backdrop of the Pentlands and eastward views to the City skyline and Arthur's Seat. Views to the north from Riccarton Mains Road and channelled to the south and east by perimeter tree belts of the Riccarton campus. Roadside views include glimpses of the coastal margin to the north beyond the ridge of Calder Rd, Corstorphine Hill to the northeast and city skyline of Castle Rock and Arthur's Seat to the east. Whilst experienced by vehicle travellers, with a reduced susceptibility to landscape change, views exist over relatively prolonged stretches of open road and provide some scenic value on routes to and from the City and Currie to the south. The presence of overhead powerlines, the Park and Ride facility and flatted development at Wester Hailes does not overly detract from the wide scope of views across the open landscape to the west of the City.

Northward views, from the road and Right of Way between Westburn Avenue and stading at Whitelaw are in part contained by roadside hedges and railway line to the east; however, elevated panoramic views exist across the site from its western end, to the south of Whitelaw level crossing. A similar outlook can also be gained travelling along the Right of Way between Currie and Riccarton Mains, Donkey Lane, to the north and south of the level crossing. These views encompass a broad extent of rolling farmland in the fore and middle ground, set against the backdrop of the Ochils to the northwest, Forth Road and Rail Bridges, Benarty Hill and the Lomond Hills within Fife, and to the northeast flatted development in Wester Hailes and Corstorphine Hill. From mid-way along the Right of Way between Whitelaw and Riccarton, there are open views to the city skyline to the east, including the Castle and Arthur's Seat, in addition to Craiglockhart Hills and the Braid Hills. Overhead lines are more dominant in these views due to proximity to the viewpoint and pylon towers being silhouetted against open sky. These views would be experienced by local residents and recreational receptors from minor roads and path routes within the green belt with a high susceptibility to changes to visual amenity, with rail travellers, having a more passing interest in their surroundings.

The site is overlooked by relatively few residential properties and views from the university campus to the west are enclosed by perimeter tree belts, with the exception of the main avenue approach. Riccarton Mains is relatively enclosed by surrounding slopes and its planted curtailage. Northward views across the site exist from Baberton Mains, Whitelaw Crossing Cottage and Whitelaw to the south. Views to the site from the rear of properties at Muirwood Rd, Currie to the southwest would generally be contained by planting along the railway line and the knoll



to the west of Whitelaw. Northward views to the site also exist from elevated amenity greenspace within Baberton to the south, where the site can be viewed across rooftops in the foreground set against the coastal margin, Forth Road Bridge and backdrop of the Ochils. The site is also likely to be visible, particularly in absence of summer foliage cover to golfers at Baberton Golf Course.

Due to the scale of the site and the contrast of its open, arable farmland against planting to the City Bypass and urban edge to the east, policy woodland at Riccarton to the west, Gogar to the north and Baberton to the south, the site is prominent in longer range views from the northern slopes and summits of the Pentland Hills.

#### **Can the site be integrated into and in keeping with the character of the settlement and local landscape?**

Development of the site would introduce, large scale urban residential development, across a broad extent of rolling farmland to the west of the city, extending development beyond the existing urban edge of the City Bypass. Development would impact adversely on the open character of the landscape, which presently provides an open setting to the Scheduled Monument of the Union Canal, City Bypass, A71 and Glasgow - Edinburgh via Shotts railway to the west of the City. The open context to the east of Hermiston village would be enclosed, merging this semi-rural village with the City. Whilst the Canal, Westburn Avenue and level crossing provide access points to the existing built up area to the south and east of the site, the M8, Bypass, A71 and railway line would restrict the close integration with the existing townscape at Wester Hailes to the east and Baberton to the south.

Beyond these barriers to access, surrounding land use would also discourage delivery of a well integrated urban expansion. To the northeast of the site, new residential development adjoining the Canal would be separated from existing housing at Wester Hailes beyond the Bypass by industrial and commercial land use. To the west, the non-Inventory designed landscape at Riccarton is set within perimeter tree belts. The University and Research Park buildings are focussed inwards upon the campus landscape and would not integrate physically or visually with a new residential townscape to the east of Riccarton Mains Rd. The open expanse of the Park and Ride facility to the northwest of the site would also form a sizeable gap in any new urban layout. To the south of the railway, Baberton Golf Course and arable land surrounding the electricity sub-station at Corslet provide separation between the site and existing built up areas of Baberton, Juniper Green and Currie.

In addition to residential development, this area of the Garden District proposal, includes the option of a stadium, indoor and outdoor sports facilities. The siting of these facilities to the east of the site would further diminish the integration of new residential development with the existing built up area of the City to the east and reinforce separation of the site to the north and south of the A71.

These changes would impact adversely on views experienced by a wide number of highly sensitive recreational receptors from the Union Canal, which runs within a rural setting to the west of the City, despite the presence of some warehouse buildings at East Hermiston. Southward views to the Pentland Hills from the Canal and Gogar Station Road would be obscured by development. The loss of open views across open farmland to the east of Hermiston village and the north of the A71, would alter perceptions of the village's separate identity.

Whilst vehicular travellers generally have a reduced sensitivity to landscape change, it is considered that development of the site would impact adversely on large numbers of vehicular travellers. Development of the site would obstruct views across the site's simple, open foreground towards the City skyline and backdrop of the Pentland Hills from strategic approaches to and from the City, including the A71, City Bypass and main route to Currie via Riccarton Mains Road. Travelling southwards from the A71 to Currie on Riccarton Mains Rd, development would be perceived as a continuous built up area with Currie, Baberton and Juniper Green.

Development would also impact adversely on northward views experienced by local residents, path users and rail travellers from the south, where development would obstruct northward views to the city skyline and Corstorphine Hill to the northeast and northwards to the coastal margin, Forth Estuary, Forth Road and Rail Bridges and distant hills beyond.

Whilst the majority of development would be screened by perimeter tree belts surrounding Riccarton Campus, development would impact adversely on open views to the east from the main avenue approach.

Due to the scale of visual change, development would have some adverse impact on views from the northern slopes and summits of the Pentland Hills. Development would be prominent in the middle ground of views, sited to the north of Juniper Green and Baberton, where it would read as an extension of Wester Hailes, bounded by woodland at Riccarton and Gogar.

In addition to residential development, the siting and design of a stadium facility would have to be justified in terms of its use and positive contribution to the skyline of the City. Its proposed location on the local ridgeline of the A71 would make it prominent in views from the surrounding roads and Pentland Hills to the south. The existing flattened blocks at Wester Hailes provide some indication with regard to the visibility of tall buildings in this location.

**Would the site if developed, affect the wider landscape setting of the city?**

Through its adverse effect on the rural landscape of rolling farmland to the west of the city, which provides an open foreground to views to Edinburgh's built skyline and backdrop Pentland Hills from strategic approaches to and from the City and recreational resource of the Union Canal, development of the site would undermine green belt objectives. Development would also result in a continuous built up area to the west of the city, which would impact on the separate identities of Edinburgh, Hermiston village, Barberton, Currie and Juniper Green. The overall spatial strategy for the City would be altered by development in this location, given the existing settled corridor along Lanark Road West and the Water of Leith to the southwest and focus of development within the West Edinburgh Strategic Development Area to the north.

**Would the site enable clear and defensible Green Belt boundaries to be formed?**

The existing green belt boundary is clearly formed by the City Bypass and its wooded cutting to the east.

Whilst the railway to the south provides a strong physical boundary feature, development of the site would have implications for the role of land within the greenbelt to the north of Currie, Juniper Green and Baberton. To the west, the greenbelt boundary would lie to the south and west of the Riccarton Campus, with the University and Research Park being removed from the greenbelt through the LDP, in line with national policy. To the north, the M8 provides a clear physical boundary but the site lacks a strong edge to Gogar Station Road to the south of the Canal, where it adjoins part of the wider 650 acre Edinburgh Garden District Proposal.

## EDINBURGH GARDEN DISTRICT WEST Housing Site Assessment

Who made representation(s) relating to the assessment area?

Murray Estates (Holder Planning)

Site assessment criteria		YES / NO		Comments / mitigation potential
<b>Appropriate Locations</b>				
Is the site located on brownfield land?		Y/N		Majority of the site is arable farmland but does include clusters of existing housing to the north and south and industrial uses in the north east corner of the site.
Can the site be made available for development?		Y		Representation received during MIR consultation, and Proposed Plan representation promoting the site for residential development. Part of the site undevelopable due to fluvial flood risk.
1. Does the site have good accessibility to existing public transport?	2. Would sufficient enhancements be feasible?	N	N	Majority of site has a score of A. Accessibility improves towards the south east corner of the site with scores of B up to E in the corner of the site next to the park and ride site.  No measures available to increase accessibility for majority of this site without large scale rerouting of public transport services.
1. Does the site have good infrastructure capacity?	2. Would sufficient enhancements be feasible?	Y/N	Y	<i>Drainage:</i> Seafield WwTW operated by PFI (Stirling Water); no constraints identified and any requirement for additional capacity would be responsibility of PFI operator but could be delay in delivering capacity. <i>Water supply/storage:</i> Adequate capacity (new Glencorse WTW, along with existing Marchbank WTW). <i>Primary and Secondary schools:</i> Revised Education Appraisal identifies the educational infrastructure required to support housing growth. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis. <i>Transport:</i> Transport Appraisal addendum identifies the transport infrastructure required to support housing growth. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis.
<b>Landscape setting and identity</b>				
Would the site, if developed, affect the wider landscape setting of the city?		Y		Through its effect on the rural setting to and visual amenity from the Union Canal, City Bypass, M8 and A71, development would impact adversely on perceptions of Edinburgh and its wider landscape from an important recreational resource and strategic approach roads to the west of the city. The concentration of relatively intact designed landscapes and rolling arable land on the western edge of the city has also been recognised as of city-wide landscape value through the Council's Review of Local Landscape Designations. The land within the site to the east of the Gogar Burn has been found to be consistent with the visual qualities and characteristics proposed for designation.
Would the site enable clear and defensible green belt boundaries to be formed?		N		The existing green belt boundary is clearly formed by the City Bypass and its wooded cutting to the east.  The A71 and adjacent policy woodland at Riccarton and Dalmahoy to the south, the wooded ridge of Gogarbank to the north and policies of Addistoun to the west form physical and visual features capable of forming an alternative green belt boundary. The site lacks a defensible boundary to the northwest, where it is bounded by hedgerows.

<p>Can the site be integrated into and in keeping with the character of the settlement and local area?</p>	<p>N</p>	<p>Development of the site would introduce urban residential development across rolling, arable farmland to the south of Gogarbank and north of the A71. Development would impact adversely on the open character of the landscape, which presently provides a rural setting to over 2 km of the Union Canal to the west of the city and setting to several non-Inventory designed landscapes. Development would enclose the historic village of Hermiston Conservation Area, which benefits from an open, rural setting and relationship to the Union Canal to the north. The M8, City Bypass and A71, provide a physical barrier to the close integration between the site and existing city townscape to the east and in the case of the M8, the land to the north and south of the site. Whilst a number of crossings to the Canal exist, these would require to be supplemented to achieve a fully integrated site layout.</p> <p>These changes would impact adversely on views from recreational route of the Union Canal, altering the open views to Hermiston village and the Pentland Hills to the south and the wooded backdrop of Gogarbank to the north. The additional height of development would be prominent in views from the A71 to the south and sections of the M8 to the north, thereby impacting adversely on views from strategic approach roads, from which an impression of the City and its context can be understood by large numbers of vehicular travellers. Development would impact adversely on views from a number of minor roads within the greenbelt, many of which provide open views across the surrounding countryside and are used for a variety of local travel and informal recreation to the west of the city.</p>
<p><b>Countryside recreation</b></p>		
<p>Would development of the site avoid impacting upon existing access to countryside recreation?</p>	<p>N</p>	<p>A large stretch of the Union Canal is located within the centre of the site. Development would significantly effect the rural setting of the canal and its role in providing countryside recreation between Edinburgh and Ratho.</p>
<p><b>Overall assessment</b></p> <p>Not currently a reasonable site. Site has poor public transport accessibility with no scope for enhancements without major rerouting of public transport services. Development would impact on the landscape setting of the city, would not provide suitable green belt boundaries and would not be in keeping with the character of the settlement and local area. The proposal would also impact on existing access to countryside recreation.</p>		

## Landscape and Visual Assessment

### Site Location

The site lies to the north and south of the Union Canal to the west of the City. It is bounded by the Calder Rd (A71) to the south, Addistoun Farm Road to the west, Gogarbank Rd and the Edinburgh –Glasgow Queen St railway to the north and M8/Hermiston Junction and Gogar Station Rd to the east.

The site forms part of the wider 650 acre Edinburgh Garden District Proposal, promoted by Murray Estates, which includes land to the east of Hermiston and Riccarton and to the west of the City Bypass, in addition to land to the east of Millburn Tower within the West Edinburgh SDA.

### Landscape/Townscape Character

The ridge line running along the Calder Road (A71) forms the southern edge of the site at approx 80 m above sea level, from which point landform gradually slopes to the north and east to approx 60 m above sea level, bounded by the ridge of Gogarbank to the north, which falls from 75 m – 60 m above sea level from west to east. The Gogar Burn crosses the site to the west, set within a narrow valley, before running eastwards along the southern edge of Gogarbank. To the west of the Gogar Burn, landform is relatively flat. The site is subdivided north-south by the east –west alignment of the Union Canal, which forms Core Path 15 and provides an important recreational route through the rural landscape to the west of the City. The Canal is a Scheduled Monument and crossed by several Listed bridges, which link farmland and serve minor roads such as Hermiston House Road and Addiston Farm Rd/Gogarbank Road. Hermiston

House Rd forms part of the Riccarton Core Path, which leads south to the Water of Leith, with many of the other minor roads within the green belt providing for local access and informal recreation. The M8 runs to the north of the Canal set within a planted cutting, where it curves through the site to the northwest from Hermiston Gait to the east. Land cover comprises arable farmland, structured into relatively large linear fields by hedged field boundaries, with small parcels of semi-improved grassland on the banks of the Gogar Burn. The surrounding landscape is also relatively well wooded, with enclosure provided by several Inventory and non-Inventory designed landscapes. In addition to several detached rural dwellings, a group of non-Inventory designed landscapes are aligned upon the Gogarbank ridgeline to the north on Gogarbank Road, including Trefoil House (category B Listed), Suntrap Garden and Gogarbank House (category B Listed). To their north lies a further concentration of policy landscapes to the south of the A8 and west of the City Bypass, including Kellerstain, Gogar Mount, Hanley, Gogarburn, Gogar Park and Inventory site of Millburn Tower. A scrap yard and broiler farm lie to the northeast of the site along Gogar Station Road. To the southeast of the site and south of Canal, lies the Conservation Area of Hermiston village, characterised by its linear arrangement of single storey cottages with category B Listed Hermiston House set to its west in wooded grounds of its non-Inventory designed landscape. To the south of the A71 enclosure is provided by perimeter tree belts to the non-Inventory designed landscape of Heriot-Watt University's Riccarton Campus and Research Park, together with the Inventory Site of Dalmahoy. To the west of the site lies the non-Inventory designed landscape of Addistoun, with Ratho Park and Ashley to its northwest. To the west of Gogarbank and northwest of the site, lie the headquarters and crop trial land of Science and Advice for Scottish Agriculture (SASA) and rural office premises at Roddinglaw Farm. Due to the particular concentration of well managed farmland and designed landscapes to the south of the A8, west of the Bypass and north of the A71, the site forms part of proposed Gogar Special Landscape Area within the LDP.

### Views and Visibility

From the A71 to the south, views to the site are enclosed to the southwest by policy planting at Addistoun and the wooded valley surrounding the Gogar Burn. Further to the east along the A71, there are glimpsed views through gaps in hedging, across the large scale arable field on the southern edge of the site. It is viewed against the backdrop of woodland along the Canal and Gogarbank to the north, at Corstorphine Hill to the northeast and at Hermiston House to the east, whilst the skyline to the northwest is formed by the hills to the north and south of Ratho. Views to the south are enclosed by woodland at Riccarton and Dalmahoy, whilst northward views to the east of the site are contained by Hermiston village.

The site provides the rear aspect to properties on the north side of Hermiston village. Travelling northwards along Gogar Station Road, there are open views across the field to the south of the Canal and linear settlement of Hermiston village on the ridge-top, set against the backdrop of the Pentland Hills. A similar outlook can be gained by recreational receptors on the Union Canal and towpath to the north.

Travelling north on Gogar Station Rd, views to the east are enclosed by planting, whilst to the west there are open views across arable fields to the north of Hermiston and the Canal, set against the wooded backdrop of Gogarbank, within which nestles Gogarbank House and Trefoil House to the northwest, with distant views to the backdrop of with the Ochils to the north and Forth Road and Rail Bridges. To the west the tree-lined skyline of Tormain Hill is visible. The M8 is largely screened from view by planted cuttings.

Southward views from Gogarbank Rd are enclosed by the wooded grounds of properties lining the Gogar Burn, with views focussed northwards to Kellerstain and westwards to Roddinglaw. There are views across the site from Hermiston House Road, from which the slopes and wooded ridges to the north and south create the impression of a valley landscape, with views eastward to the skyline of Corstorphine Hill, The Castle and Arthur's Seat.

Views to the site from the Canal and towpath are filtered by trees and hedgerows along its margins, providing a rural setting along its route to the west of the City, which would be experienced by a wide range of recreational receptors including boaters, walkers, cyclists and joggers, with an interest in their surroundings and high susceptibility to changes to visual amenity. To the west of Ratho, views to the north are constrained by rising ground and the wooded ridgeline of the Calder Rd, with glimpsed views to the Pentland summits. To the south there are views over the M8 to the wooded ridge of Gogarbank, with woodland on the horizon at Ratho Park to the west and skyline of Corstorphine Hill to the east. Hermiston House Rd (Riccarton Core Path) crosses the Canal to provide more elevated views across these surroundings.

From the flatter land to the west, there are open views across the site from Gogarbank Road between Ratho Park and the M8. These feature an open foreground of arable land, set against a wooded middleground of the Canal, Riccarton and Dalmahoy and skyline of the Pentland Hills to the south. To the east, the urban edge is generally concealed by woodland, with views to flatted blocks in Wester Hailes and Arthur's Seat, whilst westwards views extend across open farmland to the backdrop of Tormain Hill.

Similar views exist from the west end of the Canal towpath which is less enclosed by tree planting and from the main entrance to Ratho Park Golf Course to the west, with views from the fairways enclosed by perimeter tree belts. Open views across the arable land to the south of the Canal exist to the east of Addistoun Farm Rd, with Arthur's Seat and the Pentland Hills visible on the skyline.

Much of the site is concealed by wooded cuttings along the route of the M8. However, the broad field to the north of the A71, east of the Gogar Burn and west of Hermiston is partly visible across roadside hedgerow and post and rail fencing, set against the backdrop of the Pentland Hills.

Aside from Hermiston village, the site is overlooked by relatively few residential receptors. To the west, there are views across the site from three detached properties along Addistoun Farm Rd. Some of the larger country houses have vistas across the site to the Pentland Hills, including Ashley and Gogarbank.

**Can the site be integrated into and in keeping with the character of the settlement and local landscape?**

Development of the site would introduce urban residential development across rolling, arable farmland to the south of Gogarbank and north of the A71. Development would impact adversely on the open character of the landscape, which presently provides a rural setting to over 2 km of the Union Canal to the west of the city and setting to several non-Inventory designed landscapes. Development would enclose the historic village of Hermiston Conservation Area, which benefits from an open, rural setting and relationship to the Union Canal to the north. The M8, City Bypass and A71, provide a physical barrier to the close integration between the site and existing city townscape to the east and in the case of the M8, the land to the north and south of the site. Whilst a number of crossings to the Canal exist, these would require to be supplemented to achieve a fully integrated site layout. The Canal provides an important connection back to the urban area, however, to the east of the Bypass this is formed by industrial and commercial uses, with the existing residential area of Sighthill lying further to the south.

In addition to residential development it is understood, this area of the Garden District Proposal would incorporate an 18 hectare exhibition garden. The development of a horticultural show garden would not be out of keeping with the wider landscape character to the west of the city, where designed landscape influences are prevalent. However, the associated access, car parking and ancillary development associated with a contemporary visitor attraction would alter the rural landscape to the west of the City.

These changes would impact adversely on views from recreational route of the Union Canal, altering the open views to Hermiston village and the Pentland Hills to the south and the wooded backdrop of Gogarbank to the north. Southern views from the Canal are enclosed beyond the site by woodland at Ratho Park, prior to arrival within the village of Ratho, which could give rise to perceptions from the Canal of a continuous built up area to the west of the City. The additional height of development would be prominent in views from the A71 to the south and sections of the M8 to the north, thereby impacting adversely on views from strategic approach roads, from which an impression of the City and its context can be understood by large numbers of vehicular travellers. Development would impact adversely on views from a number of minor roads within the greenbelt, many of which provide open views across the surrounding countryside and are used for a variety of local travel and informal recreation to the west of the city. A number of recreational receptors would also be affected by development of the site, including properties at Hermiston village and detached houses to the north and west of the site.

**Would the site if developed, affect the wider landscape setting of the city?**

Through its effect on the rural setting to and visual amenity from the Union Canal, M8 and A71, development would impact adversely on perceptions of Edinburgh and its wider landscape from an important recreational resource and strategic approach roads to the west of the city, thereby undermining greenbelt objectives. The concentration of relatively intact designed landscapes and rolling arable land on the western edge of the city has also been recognised as of city-wide landscape value through the Council's Review of Local Landscape Designations. The land within the site to the east of the Gogar Burn has been found to be consistent with the visual qualities and characteristics proposed for designation.

**Would the site enable clear and defensible Green Belt boundaries to be formed?**

The existing green belt boundary is clearly formed by the City Bypass and its wooded cutting to the east.

Notwithstanding adverse landscape and visual effects, the A71 and adjacent policy woodland at Riccarton and Dalmahoy to the south, the wooded ridge of Gogarbank to the north and policies of Addistoun to the west form strong physical and visual features capable of forming an alternative green belt boundary. The site lacks a defensible boundary to the northwest, where it is bounded by hedgerows.

## SOUTH OF RATHO PARK ROAD Housing Site Assessment

Who made representation(s) relating to the assessment area?

Stewart Milne Homes (Holder Planning)

Site assessment criteria		YES / NO		Comments / mitigation potential
<b>Appropriate Locations</b>				
Is the site located on brownfield land?		N		Arable farmland.
Can the site be made available for development?		Y		Representation received during MIR consultation, and Proposed Plan representation promoting the site for residential development.
1. Does the site have good accessibility to existing public transport?	2. Would sufficient enhancements be feasible?	Y/N	N	The eastern half of the site has a score of A with the western half having a score of B.  No measures available to increase accessibility for this site.
1. Does the site have good infrastructure capacity?	2. Would sufficient enhancements be feasible?	Y/N	Y	<i>Drainage:</i> Seafield WWTW operated by PFI (Stirling Water); no constraints identified and any requirement for additional capacity would be responsibility of PFI operator but could be delay in delivering capacity. <i>Water supply/storage:</i> Adequate capacity (new Glencorse WTW, along with existing Marchbank WTW). <i>Primary and Secondary schools:</i> Revised Education Appraisal identifies the educational infrastructure required to support housing growth. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis. <i>Transport:</i> Transport Appraisal addendum identifies the transport infrastructure required to support housing growth. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis.
<b>Landscape setting and identity</b>				
Would the site, if developed, affect the wider landscape setting of the city?		Y		Development of the site would impact on the local landscape setting of Ratho. It would also adversely affect panoramic views to the City skyline of Corstorphine Hill, Castle Rock and Arthur's Seat from the recognised viewpoint at Tormain.
Would the site enable clear and defensible green belt boundaries to be formed?		N		The existing green belt boundary is formed by back garden boundaries and planting along the southern edge of Ratho, which follow the settlement's east-west ridge top location.  Development of the site would require to establish a new planted boundary along the fenced field boundary to the south over the short to medium term, with a lack of features on the ground to distinguish this position from the surrounding arable land. Woodland at Ratho Park provides a strong landscape feature to the east, with the low walled boundary to Dalmahoy Rd to the west, lacking strong definition. Development of the site would require to be considered in the context of the small field to the northeast on the south bank of the Canal (Ratho Park Road).
Can the site be integrated into and in keeping with the character of the settlement and local area?		N		Development would impact adversely on the local character of the settlement, introducing large scale urban residential development across rolling farmland to the south of Ratho, extending development beyond Ratho's characteristic east-west settled southern ridge and away from its

		<p>relationship to the Union Canal, Ratho Hall and St Mary's Church to the north.</p> <p>The relatively small scale of the village and site access to Dalmahoy Road and Ratho Park Road, would enable the site to integrate physically with the local pattern of built form, streets and open spaces. Development to the east side of Dalmahoy Road, would create a south-eastward bias to the settlement's linear form and provision of a new planted green belt boundary to the south of the site, would introduce an uncharacteristic woodland edge to the village's southern aspect.</p> <p>These changes would impact adversely on views from the main southern approach and entrance to the village and Conservation Area via Dalmahoy Road. New development would be prominent within the open arable farmland to the southeast of Ratho, in particular as landform rises up to the ridgeline of Main St. Panoramic views across the surrounding farmland to the skyline of Edinburgh from the public viewpoint of Tormain Hill to the west, would be adversely affected by large scale development in the middle ground of views. The presence of new built form along the site's western boundary with Dalmahoy Road would be prominent in views and alter the eastern portion of Ratho's townscape.</p>
<b>Countryside recreation</b>		
Would development of the site avoid impacting upon existing access to countryside recreation?	Y	
<p><b>Overall assessment</b></p> <p>Not currently a reasonable site. Eastern part of site has poor public transport accessibility with no scope for enhancements. Development would impact on the landscape setting of the city, would not provide suitable green belt boundaries and would not be in keeping with the character of the settlement and local area.</p>		

## Landscape and Visual Assessment

### Site Location

The site lies to the southeast of Ratho. The site is bounded by Dalmahoy Road to the west; to the north its boundary follows the existing southern edge of Ratho and west approach track to Ratho Park Golf Course. The site's eastern edge adjoins Ratho Park Golf Course and properties at Ratho Park Gardens. To the south, the site boundary follows an east-west aligned fenced field boundary approx 160 m to the south of the settlement boundary.

### Landscape/Townscape Character

From the ridge top location of Ratho's east-west alignment, land falls from approx 80-75 m above sea level from northwest to southeast. The site forms a rectangular strip, comprising open arable farmland. It is bounded to the north by private garden boundaries and plantings to properties along Dalmahoy Rd, Ludgate Shot and Ratho Park Road. The village's historic core lies along Ludgate and Main St to the northwest of the site, with the immediate townscape to the north of the site formed by two storey detached housing from the 1970-80s set around Ludgate Shot, Ratho Park Playing Field and amenity greenspace at East Croft. However, some 19<sup>th</sup> century development along Dalmahoy Rd forms part of the Ratho village Conservation Area on the northwest edge of the site. To the northeast it is bounded by hedging along the track which forms the west approach to the non-Inventory designed landscape at Ratho Park<sup>1</sup> Golf Course. The north side of the track is edged by a hedgerow and hedgerow trees and adjoins a small field on the south bank of the Union Canal. To the east, the site is bounded by the perimeter tree

<sup>1</sup> Ratho Park Golf Course is designated as an Area of Outstanding Landscape Quality (AOLQ) in the Rural West Edinburgh Local Plan, though it was not identified for designation as a Special Landscape Area in the Council's Review of Local Landscape Designations (2010)



belt of Ratho Park (Ancient Woodland of Long Established Plantation Origin), adjacent to which lies a cluster of detached cottages at Ratho Park Gardens and the West Lodge to Ratho Park. The west edge of the site adjoins Dalmahoy Rd, which is largely bounded by a low stone wall but with an open grass verge to the southwest. The southern boundary of the site is formed by a post and wire fence, beyond which open fields extend to Ransfield Farm and Ransfield Rd to the south, with single –storey Ransfield Cottages set to the southwest. A track runs north-south across the middle part of the site from Ratho Park Rd to Ransfield Farm, with a sewage tank set to its east.

The site forms part of the wider pattern of arable farmland and policy woodland to the west of the City, which rises gradually southwards from the coastal margin in the north towards the foot slopes of the Pentland Hills to the south, across a series of east-west ridges, where settlement is limited to dispersed farmsteads and cottages. To the west of the site, the prominent farmed slopes and wooded ridgeline of Tormain and Craw Hill, together with the ridgeline to the north of Ratho surrounding Ratho Hall, form part of the proposed Ratho Hills Special Landscape Area. This local landscape designation is proposed due to the hills distinctive character and contribution to the rural landscape to the west of the city. The Union Canal to the northeast of the site forms Core Path 15, between Lin's Mill Aquaduct across the River Almond to the west and Lochrin Basin within the city centre. The west drive to Ratho Park is also used informally for local recreation.

### **Views and Visibility**

The rural landscape surrounding Ratho is open in character and generally prominent in views from a wide number of transport and recreational routes which pass through the area. The site is principally viewed from the south and west, in both short and longer range views.

From Dalmahoy Rd to the south, the fields form part of the open approach to Ratho from the Calder Rd (A71). The road is bounded by hedging and hedgerow trees to the south and walling to its north. Roadside views gradually reveal the townscape of Ratho as the road undulates northwards, with the wooded ridgeline of Tormain set to its west. Ratho is visible set against the wooded backdrop of the ridgeline surrounding Ratho Hall aligned from east-west across the horizon. To the north of Ransfield Cottages, the site's south facing slopes come into view over field boundary walling where they form a simple, open foreground to views of the settlement. To the north west of the site, housing nestles within mature tree planting at Ludgate Shot, whilst to the east, housing on Ratho Park Road is set against wooded hills on the coastal margin. Exiting the village to the south, the site forms part of the open expanse of arable farmland, which stretches southwards across the wooded policies of Dalmahoy in the middle ground to the skyline of the Pentland Hills.

From the southeast, views to the site are contained by woodland at Ratho Park Golf Course. From the south, there are oblique views to the site from Ransfield Rd to the west of Ransfield Farm and remnant shelterbelt planting, however, roadside views tend to focus on the wooded ridgeline of Tormain Hill to the west.

From Wilkieston Rd on the approach to Ratho from the southwest, views to the site are screened by the linear east-west form of the existing built up area. There open and expansive views across the surrounding landscape from Tormain Hill to the west. These feature open arable land to the south of Ratho, set against woodland at Ratho Park to the east and the skyline of the City, including Corstorphine Hill, Castle Rock and Arthur's Seat. The Pentland Hills are visible to the southeast and Forth Estuary to the north and east.

The site is overlooked by residential receptors to the north including Hillview Cottages, Dalmahoy Road, Ludgate Shot and Ratho Park Road, which enclose views to the site from the wider residential area. The site is also overlooked from Ratho Park Rd to the northeast, which provides vehicular access to the Ratho Park Gardens and West Lodge, and secondary access to the golf course. The track is also used for informal recreation. Views over open farmland extend southwards beyond Ransfield Farm to the backdrop of the Pentland Hills. The hedge and tree line on northeast edge of the site, also feature in open views to the south from the Union Canal towards the Pentland Hills.

Other residential and workplace visual receptors include Ransfield Farm and Ransfield Cottages to the south and Ratho Mains Farm and Ratho Mains Cottages to the west.

### **Can the site be integrated into and in keeping with the character of the settlement and local landscape?**

Development of the site would impact adversely on the local character of the settlement and landscape. It would introduce large scale urban residential development across rolling farmland to the south of Ratho, extending development beyond Ratho's characteristic east-west, settled, southern ridge and away from its relationship to the Union Canal, Ratho Hall and St Mary's Church to the north. The relatively small scale of the village and site access to Dalmahoy Road and Ratho Park Road, would enable the site to integrate physically with the local pattern of built form, streets and open spaces. Development to the east side of Dalmahoy Road, would create a south-eastward bias to the settlement's linear form and provision of a new planted green belt boundary to the south of the site, would introduce an uncharacteristic woodland edge to the village's southern aspect.

These changes would impact adversely on views from the main southern approach and entrance to the village and Conservation Area via Dalmahoy Road. New development would be prominent within the open arable farmland to the southeast of Ratho, in particular as landform rises up to the ridgeline of Main St. However, due to the fall of land to the south, it is likely that some residential views from existing properties to the northwest of the site would be retained across new development, though housing would enclose such views at the flatter eastern end of

the site. Development fronting the track to the northeast of the site, would also impact adversely on recreational receptors, restricting views to the south to the backdrop of the Pentland Hills. Panoramic views across the surrounding farmland to the skyline of Edinburgh from the public viewpoint of Tormain Hill to the west, would be adversely affected by large scale development in the middle ground of views. The presence of new built form along the visual site's western boundary with Dalmahoy Road would be prominent in views and alter the eastern portion of Ratho's townscape.

**Would the site if developed, affect the wider landscape setting of the city?**

Development of the site would impact on the local landscape setting of Ratho. It would also adversely affect panoramic views to the City skyline of Corstorphine Hill, Castle Rock and Arthur's Seat from the recognised viewpoint at Tormain.

**Would the site enable clear and defensible Green Belt boundaries to be formed?**

The existing green belt boundary is formed by back garden boundaries and planting along the southern edge of Ratho, which follow the settlement's east-west ridge top location. Whilst these features lack the physical qualities of a green belt boundary as outlined in Scottish Planning Policy, it is considered that the present boundary line, reinforced by the break in slope to the south, is appropriate in scale and context to a rural settlement.

Notwithstanding landscape and visual effects, development of the site would require to establish a new planted boundary along the fenced field boundary to the south over the short to medium term, with a lack of features on the ground to distinguish this position from the surrounding arable land. Woodland at Ratho Park provides a strong landscape feature to the east, with the low walled boundary to Dalmahoy Rd to the west, lacking strong definition. Development of the site would require to be consider in the context of the small field to the northeast on the south bank of the Canal (Site 48).

## RATHO PARK ROAD Housing Site Assessment

Who made representation(s) relating to the assessment area?

Stewart Milne Homes (Holder Planning)

Site assessment criteria		YES / NO		Comments / mitigation potential
<b>Appropriate Locations</b>				
Is the site located on brownfield land?		N		Arable farmland.
Can the site be made available for development?		Y		Representation received during MIR consultation, and Proposed Plan representation promoting the site for residential development.
1. Does the site have good accessibility to existing public transport?	2. Would sufficient enhancements be feasible?	N	N	The majority of the site has a score of A with a small strip of land on the western boundary of the site having a score of B.  No measures available to increase accessibility for this site.
1. Does the site have good infrastructure capacity?	2. Would sufficient enhancements be feasible?	Y/N	Y	<i>Drainage:</i> Seafield WWTW operated by PFI (Stirling Water); no constraints identified and any requirement for additional capacity would be responsibility of PFI operator but could be delay in delivering capacity. <i>Water supply/storage:</i> Adequate capacity (new Glencorse WTW, along with existing Marchbank WTW). <i>Primary and Secondary schools:</i> Revised Education Appraisal identifies the educational infrastructure required to support housing growth. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis. <i>Transport:</i> Transport Appraisal addendum identifies the transport infrastructure required to support housing growth. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis.
<b>Landscape setting and identity</b>				
Would the site, if developed, affect the wider landscape setting of the city?		Y		Through its effect on the setting of and visual amenity from the Union Canal, development of the site would impact on views to features of the City's wider landscape setting from an important recreational viewpoint.
Would the site enable clear and defensible green belt boundaries to be formed?		Y		The existing green belt boundary is formed by back garden boundaries along East Croft. Woodland at Ratho Park and the Union Canal form strong landscape features. To the south of the site, the break in slope between the settlements ridge top location and surrounding farmland is less pronounced and tree planting along the access track to Ratho Park to the south would require substantial enhancement.
Can the site be integrated into and in keeping with the character of the settlement and local area?		N		The proposal would introduce urban residential development into the rural landscape to the east of existing settlement. Whilst these changes would continue the ridge-top alignment of Ratho's settlement pattern, they would impact adversely on the existing open setting to the Union Canal and the separate identities of Ratho village and the designed landscape of Ratho Park. Design mitigation could reduce impacts to some degree, though temporary construction impacts and permanent loss of the existing rural character and open aspect would impact adversely of the visual amenity of Canal users, restricting views to the south towards the backdrop of the Pentland Hills. There would be no significant impacts on views from the M8 or railway due to the lower

		sensitivity of receptors and scale of development proposed.
<b>Countryside recreation</b>		
Would development of the site avoid impacting upon existing access to countryside recreation?	Y	
<b>Overall assessment</b>		
Not currently a reasonable site. Site has poor public transport accessibility with no scope for enhancements. Development would impact on the landscape setting of the city and would not be in keeping with the character of the settlement and local area.		

## Landscape and Visual Assessment

### Site Location

The site lies to the east of Ratho. It is bounded by housing at East Croft to the west, the Union Canal to the north, Ratho Park Golf Course to the east and Ratho Park Rd to the south.

### Landscape/Townscape Character

The site lies at approx. 75 m above sea level and comprises a relatively open, flat and rectangular arable field. To the north, rough grass margins adjoin the semi-natural corridor of the Union Canal, with farmland set beyond the towpath on its northern bank. As a Scheduled Monument, the Canal is of national importance and has a rural setting to the west of the City on its approach to Ratho, the waterway and towpath are also Core Paths. To the east, the site is bounded by mature tree belts (Ancient Woodland) enclosing the non-Inventory designed landscape of Ratho Park Golf Course,<sup>2</sup> a group of cottages sit along its wooded edge to the southeast of the site at Ratho Park Gardens. The western edge of the site is formed by rear garden boundaries of semi-detached dwellings along East Croft and has an urban influence on the site. Recent land use change to the northwest of the site, at Freelands Rd on the north side of the Canal, has added to the site's urban edge context. The site is part of the wider rural landscape of well managed, rolling farmland to the west of the city, which rises southwards from the margins of the Forth to the upland fringe of the Pentland Hills and is characterised by hedged arable fields, policy woodland, scattered farmsteads and cottages. Aside from the Union Canal, the main local landscape feature is the ratho hills<sup>3</sup>, which rise as an undulating ridge to the west of the settlement, incorporating a footpath and viewpoint at Tormain. The landscape is traversed by a number of east-west communication routes: the main Edinburgh – Glasgow railway line and M8 to the north, Calder Rd to the south (A71). Several secondary north-south routes converge upon the settlement, including Baird Rd, Freelands Rd, Dalmahoy Rd and Wilkieston Rd.

### Views and Visibility

The rural landscape surrounding Ratho is open in character and generally prominent in views from the wide number of transport and recreational routes which pass through the area, however the site is principally viewed from its immediate context to the south and east.

The site and housing at Freelands Rd can be glimpsed from the M8 between roadside planting and Ratho Byres farmstead. A clearer view is available from the Edinburgh-Glasgow Railway line to the north. These views occur at high speed, over a short duration, to those with a passing interest in their surroundings.

There are limited views of the site from the main approach roads to Ratho from the north and east. Views from Freelands Rd feature the wooded boundary of Ratho Park and trees lining Ratho Park Rd across rising farmland but are restricted to a short section of road between Freelands Farm to the east and the new urban edge to the west. There are no views to the site from Baird Rd and the Conservation Area to the northwest. Views to the site from the west, via Wilkieston Rd, are restricted by the tree-lined ridge of Tormain Hill and angle of approach to the east-west aligned Main St.

<sup>2</sup> Ratho Park Golf Course is designated as an Area of Outstanding Landscape Quality (AOLQ), though it was not identified for designation as a candidate Special Landscape Area in the Review of Local Landscape Designations (2010).

<sup>3</sup> A candidate Special Landscape Area in the Review of Local Landscape Designations (2010).

Road users approaching the settlement from the A71 to the south, have greater viewing opportunities towards the site across open, rolling arable farmland. Ratho is visible strung out from east-west along its low-lying, southern ridge, set above south-facing farmed slopes and the backdrop of tree cover surrounding Ratho Hall to the west and Edinburgh's coastal margins, the Firth of Forth, Forth Rail Bridge and Fife coastline to the east. At the eastern extremity of the view, the southern edge of the site is delineated by a line of trees, which extend between the east end of the settlement and wooded boundary of Ratho Park, with the steading of Ransfield Farm in the foreground. Views from Ransfield Rd, which join Dalmahoy Rd from the east, tend to focus westwards towards the Ratho hills.

The ridge-top recreational footpath at Tormain Hill, offers elevated views over the settlement, and the backdrop of the Forth coastline to the north and striking panorama to Edinburgh skyline of Corstorphine Hill, Edinburgh Castle and Arthur's Seat to the east. The southern edge of the settlement is visible stepping down the east-west ridge. Due to foreshortening of the view, the site appears as narrow horizontal band of farmland between housing and tree cover to the west and wooded grounds of Ratho Park to the east.

The Union Canal and its towpath are a popular recreational resource and their users have an interest in appreciation of the surrounding landscape and would be sensitive to landscape change. The open views between the wooded edge of Ratho Park Golf Course and built up edge of Ratho, assist in establishing the separate identity of Ratho as a small settlement and provide an open context to the non-Inventory designed landscape of Ratho Park. As a contour canal passing through open countryside to the west of the City, wide ranging views from the Canal and towpath reveal features of the City's wider landscape setting including the Forth Estuary to the north. To the south, the site rises up towards the trees lining Ratho Park Rd and is set against the backdrop of the Pentland Hills.

The site provides a similar outlook to the Pentlands across open farmland to the south of the site, whilst to the north, the agricultural landscape is set against the backdrop of the Forth Rail Bridge, Craigie Hill, Dalmeny and Airport Control Tower. Views are enclosed by perimeter tree belts to Ratho Park to the east, whilst to the west the settlement edge at East Croft and Freeland Rd is revealed, set against the wooded slopes surrounding Ratho Hall and Hillwood to the north of the M8.

The site is overlooked by residential receptors from the rear elevations of properties at East Croft to the west of the site and to a lesser extent by cottages at Ratho Park Gardens to the southeast. Those using Ratho Park Rd to access the Golf Course also pass by the site; however the main entrance gate for golfers is via Ransfield Rd to the southeast.

#### **Can the site be integrated into and in keeping with the character of the settlement and local landscape?**

The proposal is small in scale and would introduce urban residential development into the rural landscape to the east of existing settlement. Whilst these changes would continue the ridge-top alignment of Ratho's settlement pattern, they would impact adversely on the existing open setting to the Union Canal and the separate identities of Ratho village and the designed landscape of Ratho Park. Design mitigation could reduce impacts to some degree, though temporary construction impacts and permanent loss of the existing rural character and open aspect would impact adversely of the visual amenity of Canal users, restricting views to the south towards the backdrop of the Pentland Hills. Local residential receptors would experience temporary construction impacts and permanent change to views, though these would not be from their principal elevation. Eastward extension of Ratho would be visible from Freeland Rd but could be successfully mitigated through planting. From Dalmahoy Rd and Tormain Hill, small scale change, which fits with the composition of Ratho's east-west settlement profile, would not have a significant impact upon visual receptors given distance from the site and wide scope of existing views. There would be no significant impacts on views from the M8 or railway due to the lower sensitivity of receptors and scale of development proposed.

#### **Would the site if developed, affect the wider landscape setting of the city?**

Through its effect on the setting of and visual amenity from the Union Canal, development of the site would impact on views to features of the City's wider landscape setting from an important recreational viewpoint, thereby undermining Green Belt objectives.

#### **Would the site enable clear and defensible Green Belt boundaries to be formed?**

The existing green belt boundary is formed by back garden boundaries along East Croft, which lack the qualities of a robust green belt boundary. Whilst woodland at Ratho Park and the Union Canal form strong landscape features, development to these extents would impact upon the open context and views to the east of the village. To the south of the site, the break in slope between the settlement's ridge-top location and surrounding farmland is less pronounced and tree planting along the access track to Ratho Park to the south would require substantial enhancement.

## SOUTH OF FREELANDS ROAD Housing Site Assessment

Who made representation(s) relating to the assessment area?

Mr & Mrs Paton & Messrs J&J Muir (PPCA)

Site assessment criteria		YES / NO		Comments / mitigation potential
<b>Appropriate Locations</b>				
Is the site located on brownfield land?		N		Arable farmland.
Can the site be made available for development?		Y		Representation received during MIR consultation, and Proposed Plan representation promoting the site for residential development.
1. Does the site have good accessibility to existing public transport?	2. Would sufficient enhancements be feasible?	N	N	The entire site has a score of A.  No measures available to increase accessibility for this site.
1. Does the site have good infrastructure capacity?	2. Would sufficient enhancements be feasible?	Y/N	Y	<i>Drainage:</i> Seafield WWTW operated by PFI (Stirling Water); no constraints identified and any requirement for additional capacity would be responsibility of PFI operator but could be delay in delivering capacity. <i>Water supply/storage:</i> Adequate capacity (new Glencorse WTW, along with existing Marchbank WTW). <i>Primary and Secondary schools:</i> Revised Education Appraisal identifies the educational infrastructure required to support housing growth. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis. <i>Transport:</i> Transport Appraisal addendum identifies the transport infrastructure required to support housing growth. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis.
<b>Landscape setting and identity</b>				
Would the site, if developed, affect the wider landscape setting of the city?		Y		Through its effect on the setting of and visual amenity from the Union Canal, development of the site would impact on views to features of the City's wider landscape setting from an important recreational viewpoint.
Would the site enable clear and defensible green belt boundaries to be formed?		N		The existing green belt boundary is clearly formed by broad hedgerow planting and steep banking to the east of Ratho. The Union Canal, Ashley policies and M8 form strong landscape features to the south, east and north. However, the site lacks a robust boundary to Freeland's Road to the north which is generally formed by a grassed verge and post and wire fencing.
Can the site be integrated into and in keeping with the character of the settlement and local area?		N		The proposal would introduce large scale development across rolling farmland to the east of Ratho, altering Ratho's established ridge top settlement pattern to the south of the Union Canal. Due to rolling farmland to the north of the Canal and steep banking to the west, there is limited potential to integrate the site with the existing built form. The site is remote from the existing built up area and almost double the extent of the existing settlement. These changes would impact adversely on views from the Union Canal and towpath, enclosing views across the open landscape to the north and providing an urban context to the Canal and its rural setting between Hermiston and Ratho.

<b>Countryside recreation</b>		
Would development of the site avoid impacting upon existing access to countryside recreation?	Y	Access to the Union Canal towpath would not be affected by the proposal.
<b>Overall assessment</b>		
Not currently a reasonable site. Site has poor public transport accessibility with no scope for enhancements. Development would impact on the landscape setting of the city and significantly alter Ratho's established settlement pattern.		

## Landscape and Visual Assessment

### Site Location

The site lies to the east of Ratho village. It is bounded by the existing urban edge to the west, Freelands Road and the M8 to the north, the Union Canal to the south and grounds of Ashley House to the east.

### Landscape/Townscape Character

The site forms part of the rolling farmland landscape which lies to the north, south and east of Ratho, bounded by the undulating ridge of the ratho hills to the west of the settlement. The character of the local landscape sits within the context of the wider rural farmland to the west of the City, which rises gradually from the coastal margin in the north towards the upland fringe of the Pentland Hills to the south.

The main part of the site comprises a broad swathe of open, arable farmland, subdivided by a farm track and set to the north of the Union Canal. From the highpoint of the towpath and its outgrown hedgerow at approx 73.5 m above sea level, farmland to the north falls by over 10m depth to a landform hollow. This is bounded to the west by a by a steep banking to made ground (a former landfill site) and topped by a hedgerow and tree planting to the existing urban area to the west. The Union Canal is a Scheduled Monument, Site of Importance for Nature Conservation and forms Core Path 15 between the Lin's Mill Aquaduct and Lochrin Basin. The townscape to the west embraces a realigned and widened section of Freelands Road and comprises two-storey detached and semi-detached properties with public open space to the Canal, a marina and care home adjacent Baird Rd to the southwest. To the north of the hollow, landform rises to form flatter ground along the unaltered, narrow section of Freelands Rd, which has the character of a country lane, with a wide hedgerow and tree planting continuing along the west boundary of the site. Several properties lie to the east of the settlement to either side of Freelands Road, including, Freelands Farm, its converted steading and Three Elms to the south, with The Forge, Ratho Byres and Byres Cottage on the north side of the Rd. At the east end of Freelands Rd, The Cottage and The Bilbie terminate the tree-lined west drive to Ashley House, a category B listed building with B listed orangery, stable and kennels. Ashley House, is enclosed by modest wooded policies, sited on rising ground to the south and west of the Gogar Burn. A tree lined hedgerow continues southwards from Ashley to the Canal to form the southeast boundary of the site. A smaller elongated field lies to the northeast of the site, gradually falling to the north from wooded driveway to Ashley towards the planted cuttings of the M8 to the north. On the north side of the M8, woodland marks the low ridge surrounding Hillwood Quarry and encloses the grounds of Norton House to the west, extending eastwards across the slope where the Edinburgh-Glasgow Queen St railway crosses arable farmland to the south of the A8. To the south of the Union Canal, open arable land extends to the south and east of the village at Ratho Park Road at New Croft, with the wooded polices of Ratho Park Golf Course<sup>4</sup> set to the south and east.

### Views and Visibility

The rural landscape surrounding Ratho is open in character and generally prominent in views from the transport and recreational routes passing through the landscape, however, the site is principally viewed from its immediate context of the Union Canal to the south and Freelands Rd to the north.

<sup>4</sup> Ratho Park Golf Course is designated as an Area of Outstanding Landscape Quality (AOLQ) in the Rural West Edinburgh Local Plan, though it was not identified for designation as a Special Landscape Area in the Council's Review of Local Landscape Designations (2010)

The site is directly overlooked by recreational receptors from the Union Canal to the south, through dormant hedgerow cover in winter and gaps in summer foliage. As a contour canal, passing through open countryside to the west of the City, views from the Canal and towpath reveal features of the City's wider landscape setting and recreational receptors would be expected to have a strong interest in the appreciation of the surrounding landscape and be highly susceptible to landscape change. Views extend northwards across the rural landscape to the wooded ridge at Norton Park to the northwest and backdrop of hills on coastal margin to the north, the M8 being mainly screened from view within a cutting. Westward views towards the urban edge of Ratho are framed by the perimeter woodland belt of Ratho Park to the south and hedgerow lining the towpath to the south. Views across the open field to the east of the village include the backdrop of the Pentland Hills to the south and establish a sense of arrival at Ratho. From the towpath to the east, there are views to Ashley's southern facade and parkland. Outward views from the Golf Course are generally enclosed by perimeter tree belts.

The site provides similar outward views, including the skyline of the Pentland Hills beyond the Canal to the south, Arthur's Seat and Corstorphine Hill, beyond Ashley to the east and wooded coastal margin to the north, encompassing features such as the Forth Rail Bridge, Craigie Hill, Dalmeny estate and Airport Control Tower.

From the Freelands Rd overbridge to the M8 on the westward approach to the settlement, there are open roadside views across the fields to the south, set against policy woodland at Ashley House and Ratho Park Golf Course. This provides a rural setting to the village, which comes into full view to the west of Freelands Farm. From the M8, there are brief views across the fields to the new housing at Freelands Rd, experienced at speed from the M8 but views from the motorway are generally enclosed by planted cuttings. Similar views are available over a short duration from the more elevated route of the railway to the north. From the southern approach to Ratho via Dalmahoy Rd, there are glimpsed views towards the open field to the east of the village, however, much of the site is screened by its low lying location and outgrown hedgerow cover along the towpath.

Residential receptors on the north boundary of the site along Freelands Road, directly overlook the site, whilst the cottages to its east, overlook the smaller field to the northeast of the site. Views from the grounds of Ashley House are enclosed by perimeter tree planting. The main vistas from Ashley House, lie to the south and east of the house, across tree studded parkland toward the backdrop of the Pentland Hills.

#### **Can the site be integrated into and in keeping with the character of the settlement and local landscape?**

Development would impact adversely on the character of the local settlement and landscape. It would introduce large scale urban residential development across rolling farmland to the east of Ratho, altering Ratho's established ridge-top settlement pattern to the south of the Union Canal. Due to the rolling landform to the north of the Canal and steep banking to made ground to the west, there is limited potential to integrate the site with existing layout of built form, streets and open space. The plateau along Freelands Road to the north of the site provides terrain more suited to urban development. Whilst recent development off Freelands Road has extended Ratho's footprint to the east of St Mary's Church and north of the Canal, this related to the scale and historic core of the settlement. Large scale urban development, further along Freelands Road to the east would be remote from the existing built up area and almost double the extent of the existing Ratho townscape.

These changes would impact adversely on views from the Union Canal and towpath, enclosing views across the open landscape to the north and providing an urban context to the Canal and its rural setting between Hermiston and Ratho. Development would also result in a loss of open setting on the approach to Ratho via Freelands Road to northeast. Development is unlikely to affect views from Dalmahoy Road to the south or glimpsed views from the railway to the north. Development would be discernible from the M8 to the north but less likely to impact adversely on views from the motorway due to roadside screening, speed of travel and vehicular traveller's reduced susceptibility to change. Existing residential receptors along Freelands Road would be adversely affected by enclosure of new urban development.

#### **Would the site if developed, affect the wider landscape setting of the city?**

Through its effect on the setting of and visual amenity from the Union Canal, development of the site would impact on views to features of the City's wider landscape setting from an important recreational viewpoint, thereby undermining Green Belt objectives.

#### **Would the site enable clear and defensible Green Belt boundaries to be formed?**

The existing green belt boundary is clearly formed by broad hedgerow planting and steep banking to the east of Ratho. Notwithstanding landscape and visual effects, the Union Canal, Ashley policies and M8 form strong landscape features to the south, east and north. However, the site lacks a robust boundary to Freelands Road to the north, which is generally formed by a grassed verge and post and wire fencing, with a hedged field boundary to the north.



## SOUTH OF NORTON PARK Housing Site Assessment

Who made representation(s) relating to the assessment area?

Park Lane & Allison Trustees (Nathaniel Lichfield & Partners)

Site assessment criteria		YES / NO		Comments / mitigation potential
<b>Appropriate Locations</b>				
Is the site located on brownfield land?		N		Arable farmland.
Can the site be made available for development?		Y		Representation received during MIR consultation, and Proposed Plan representation promoting the site for residential development. Part of the site undevelopable due to fluvial flood risk.
1. Does the site have good accessibility to existing public transport?	2. Would sufficient enhancements be feasible?	N	N	The majority of the site has a score of A with a small area on the northern boundary of the site having a score of B.  No measures available to increase accessibility for this site.
1. Does the site have good infrastructure capacity?	2. Would sufficient enhancements be feasible?	Y/N	Y	<i>Drainage:</i> Seafield WWTW operated by PFI (Stirling Water); no constraints identified and any requirement for additional capacity would be responsibility of PFI operator but could be delay in delivering capacity. <i>Water supply/storage:</i> Adequate capacity (new Glencorse WTW, along with existing Marchbank WTW). <i>Primary and Secondary schools:</i> Revised Education Appraisal identifies the educational infrastructure required to support housing growth. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis. <i>Transport:</i> Transport Appraisal addendum identifies the transport infrastructure required to support housing growth. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis.
<b>Landscape setting and identity</b>				
Would the site, if developed, affect the wider landscape setting of the city?		Y		Through its effect upon on the rural setting to a prolonged stretch of the M8 to the west of Edinburgh, development would impact adversely on perceptions of the city and its wider landscape from a strategic approach road. Development would also lead to the loss of rolling farmland which maintains the separate identities of Ratho and Ratho Station.
Would the site enable clear and defensible green belt boundaries to be formed?		N		The existing green belt boundary is formed by property boundaries along Freelands Road on the north edge of Ratho. It then returns southwards to the Canal along the new planted boundary and embankment to the east of the recent Freelands Rd housing development.  The wooded ridge at Norton Park provides a physical and visual boundary to the site to the northwest. However to the north and east, the physical barrier of the railway passes through open farmland to the west of the city and lacks the visual definition of woodland or landform enclosure.
Can the site be integrated into and in keeping with the character of the settlement and local area?		N		Development would introduce large scale urban development across rolling arable farmland to the north of Ratho, altering the rural character to the west of te city and north of Ratho. To the south of the M8, development would occupy arable land which slopes away from the village's historic core and being partly lined by existing development, lacks potential for the close integration with existing streets and open spaces. The land to the north of the M8 would be physically separated

		<p>from the southern half of the site by the motorway carriageway. Development would also impact adversely on the character of the relatively compact non-Inventory designed landscape of Norton House, through development upon its north park. The scale of change would equate to more than double the extent of the existing Ratho townscape and would form a near continuous built up area between Ratho and Ratho Station, thereby affecting the separate identities of each settlement.</p> <p>These changes would impact adversely on views from the M8. Development would also be prominent in views from the railway line to the north, which would appear as an eastward extension of the built up area of Ratho Station. Whilst the strong framework of the wooded policies at Norton House would screen views to the parkland to the north and arable fields to the east in summer, in winter views, development would be perceptible through dormant tree cover.</p> <p>Development would also potentially coalesce with any future redevelopment at Norton Park, safeguarded in the WEPF (2008) for the potential relocation of Scotland's National Showground.</p> <p>Given the physical barriers of the railway and M8 within the landscape to the west of the city, development of the site is unlikely to create a sustainable settlement pattern.</p>
<b>Countryside recreation</b>		
Would development of the site avoid impacting upon existing access to countryside recreation?	Y	
<p><b>Overall assessment</b></p> <p>Not currently a reasonable site. Site has poor public transport accessibility with no scope for enhancements. Development would impact on the landscape setting of the city, would not provide suitable green belt boundaries and would not be in keeping with the character of the settlement and local area.</p>		

## Landscape and Visual Assessment

### Site Location

The site lies to the north of Ratho. It is bounded by the existing settlement edge and Freelands Road to the south and east, Baird Road and Norton House Hotel to the west. The site then wraps around a linear arable field to its north before following the Edinburgh and Glasgow Queen St railway line eastwards to form its north boundary.

### Landscape/Townscape Character

The site forms part of the wider landscape pattern to the west of the city, which includes arable farmland, structured by designed landscapes, which rise southwards across rolling terrain toward the foot slopes of the Pentland Hills, crossed by several major east-west transport routes. Landform comprises two opposing ridgelines set to either side of the M8 corridor. A steeper, more pronounced ridgeline lies to the north of the motorway, rising to 90 m above sea level at Hillwood Quarry, with a lower hilltop to the south of approx. 75 m above sea level situated to the north of Ratho Cemetery. Both ridges taper from west-east to reach 55 m above sea level at the east end of the site adjacent Freeland's Rd. Land cover comprises open, large scale, arable fields. Tree and woodland cover is limited to the margins of the site: lining the embankments of the motorway, clustering around dispersed farmsteads of Norton Mains, Ratho Byres and neighbouring cottages on Freelands Rd to the east; cloaking the slopes surrounding Hillwood Quarry and forming the perimeter woodland belts and tree-lined north driveway to the non-Inventory designed landscape of Norton House to the northwest. The linear field to the northwest of the site forms part of the north park to Norton House, which was truncated during construction of the railway in the 1840s. To the south of Hillwood Quarry, a number of detached properties are situated off Baird Rd. The southwest corner of the site adjoins the settlement edge of Ratho. This comprises the 19<sup>th</sup> century burial ground and a single row of mainly 20<sup>th</sup> century small detached and semi-detached houses along Freelands Rd, set to the north of Ratho Manse. To the southwest, the recent Freelands Rd housing development has expanded the settlement to the east of St Mary's Church and Baird Rd onto a former landfill site

to the north of the Canal. There are also a small number of detached properties along Baird on the west boundary of the site, set back from the hedged roadside within treed grounds, including the Pilton Retreat's hall and play area. To the west side of Baird Rd, lie arable fields and a former cement works with planning consent for a care home. There are no recorded path routes crossing the site.

### **Views and Visibility**

The M8 runs within a rural setting between the River Almond and Hermiston Gait to the west of the City. The slopes to the north of the site are prominent views over a relatively prolonged stretch from the M8. The site has an open boundary to much of the motorway, with its verge set above post and rail fencing, arable slopes are visible rising up to the wooded ridgeline of Hillwood Quarry and Norton House to the northwest. The railway line is also visible on the horizon to the northeast and has outward views across the site, from which Ratho can be briefly glimpsed by passengers. Views from the M8 to the fields to the south are restricted by planted embankments at the west end of the site but are more open and at grade with the M8 at the eastern side of the site.

To the northeast, there are open roadside views to the site from Freelands Rd from the south side of the railway's embankments. These views become enclosed by hedged field boundaries on the approach to Ratho. The railway line encloses longer range views across the landscape from Roddinglaw to the east. There are westward views from Baird Rd across the open landscape as it crosses the M8, prior to entering the enclosure of roadside planting and existing dwellings on the approach to the village.

Though Ratho Cemetery is enclosed by high boundary walls, there are glimpsed views across the surrounding arable fields to the north and east, which provide an open skyline to the burial ground. The fields are also overlooked from the rear gardens of properties at the east and west end of Freelands Rd and detached properties situated off Baird Rd to the west of the site.

The site is generally contained from views from the grounds of Norton House Hotel to the northwest due to the enclosure of provided by the local ridgeline, which runs along its southern wooded boundary. However, there are views across the field to the east from a gateway along its north driveway, which is generally enclosed by bankings, avenue trees and understorey planting. Winter views toward the linear field to the west may also be possible.

Outward views from the site include Ratho and the Pentland Hills to the south, Blackford Hill and the Braids to the southeast, Arthur's Seat, Castle Rock and Corstorphine Hill to the east.

### **Can the site be integrated into and in keeping with the character of the settlement and local landscape?**

Development of the site would introduce large scale urban development across rolling arable farmland to the north of Ratho. This would alter the rural character of the landscape to the west of the city and north of Ratho. To the south of the M8, development would occupy arable land which slopes away from the village's historic core and being partly lined by existing development, lacks potential for the close integration with existing streets and open spaces. The land to the north of the M8 would be physically separated from the southern half of the site by the motorway carriageway. Development would also impact adversely on the character of the relatively compact non-inventory designed landscape of Norton House, through development upon its north park. The scale of change would equate to more than double the extent of the existing Ratho townscape and would form a near continuous built up area between Ratho and Ratho Station, thereby affecting the separate identities of each settlement.

These changes would impact adversely on views from the M8. Despite being experienced at high speeds, the scale of change would affect a prolonged stretch of the motorway as experienced by high numbers of vehicular travellers, approaching and departing the city. Due to its proximity to the motorway, the additional height of housing would be prominent on the south side of the M8 across planted embankments but would be most noticeable across the open slopes to the north of the M8, particularly the rising ground to the west. Development would also be prominent in views from the railway line to the north, which would appear as an eastward extension of the built up area of Ratho Station. Whilst the strong framework of the wooded policies at Norton House would screen views to the parkland to the north and arable fields to the east in summer, in winter views, development would be perceptible through dormant tree cover.

### **Would the site if developed, affect the wider landscape setting of the city?**

Through its effect upon on the rural setting to a prolonged stretch of the M8 to the west of Edinburgh, development would impact adversely on perceptions of the city and its wider landscape from a strategic approach road. Development would also lead to the loss of rolling farmland which maintains the separate identities of Ratho and Ratho Station. Given the physical barriers of the railway and M8 within the landscape to the west of the city, development of the site is unlikely to create a sustainable settlement pattern.

### **Would the site enable clear and defensible Green Belt boundaries to be formed?**

The existing green belt boundary is formed by property boundaries along Freelands Road on the north edge of Ratho. It then returns southwards to the Canal along the new planted boundary and embankment to the east of the recent Freelands Rd housing development.

## WEST OF BAIRD ROAD Housing Site Assessment

Who made representation(s) relating to the assessment area?

Lafarge Tarmac (Yeoman McAllister)

Site assessment criteria		YES / NO		Comments / mitigation potential
<b>Appropriate Locations</b>				
Is the site located on brownfield land?		Y/N		Predominantly arable farmland but does include former cement works towards the north of the site.
Can the site be made available for development?		Y		Representation received during MIR consultation, and Proposed Plan representation promoting the site for residential development.
1. Does the site have good accessibility to existing public transport?	2. Would sufficient enhancements be feasible?	Y/N	N	The northern part of the site where development is proposed has a score of A with the southern part having a score of B.  No measures available to increase accessibility for this site.
1. Does the site have good infrastructure capacity?	2. Would sufficient enhancements be feasible?	Y/N	Y	<i>Drainage:</i> Seafield WWTW operated by PFI (Stirling Water); no constraints identified and any requirement for additional capacity would be responsibility of PFI operator but could be delay in delivering capacity. <i>Water supply/storage:</i> Adequate capacity (new Glencorse WTW, along with existing Marchbank WTW). <i>Primary and Secondary schools:</i> Revised Education Appraisal identifies the educational infrastructure required to support housing growth. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis. <i>Transport:</i> Transport Appraisal addendum identifies the transport infrastructure required to support housing growth. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis.
<b>Landscape setting and identity</b>				
Would the site, if developed, affect the wider landscape setting of the city?		Y		Through its effect on the setting of and visual amenity from the Union Canal and weakening the essential characteristics of the Ratho Conservation Area, development would impact on valued characteristics and views to features which contribute to the wider landscape setting of the city. Development would also impact upon views to the Ratho Hills which are proposed as a Special Landscape Area in the plan.
Would the site enable clear and defensible green belt boundaries to be formed?		Y		The existing green belt boundary is clearly formed by the Union Canal and Baird Road to the east. The motorway and tree belts within the local landscape could provide alternative green belt boundaries.
Can the site be integrated into and in keeping with the character of the settlement and local area?		N		Proposal would introduce large scale urban residential development across the wooded ridge surrounding Ratho Hall, significantly altering Ratho's settlement structure. The scale of change would almost double the extent of the village townscape. The Union Canal and steep topography coupled with the enclosed nature of the settlement layout to the north, provides limited scope for the close integration of built form, streets and open spaces. Development on the slopes to the north of Ratho Hall would be physically and visually detached from the existing settlement and

		would adversely affect the essential characteristics of the Conservation Area and proposed Special Landscape Area.
<b>Countryside recreation</b>		
Would development of the site avoid impacting upon existing access to countryside recreation?	Y	The existing footpaths running through the site could be retained.
<b>Overall assessment</b>		
Not currently a reasonable site. Part of site where development is proposed has poor public transport accessibility with no scope for enhancements. Development would impact on the landscape setting of the city and significantly alter Ratho's settlement structure.		

## Landscape and Visual Assessment

### Site Location

The site lies to the north of Ratho. It is bounded by the M8 spur to the M9 to the north, Baird Road to the east, the Union Canal to the south and Edinburgh International Climbing Area at Ratho Quarry to the west.

### Landscape/Townscape Character

The site forms a wooded ridgeline to the north of Ratho and Union Canal. From a low point of 70 m above sea level below the Union Canal to the southeast of the site, landform rises to form an east-west ridge, reaching a high point of 115 m across the west third of the site, before gradually falling to the west to the edge of Ratho Quarry at approx 95 m above sea level.

To the northwest, the site boundary adjoins a steep rock face, formed by excavation of the M8 below. The arable slopes to the north and east of the site are subdivided by a north-south tree belt and fall relatively steeply down to the M8, which is bounded by timber post and rail fencing to the north and planted embankment to the northeast. A former cement works, with planning consent for a care home development, is located adjacent Baird Rd in the northeast corner of the site, set within scrub vegetation and hedging.

On the southern slope of the ridge, land cover comprises the non-Inventory designed landscape of category A Listed Ratho Hall, a 19th century, 2 storey and attic over raised basement, 5-bay, classical house. The slopes to the south are subdivided into four compartments by tree belts, some of which comprise Ancient Woodland of Long Established Plantation Origin and a Tree Preservation Order applies to woodland across the majority of the site between Ratho Hall and Ratho Quarry.

Within the east compartment adjoining Baird Rd, lies category B Listed Kirkton Farm and former Maltings set on lower ground to the north of the Canal; the category A Listed St Mary's Church, Session Hall, graveyard and B Listed War Memorial are set further up the hillside; whilst to the north, the category B Listed Lodge and wooded drive to Ratho Hall occupy the ridgeline to the west of the junction of Baird Road and Freeland Rd. Other buildings include 1 Baird Road (Kirktonhill) and 29A Baird Rd, adjacent the Category B Listed Baird Road canal bridge, with the category C Listed Bridge Inn to its south.

South-facing Ratho Hall is separated from the site's eastern edge to Baird Rd by woodland, which continues westwards along the southern face of the hillside to the Climbing Arena. Ratho Hall's category A Listed walled garden lies to its southwest on lower ground to the north of the Canal. Woodland to the west of Ratho Hall provides a setting to its category A Listed stables and category B Listed garden house, converted to a dovecot, beyond which lies an enclosed compartment of grazing land.

The west end of the site and its wider landscape environs have been subject to landscape change over time. Quarrying activity to the west of Ratho has been replaced by the Climbing Arena and consent for residential use and creation of a country park at Craigpark Quarry to the south; the hillside to the north has been excavated at Hillwood Quarry and during construction of the M8, whilst more recently a large timber dwelling house has been constructed on the high point of the site.

Core Path 15, the Union Canal and its towpath, runs along the southern boundary of the site between Lin's Mill Aquaduct in West Lothian and Lochrin Basin at Tollcross. A local path from Baird Rd to Wiklie's Basin on the Union Canal, follows the main tree lined track across the ridge and skirts the edge of the M8 to the west. A local path also runs down the tree belt to the north of the site and turns eastwards to Baird Rd alongside the M8.

The Union Canal is a Scheduled Monument and provides an important division between the settled townscape on the ridge to the south and the semi-rural character of the wooded ridge to the north occupied by Ratho Hall and St Mary's Church. The Canal passes through Ratho within a semi-natural setting and its position between two ridgelines has the character of a wooded valley. The northern extent of Ratho's Conservation Area encompasses the Canal and immediate grounds of Ratho Hall and Listed Buildings on the hillside to the east of the site.

The hillside is also covered by a local landscape designation due to its value as a landscape feature within the rural landscape to the west of the City, constituting an Area of Outstanding Landscape Quality in the Rural West Edinburgh Local Plan, which is also proposed for designation as a Special Landscape Area in the LDP, alongside Tormain and Craw Hill to the southwest of Ratho. The combination of a local landscape designation and cultural heritage assets with a landscape setting gives the physical landscape a high susceptibility to change.

### **Views and Visibility**

The rural landscape surrounding Ratho is open in character and generally prominent in views from the transport and recreational routes passing through the landscape.

The site is visible from the M8 to the north to road users with a reduced susceptibility to visual change. Its wooded ridgeline and north facing agricultural slopes form prominent topographical features in roadside views. The open ridge top to the west of the site can also be glimpsed beyond the rooftop of the Edinburgh International Climbing Area.

Travelling south on Baird Road towards Ratho, there are open views across the site's north facing arable slopes to its wooded ridgeline, which contains views to the settlement to the settlement. On the southern side of the ridge the Manse and St Mary's Church provide a gateway to the village. Roadside planting, detached properties, arable land to the east and the cement works to the west also feature in the sequence of roadside views. Views would be experienced at slower speeds by local road users approaching and departing from the village, with greater opportunity to appreciate their surroundings. Travelling northwards along this route, the site's northern slopes provide an open foreground when leaving the village, set against the backdrop of the wooded ridgeline at Hillwood and Norton Park to the north. The M8 is largely concealed within a cutting and by planting.

Similar views are experienced by local recreational receptors using the path routes to the north of Ratho Hall. From the west side of the site, there are more elevated views across the motorway, Ratho Quarry and Climbing Arena.

The wooded slopes to the south of Ratho Hall, framing several listed buildings, are prominent in views from the Union Canal and towpath, where they contribute to its scenic quality. The Canal is a popular recreation resource, used both by many local residents for leisure and travel by bike to Edinburgh, in addition to forming an attraction to visitors from beyond the Council area, with the village acting as a hub for boaters, including residential moorings. Views are more enclosed by woodland to the west but open out to include views into the walled garden and feature Kirkton Farm and St Mary's Church. Views to the settlement to the south are contained by vegetation along the southern edge of the Canal, with only glimpsed views to rooftops to the south and Primary School set back from the water's edge. This gives the impression of a waterway set within a wooded valley. Towards the east end of the towpath, the townscape of Ratho Bridge, the Bridge Inn and buildings along Baird Road come into view.

The site's wooded southern hillside forms a backdrop to numerous views from the settlement of Ratho. This includes views from Wilkieston Rd and Hallcroft Park to the west, glimpsed between buildings along Main St and North St, viewed from the southern approach to the settlement along Dalmahoy Rd or experienced from the open space around the school and car park adjoining Baird Rd and the Bridge Inn.

### **Can the site be integrated into and in keeping with the character of the settlement and local landscape?**

Development of the site would introduce large scale urban residential development across the wooded ridgeline surrounding Ratho Hall, much of which forms part of its non-Inventory designed landscape. This would alter Ratho's characteristic settlement structure, which comprises a settled ridge to the south, the central open valley landform lining the Union Canal and wooded ridgeline surrounding Ratho Hall and St Mary's Church to the north. The scale of change would almost double the extent of the existing settlement, through development of the village's northern ridgeline. The Union Canal, steep landform and wooded character of the site, provides limited scope for the close integration of built form, streets and open spaces. To the east of the site, closest to Baird Rd, development would alter spatial pattern of the Conservation Area and setting to several listed buildings, within the context of the setting of the Scheduled Monument of the Union Canal. Development on the slopes to the north of Ratho Hall would be both physically and visually detached from the existing settled area and would be restricted to some degree by steeper landform to the south. These changes would impact adversely upon essential characteristics of the Conservation Area and proposed Special Landscape Area.

Development on the north slopes of the site and elevated ridge to the west would be noticeable in glimpsed views from the M8, however, it would be unlikely to impact adversely on vehicular travellers due to their speed of travel and more passing interest in their surroundings. Impacts could be reduced by supplementary planting.

Development on the north slopes of the site would impact adversely in views from the northern approach to the settlement on Baird Rd, where open fields which contribute to Ratho's Rural setting would be replaced in views by housing set below the wooded ridgeline to the north. Housing would also alter open views experienced upon exiting the village, beyond the threshold of the ridgeline.

Development would impact on recreational receptors from the local paths to the north of Ratho Hall, where despite the nearby presence of the M8, climbing centre and quarrying to the north, open views across wooded farmland would be replaced by residential development.

Development on the upper slopes and lower lying ground to the south of the site adjacent the towpath, would impact adversely on open views experienced by many recreational receptors from the Core Path of the Union Canal, where the presence of development is currently unobtrusive in views. This would be replaced by a built up area to the north of the Canal, impacting adversely upon recreational receptors and additionally affecting perceptions of the Conservation Area, setting of a Scheduled Monument and Special Landscape Area.

Development on the upper slopes of the ridgeline would be partly enclosed by woodland in summer but prominent on the skyline in winter views through dormant tree cover. This would impact adversely on views from the settlement to the south with high susceptibility to visual change, including identified views from the Conservation Area to the south and perceptions of the Special Landscape Area from the wider landscape setting.

**Would the site if developed, affect the wider landscape setting of the city?**

Through its effect on the setting of and visual amenity from the Union Canal, and by fundamentally weakening the essential characteristics of Ratho Conservation Area, development of the site would impact on valued characteristics and views to features which contribute to the wider landscape setting of the City, thereby undermining Green Belt objectives. Development would also impact upon characteristics of and views to the Ratho Hills, which have been recognised as of value beyond the immediate local and proposed for designation in the LDP as a Special Landscape Area.

**Would the site enable clear and defensible Green Belt boundaries to be formed?**

The existing green belt boundary to the north of the settlement runs along property boundaries on the southern edge of the Union Canal and is defined by Baird Road to the east, which provide clear boundary features appropriate to the scale and context of Ratho. Notwithstanding landscape and visual effects, the M8 and tree belts within the local landscape could provide alternative green belt boundaries.

## HARVEST ROAD EAST Housing Site Assessment

Who made representation(s) relating to the assessment area?

Deveron Homes (Halliday Fraser Munro) \* MIR representation

Site assessment criteria		YES / NO		Comments / mitigation potential
<b>Appropriate Locations</b>				
Is the site located on brownfield land?		N		Arable farmland.
Can the site be made available for development?		Y/N		Representation received during MIR consultation. No representation received at Proposed Plan stage but still assumed site could be made available if allocated for development.
1. Does the site have good accessibility to existing public transport?	2. Would sufficient enhancements be feasible?	N	N	The majority of the site has a score of A with accessibility increasing to the north and west with a score of B and the western boundary of the site having a score of C.
1. Does the site have good infrastructure capacity?	2. Would sufficient enhancements be feasible?	Y/N	Y	<p><i>Drainage:</i> Seafield WWTW operated by PFI (Stirling Water); no constraints identified and any requirement for additional capacity would be responsibility of PFI operator but could be delay in delivering capacity.</p> <p><i>Water supply/storage:</i> Adequate capacity (new Glencorse WTW, along with existing Marchbank WTW).</p> <p><i>Primary and Secondary schools:</i> Revised Education Appraisal identifies the educational infrastructure required to support housing growth. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis.</p> <p><i>Transport:</i> Transport Appraisal addendum identifies the transport infrastructure required to support housing growth. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis.</p>
<b>Landscape setting and identity</b>				
Would the site, if developed, affect the wider landscape setting of the city?		N		The proposal would not impact significantly on the wider landscape setting of the city due to the sites low-lying elevation, aspect and perimeter woodland.
Would the site enable clear and defensible green belt boundaries to be formed?		N		The existing boundary to the south of Ratho Station, in the form of the woodland and railway, provides a strong physical and visual green belt boundary. The site would have woodland enclosure to the south and west but has an open boundary to an adjacent field to the north east of the site.
Can the site be integrated into and in keeping with the character of the settlement and local area?		N		Development of the site could not be effectively integrated with the existing settlement. It is separated from Ratho Station by the main Edinburgh-Glasgow railway line, wooded banking and terraced housing with no opportunity to connect with the pattern of existing streets. Landscape and visual effects would not be significant.
<b>Countryside recreation</b>				
Would development of the site avoid impacting upon existing access to countryside recreation?		Y		



**Overall assessment**

Not currently a reasonable site. Site has poor public transport accessibility with no scope for enhancements. Development would not provide suitable green belt boundaries and would not be in keeping with the character of the settlement and local area.

**Landscape and Visual Assessment****Settlement context**

The settlement originated as a former railway station, sited at the junction of the main Edinburgh-Glasgow railway line and now disused South Queensferry branch line. By the late 19<sup>th</sup> century, development lined the east side of Station Rd, between the railway to the south and Glasgow Rd (A8) to the north. The station closed to passenger traffic in the mid 20<sup>th</sup> century with its footprint and sidings now used for materials storage, separated from the village to the north by a wooded slope. In the 1950s cottages were erected along the A8, whilst the 1960s and 70s saw the establishment of the main residential area of Hillwood to the east of Station Rd and Lochend Industrial Estate to its west. In 2011, consent was granted for further residential expansion and care home to the east of the main public park.

**Site Location**

The site is located on the south side of main Edinburgh-Glasgow railway line, to the south of Ratho Station, east of Harvest Road and north of Norton House Hotel.

**Landscape character**

The site slopes from approximately 75 – 60 m above sea level from north to south, and is separated by the railway line and wooded banking from housing at Ratho Station to the north, which lies at between 55 to 40 m AOD. The site is part of the non-Inventory designed landscape of Norton House, a compact country estate set around a small mid 19<sup>th</sup> century mansion (now operating as a hotel) forming its North Park, which was divided by the railway in the 1840s. It comprises rough grassland bordered by scrub along its northern boundary to the railway and is enclosed by a tree belt and detached villas along Harvest Wynd to the west. To the south and east, mature woodland, including some Ancient Woodland of plantation origin, adjoins the west drive and encircles Norton House, though the site has an open boundary to adjacent field to the northeast. An informal mown path leads through the long grass of North Park between Harvest Wynd and Norton House, connecting via Harvest Wynd to a footbridge over the railway, which doubles back toward Ratho Station to the north. The gardens and woods are accessible to hotel residents but the level of public use is unknown. A tram safeguard and Right of Way runs along the northern edge of the railway and nearest Core Path follows the A8. The wider landscape is characterised by the flat, low-lying plain of River Almond to the north and lowland farmland and policy woodland to the south and east, which rises southwards to the upland fringe of the Pentland Hills. This setting is fragmented by the transport infrastructure of M8, City Bypass, Edinburgh-Glasgow railway line, Edinburgh International Airport and Industrial land use at Lochend and Newbridge.

**Views and Visibility**

The site is not prominent in views from the wider landscape due to its low-lying elevation, aspect and perimeter woodland. There are no views to the site from M8, Station Rd or Harvest Road, with a wooded banking to the north of the railway restricting views to and from Ratho Station. Residential receptors at Harvest Wynd are set in partial seclusion of woodland, though have some views over the site from rear windows, which can be observed from the site. Views to the site from the west driveway to Norton House are restricted by woodland.

There are glimpsed views experienced at speed to the site's open grassland slopes the main Edinburgh to Glasgow railway line. Train passengers would have a passing interest in these surroundings and lower sensitivity to change.

Due to enclosure by woodland to the south, east and west, the main views from the site are to the north. A wide view is afforded across the railway to the Airport the Almond valley, low hills and designed landscapes on the coastal margins, the Forth bridges and backdrop of the Fife coast and hills. Guests and local residents passing between Norton House and Ratho Station

along the informal path would be the main visual receptors, though less sensitive to visual change to the informal outlook from the site. The Norton House stable block conference centre can be glimpsed through woodland to the southeast of the site.

**Can the site be integrated into and in keeping with the character of the settlement and local landscape?**

The proposal is small in scale and would permanently introduce urban residential development into a discrete area of designed landscape, which is low-lying and enclosed by woodland. The scale of change would impact adversely on the relatively compact designed landscape, by altering the historic character of its northern parkland. Whilst non-Inventory sites contribute to the diversity and character of Edinburgh's landscape setting, these changes would not affect the wider lowland farmland to the west of the City. Visual impacts would be restricted to local residents and guests passing between Ratho St and the Norton House Hotel. The site is separated from Ratho Station by the main Edinburgh-Glasgow Railway, former station sidings and wooded banking, physically preventing the close integration of built form and residential streets.

**Would the site if developed, affect the wider landscape setting of the city?**

The proposal would not significantly affect designated sites, characteristics or views recognised as of value to the wider landscape setting of the city.

**Would the site enable clear and defensible Green Belt boundaries to be formed?**

The existing green belt boundary is clearly defined by woodland along the disused railway to the north of the main Edinburgh-Glasgow railway line. Though the site has an open boundary to the northeast, the woodland belts at Norton House are of a size which could form the basis of a green belt boundary; however they are remote from the existing settlement and physical barriers to the integration of the built up area exist.

## CALDERWOOD Housing Site Assessment

Who made representation(s) relating to the assessment area?

Stirling Developments

Site assessment criteria		YES / NO		Comments / mitigation potential
<b>Appropriate Locations</b>				
Is the site located on brownfield land?		N		Arable farmland.
Can the site be made available for development?		Y		Proposed Plan representation promoting the site for residential development.
1. Does the site have good accessibility to existing public transport?	2. Would sufficient enhancements be feasible?	N	N	The entire site has a score of A. No measures available to increase accessibility for this site.
1. Does the site have good infrastructure capacity?	2. Would sufficient enhancements be feasible?	Y/N	Y	<i>Drainage:</i> Seafield WWTW operated by PFI (Stirling Water); no constraints identified and any requirement for additional capacity would be responsibility of PFI operator but could be delay in delivering capacity. <i>Water supply/storage:</i> Adequate capacity (new Glencorse WTW, along with existing Marchbank WTW). <i>Primary and Secondary schools:</i> Revised Education Appraisal identifies the educational infrastructure required to support housing growth. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis. <i>Transport:</i> Transport Appraisal addendum identifies the transport infrastructure required to support housing growth. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis.
<b>Landscape setting and identity</b>				
Would the site, if developed, affect the wider landscape setting of the city?		Y		Development of the lower lying parts of the site would result in a loss of rolling farmland to the west of the city and some localised visual impacts; however, it would also alter the rural context of the River Almond, an important landscape feature within the Council area. Development of the slopes surrounding the Bonnington ridge would impact adversely on the character of a prominent topographical feature and non-Inventory designed landscape, which contribute to the landscape setting of the city in views from the A71 and Cliftonhall/Bonnington Rd.
Would the site enable clear and defensible green belt boundaries to be formed?		N		The Bonnington policies provide strong landscape features to the southeast of the site. The site lacks a defensible boundary to the north of the Bonnington ridge, where hedged field boundaries define the site to the northeast along Clifton Road.
Can the site be integrated into and in keeping with the character of the settlement and local area?		N		The site does not form an extension to an existing settlement, rather an expansion of a consented new settlement within West Lothian, on the boundary of the City of Edinburgh Council's administrative area. As such, within the LDP period, it would appear unlikely that the proposal would be in keeping with the character of an existing built up area. Development of the site would introduce urban residential development into an area of rolling farmland of strong rural character, situated to the south of the River Almond and to the west of the

		Bonnington ridge. These changes would impact adversely on views across the rural landscape and policy landscape of the Bonnington ridge, as experienced on the western approach to the city from the A71 and Bonnington Road/Cliftonhall Road.
<b>Countryside recreation</b>		
Would development of the site avoid impacting upon existing access to countryside recreation?	Y	
<b>Overall assessment</b>		
Not currently a reasonable site. Site has poor public transport accessibility with no scope for enhancements. Development would impact on the landscape setting of the city, would not provide suitable green belt boundaries and would not be in keeping with the character of the settlement and local area.		

## Landscape and Visual Assessment

### Site Location

The site lies to the south of the River Almond on the administrative boundary of the City of Edinburgh Council and West Lothian Council. The site's north boundary traces the southern bank of the River Almond, Linwater Caravan Park and Cliftonhall Rd. Its east boundary follows a track southwards from West Clifton Cottages to Bonnington House, where it skirts the west edge of policy woodland to the Council's administrative boundary. The southern and western edge of the site follows field boundaries and drainage ditches which demarcate the Council's administrative area.

### Landscape/Townscape Character

The west part of the site is relatively flat sitting at between 110-100 m above sea level. The eastern half of the site rises from the north and south to a central ridge at approx 150-120 m above sea level, where policy woodland forms a wooded knoll surrounding Bonnington House at approx 125 m elevation. The site forms part of the wider pattern of rolling farmland to the west of the City, which gradually rises southwards from the coastal margin and wide wooded valley of the River Almond toward the footslopes of the Pentland Hills. The ridgeline extends to the east, to merge with the hills to the west of Ratho at Tormain and Craw Hill, which define the edge of the Almond basin. Land cover comprises arable farmland with small stands of coniferous plantation and larger areas of broadleaf woodland lining the River Almond to the north and forming the policies to Bonnington House to the east. This non-Inventory designed landscape dates from the 17th century but was fashioned into an extensive 18th century formal landscape, which gradually naturalised and declined with changes in ownership. The landscape today, functions as a sculpture park. Field boundaries are hedged along Clifton Rd but tend to be subdivided by fencing to the west, with stone walling prevalent in fields surrounding Bonnington House to the east. Settlement is limited to dispersed farmsteads and cottages at Overshiel and West Clifton and West Clifton Cottages. The ridgeline to the east of Bonnington House is settled, mid-way along its length lies West Bonnington Farm and Cottage and to its east Bonnington village. Bonnington Mains Farm lies to the east of Cliftonhall Rd, the main north-south road through the landscape, which connects the Glasgow Rd (A8) to the north with the Calder Rd (A71) to the south. To the south of the site, the B7015, leads westwards from the A71 to East and Mid Calder. There is no formal public access to Bonnington House, however the sculpture park provides a trail through the designed landscape, experienced by seasonal visitors and educational groups alike. The River Almond to the north forms the main Core Path through the landscape, which connects to Almondell and Calderwood Country Park in West Lothian, whilst the distinctive, wooded gorge of the Almond's upper course has been recognised as of city-wide landscape value through the Council's Review of Local Landscape Designations.

There is no immediate townscape adjoining the site at present. The site is proposed as an extension to the Calderwood master plan, which has planning permission in principle for 2,300 homes across some 219 ha of land to the east of East Calder and to the north and south of the B7015. The residential component of the masterplan will be delivered to the north of the B7015, in addition to a local centre, two primary schools, two local parks, a neighbourhood park and land for a cemetery. South the B7015, development will include new landscape proposals, a new high school and employment land. The development will provide an expanded Park and Ride facility at Kirknewton railway station for 300 cars.

### Views and Visibility

The site is not prominent in views from much of the Council area, as it lies to the west of Tormain and Craw Hill to the south of Ratho, which form the edge of the Almond basin and natural viewshed. The ridgeline designed landscape of Bonnington House makes an important contribution to the rural landscape on the western approach to the city from the Calder Rd (A71) and Bonnington Road/Cliftonhall Road, which forms a busy link between the Glasgow Road (A8) and A71. There are elevated outward views from the paths within its policies, southwards across

Dalmahoy to the Pentland Hills and northward across Kirkliston and the Almond valley to the Firth of Forth. In addition to the planned nature of the designed landscape, due to the presence of the sculpture park at Bonnington House, these views would be experienced by recreational receptors with high susceptibility to landscape change. The site is overlooked from Clifton Road, a minor within the greenbelt, which passes through the site, providing access to residences at Overshiel Farm, West Clifton Farm and West Clifton Cottages. Other visual receptors with sensitivity to landscape change would include agricultural workers, staff and visitors at the Linwater Caravan Park to the northeast of the site. From lower ground, outward views include the Ratho Hills to the east, Pentland Hills to the south, with views to the north enclosed by the wooded course of the River Almond. Views from the River Almond Core Path are channelled along its enclosed valley setting, contributing to a strong sense of naturalness and scenic value.

**Can the site be integrated into and in keeping with the character of the settlement and local landscape?**

At present, the site does not form an extension to an existing settlement, rather an expansion of a consented new settlement within West Lothian, on the boundary of the City of Edinburgh Council's administrative area. As such, within the LDP period, it would appear unlikely that the proposal would be in keeping with the character of an existing built up area. Development of the site would introduce urban residential development into an area of rolling farmland of strong rural character, situated to the south of the River Almond and to the west of the Bonnington ridge. These changes would impact adversely on views across the rural landscape and policy landscape of the Bonnington ridge, as experienced on the western approach to the city from the A71 and Bonnington Road/Cliftonhall Road. Development would also be likely to impact adversely on views from the policies of Bonnington House, as experienced by large numbers of recreational receptors visiting the sculpture park with high sensitivity to landscape change. The rural aspect from Cliftonhall Rd and as by local residential receptors would also be adversely affected by development of lower-lying agricultural land.

**Would the site if developed, affect the wider landscape setting of the city?**

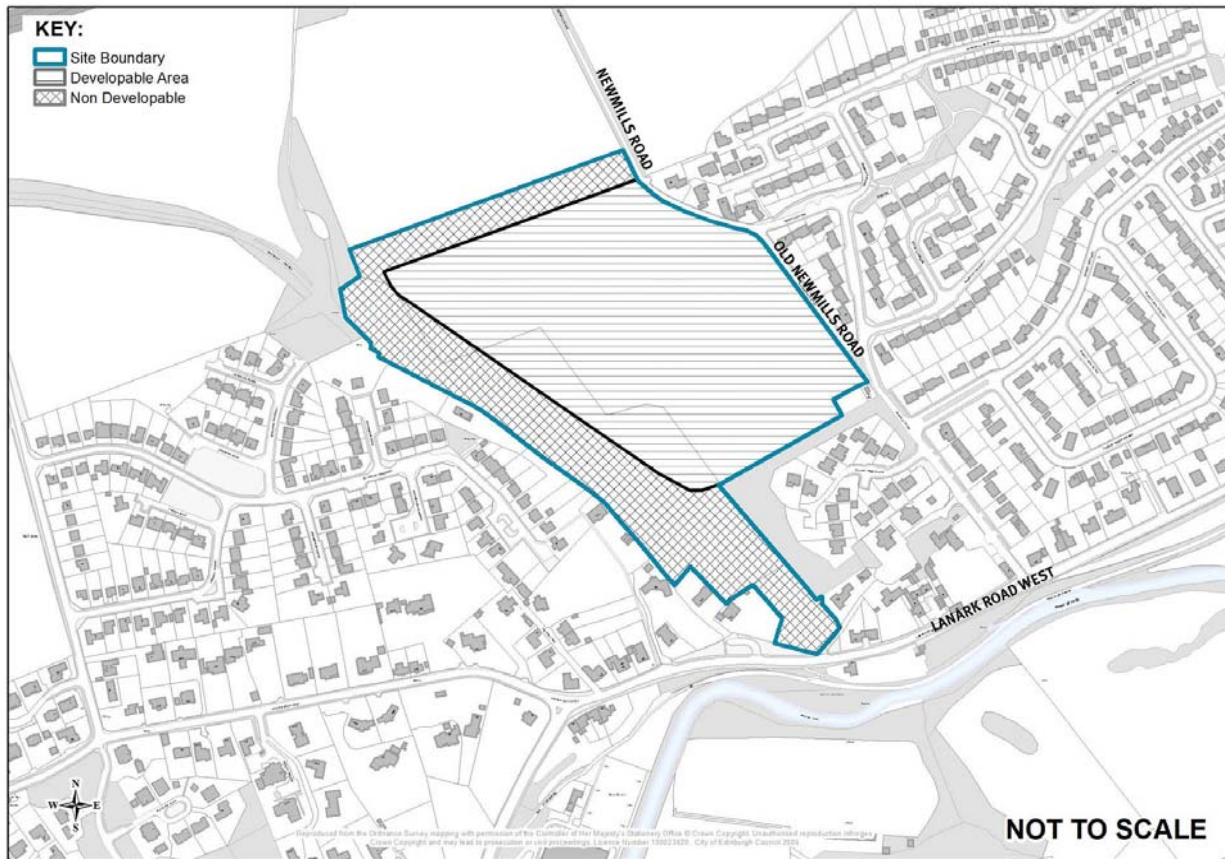
The site lies outwith the Edinburgh Green Belt within an area of Countryside Policy, however, similar landscape setting considerations apply. Development of the lower lying parts of the site would result in a loss of rolling farmland to the west of the city and some localised visual impacts; however, it would also alter the rural context of the River Almond, an important landscape feature within the Council area. Development of the slopes surrounding the Bonnington ridge would impact adversely on the character of a prominent topographical feature and non-Inventory designed landscape, which contribute to the landscape setting of the city in views from the A71 and Cliftonhall/Bonnington Rd.

**Would the site enable clear and defensible Green Belt boundaries to be formed?**

Notwithstanding landscape and visual effects, the Bonnington policies provide strong landscape features to the southeast of the site. The site lacks a defensible boundary to the north of the Bonnington ridge, where hedged field boundaries define the site to the northeast along Clifton Road.

## Indicative areas available for new housing

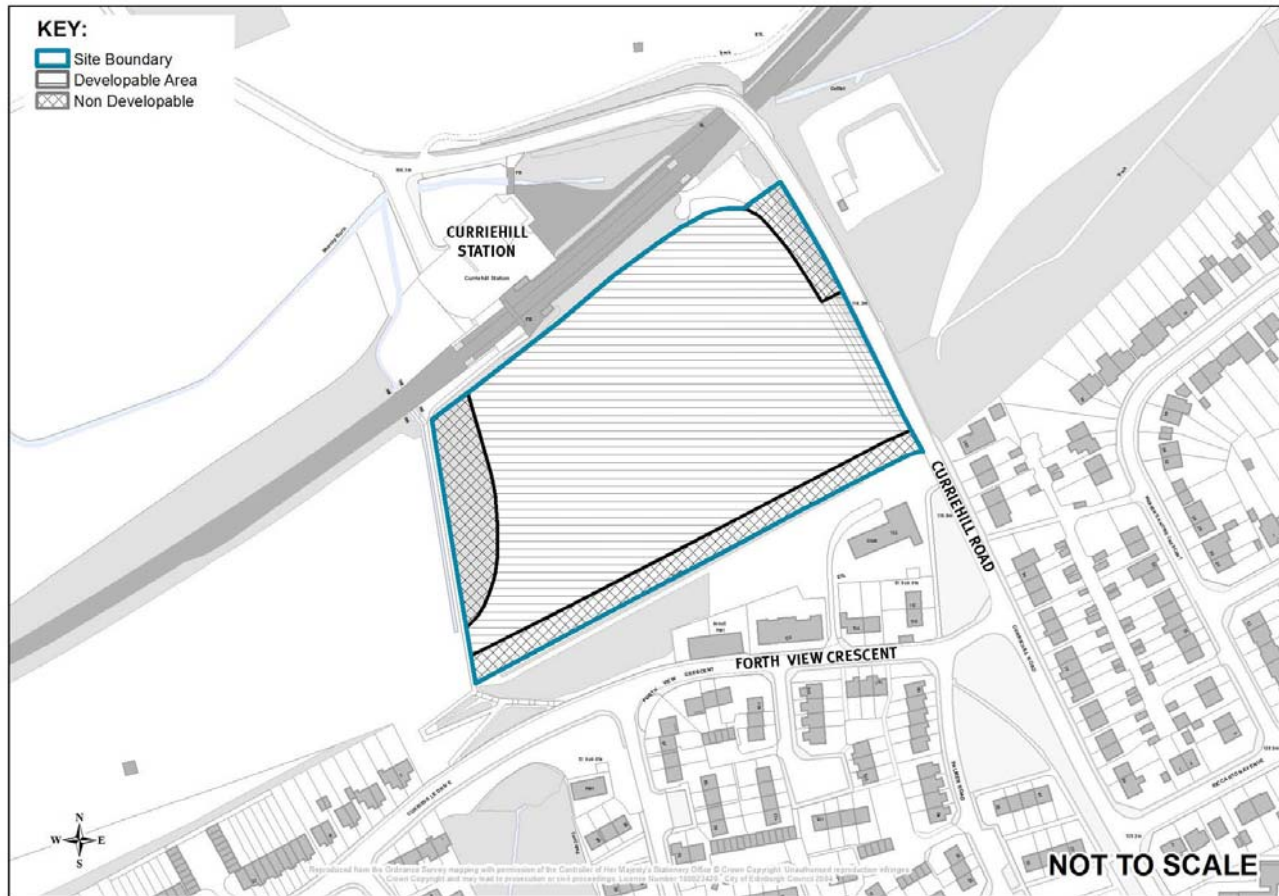
Indicative area available for new housing are based on the below map and table



<b>Name:</b> Newmills, Balerno	
<b>Site area:</b>	11 ha
<b>Non-developable area:</b>	
New greenbelt boundary	1 ha
Large greenspace, multiuser path	3 ha
<b>Indicative Area available for new housing:</b>	7 ha

### Indicative areas available for new housing

Indicative area available for new housing are based on the below map and table



<b>Name:</b> Curriehill Road, Currie	
<b>Site area:</b>	2.5 ha
<b>Non-developable area:</b> Existing woodland/hedgerow	0.5 ha
<b>Indicative Area available for new housing:</b>	2 ha

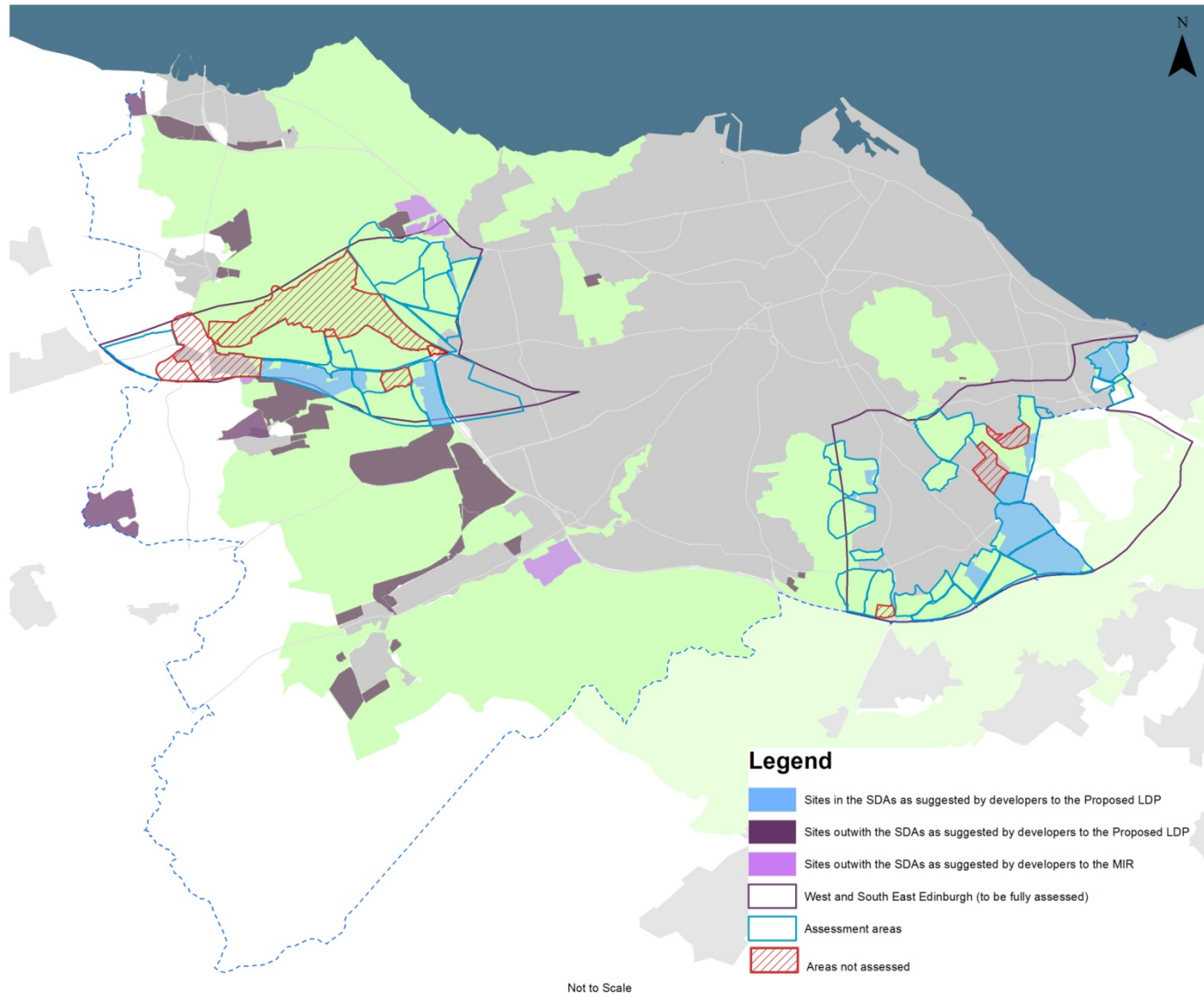
## **APPENDIX 9: Other, Citywide**

All Proposed Plan representations promoting land for housing as illustrated in figure 7 (Environmental Report, Second Revision, Volume 1) have been assessed. Sites promoted during the Main Issues Report consultation and not during the representation period on the Proposed LDP have also been assessed. Where site boundaries and developers' interests in the same local area differ between MIR and Proposed Plan representations, the Proposed Plan sites have been assessed, as they provide the latest intentions of the developer.

A housing site assessment has been completed for all submissions and consideration has been given to parts of sites deemed suitable for new housing development. An evaluation of the potential effects of the representations to the Proposed LDP upon landscape, townscape and visual amenity has been undertaken. The landscape and visual assessments describes the general characteristics, visibility and views relating to each site, reviewed by means of site assessment and desk study, to assess their potential for meeting development needs.

Environmental constraints have been identified and mapped and further background information collated to inform the assessments that have been undertaken. Areas considered not suitable for development at this time have not been subject to SEA at this stage. If any sites are subsequently considered for inclusion, they would be included within a revised ER.

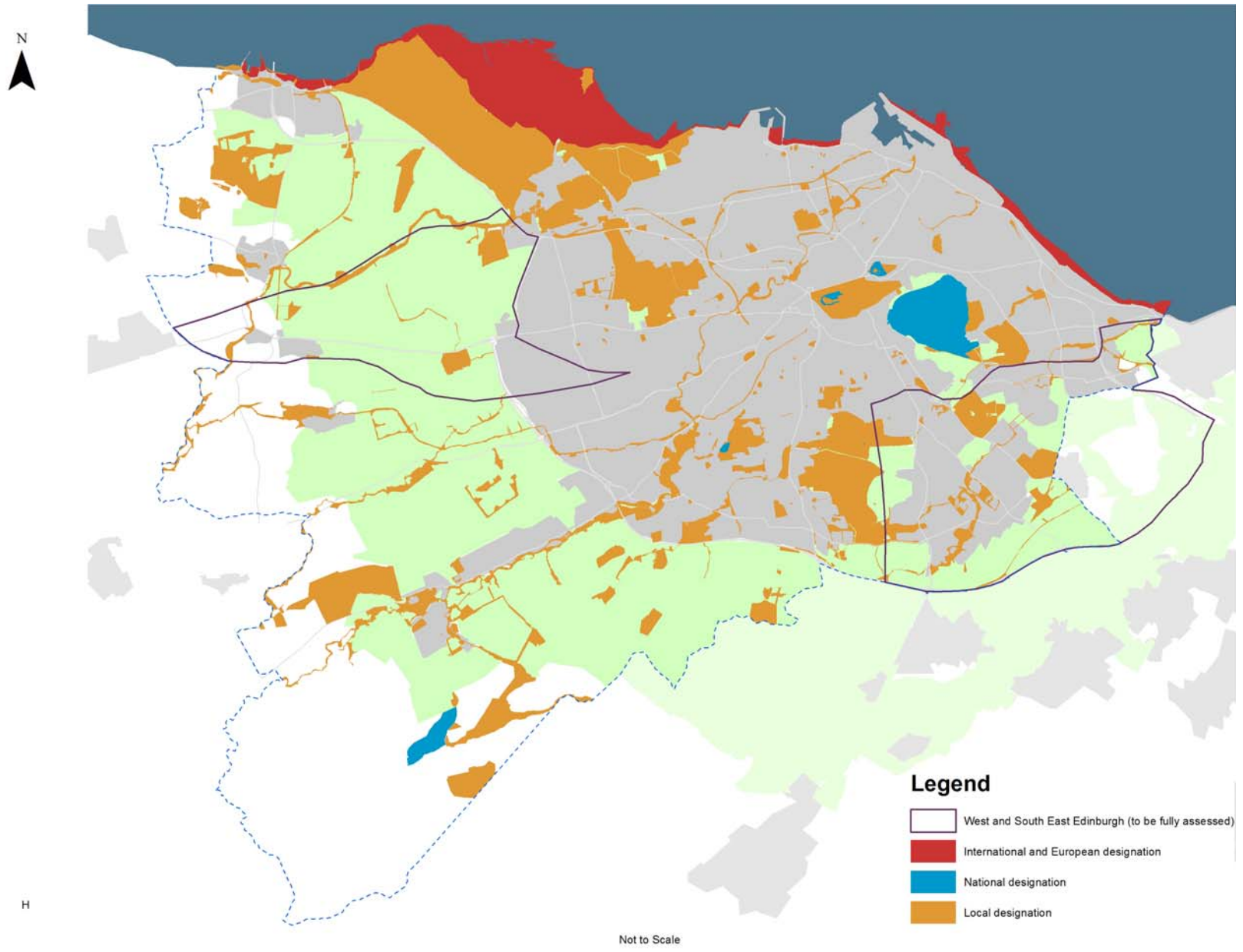




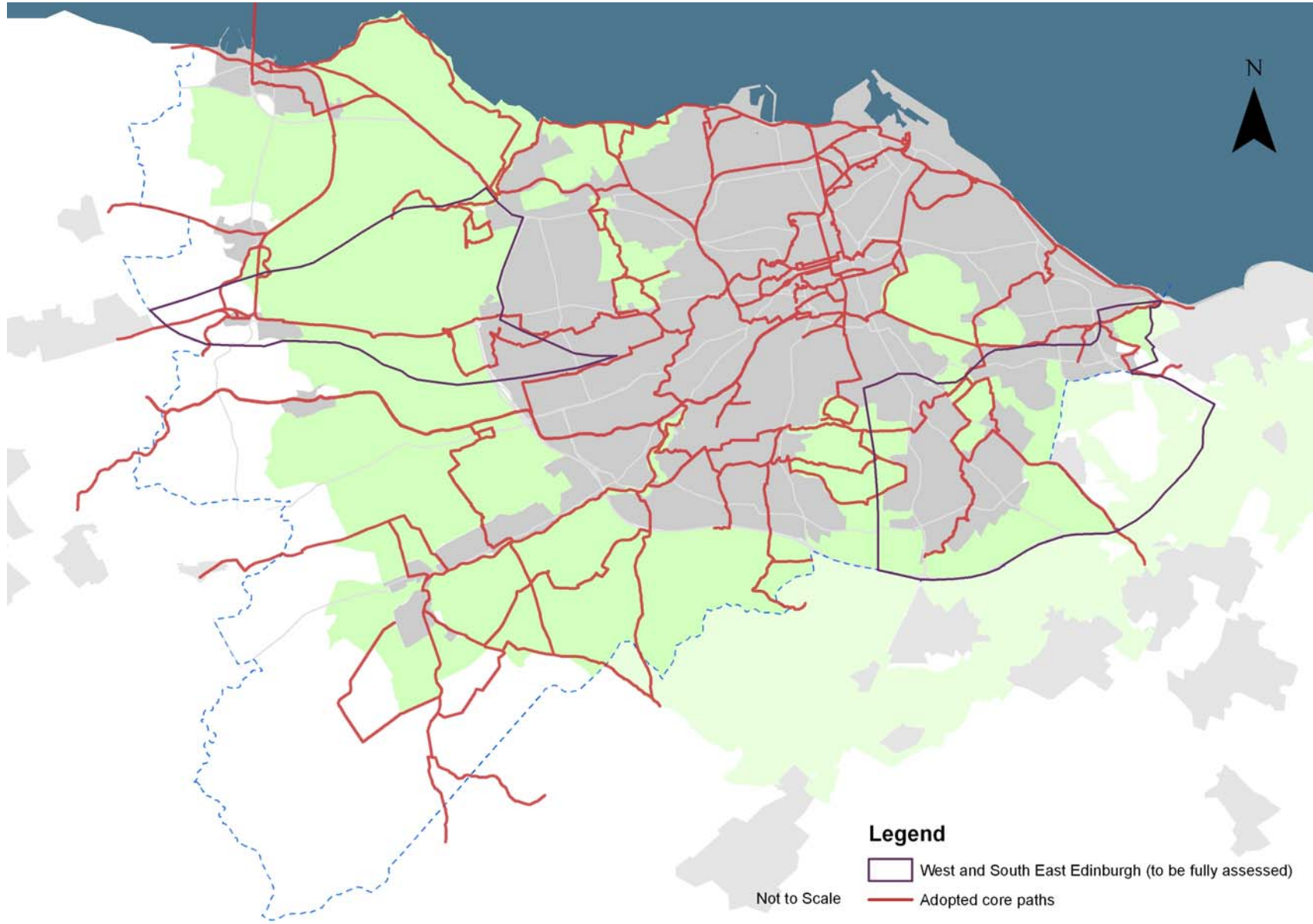
*Assessment areas in West Edinburgh and South East Edinburgh and site outwith SDAs suggested by developers*



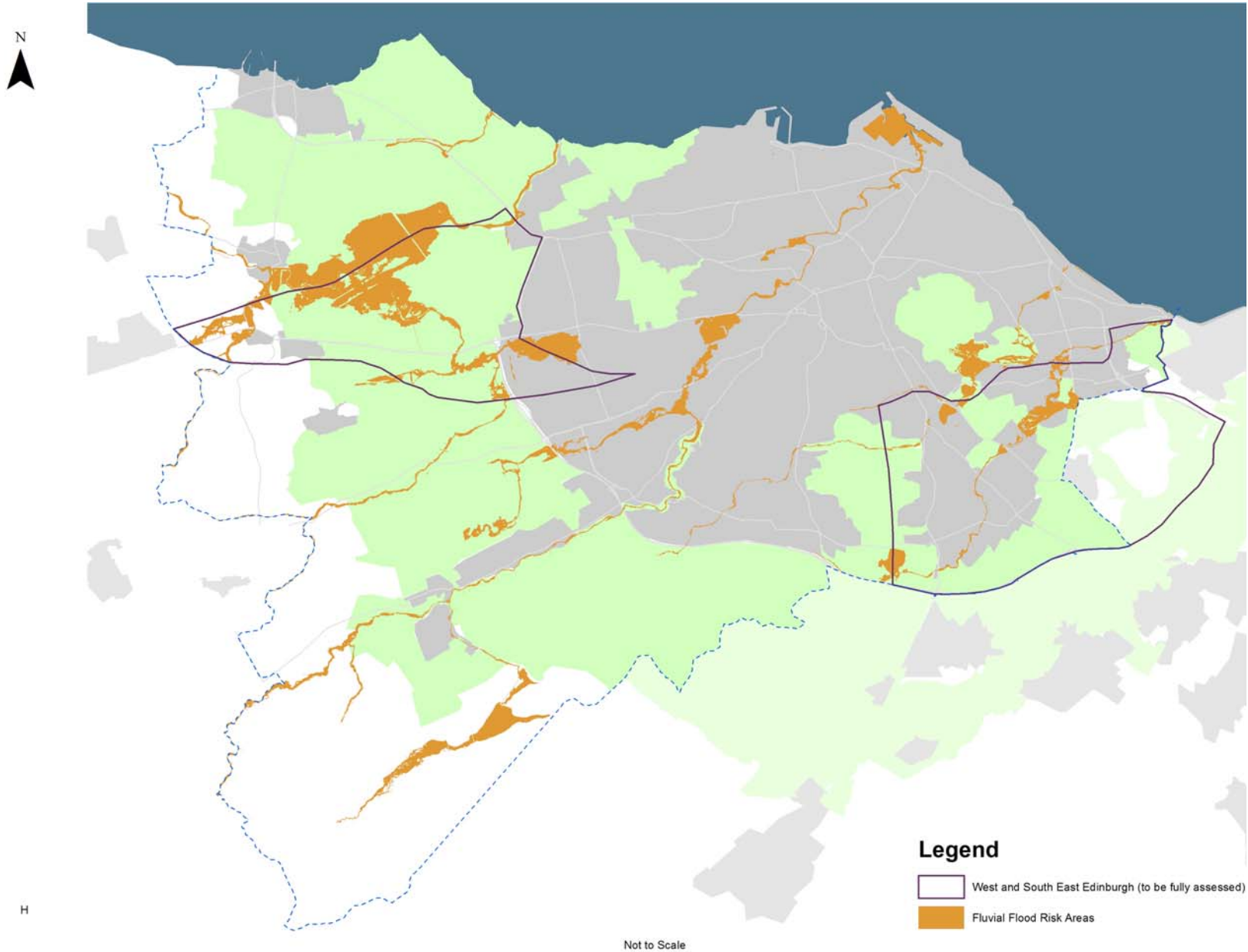
*Other, Citywide developer submissions*



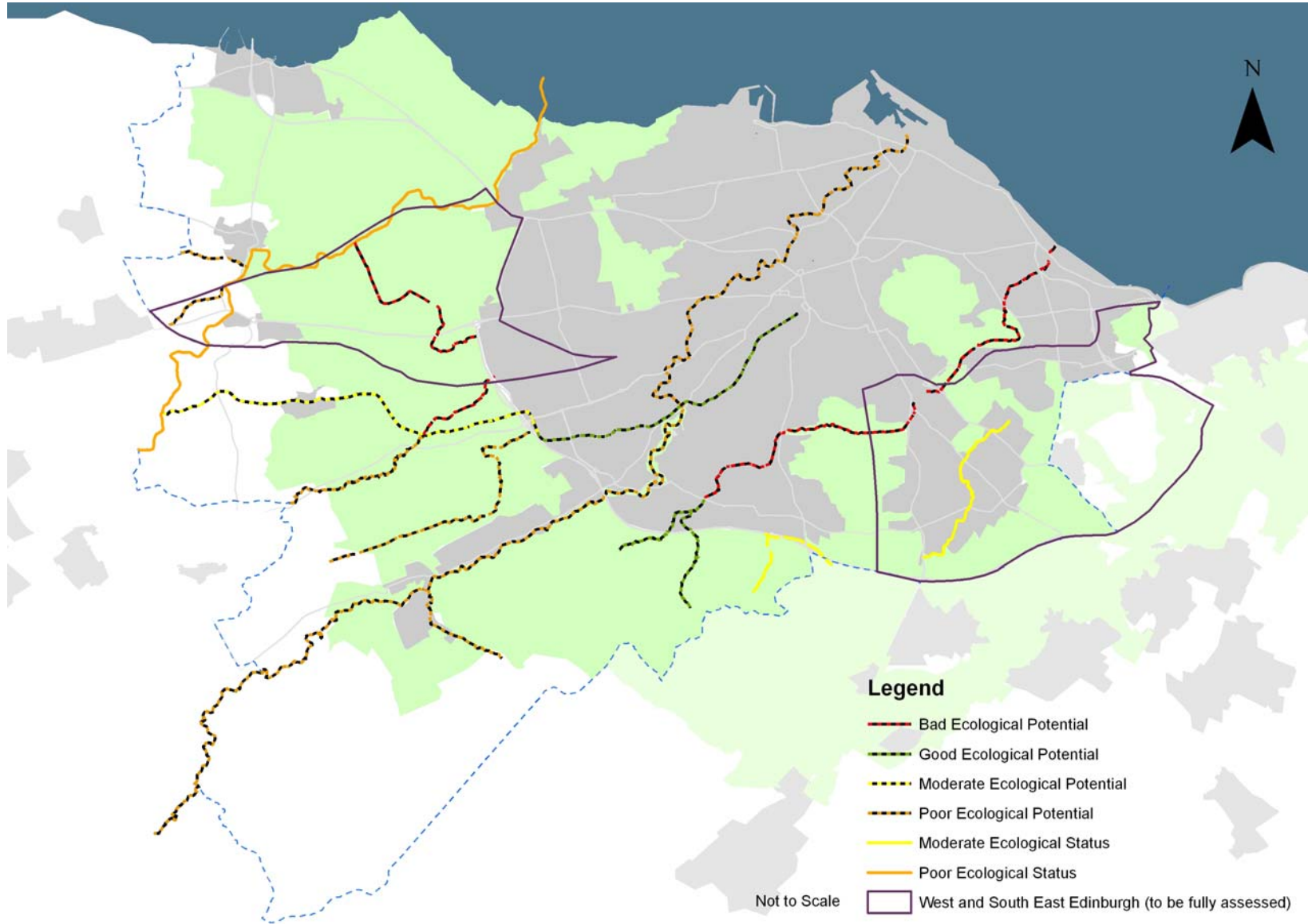
*Biodiversity, Fauna and Flora*



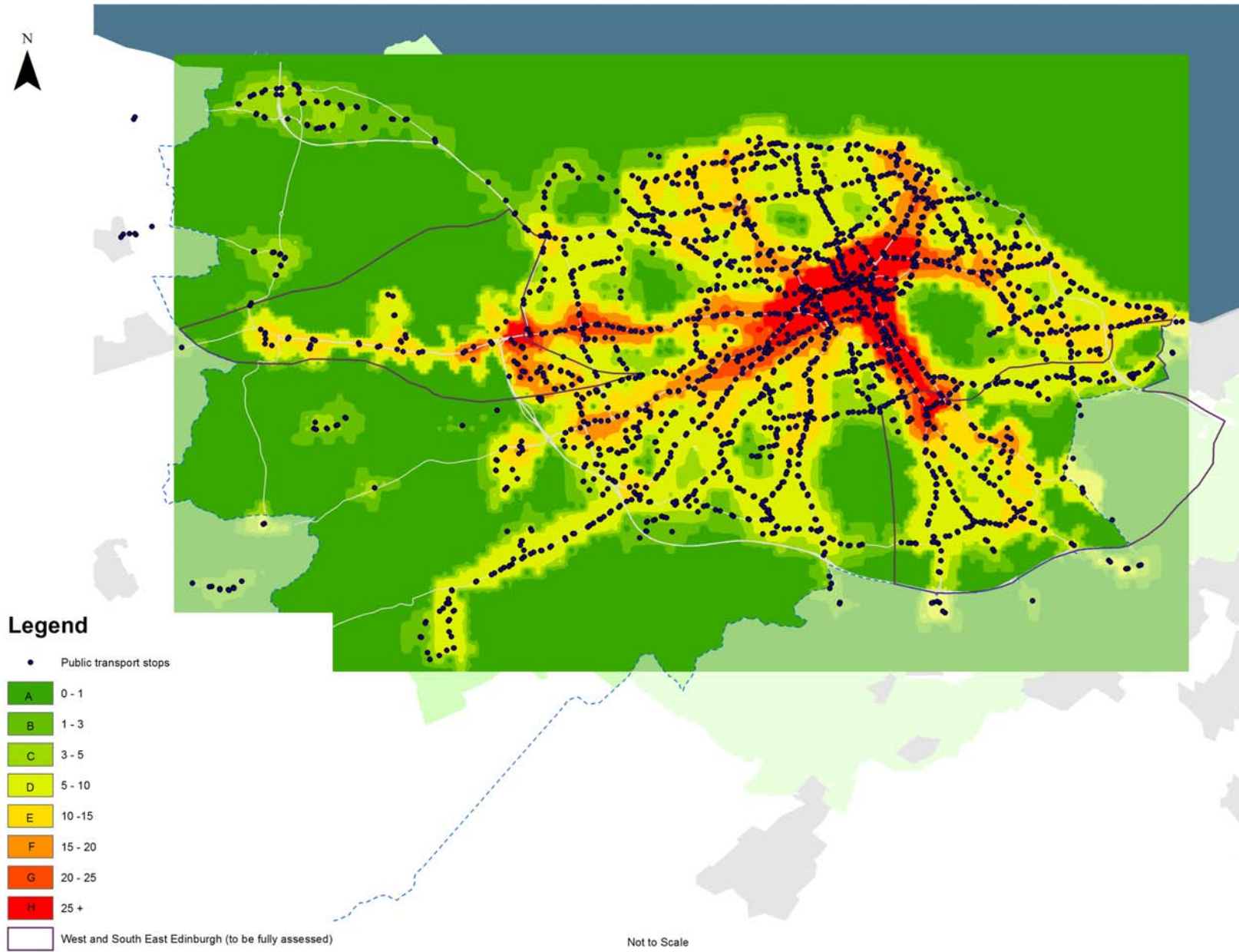
*Active travel*



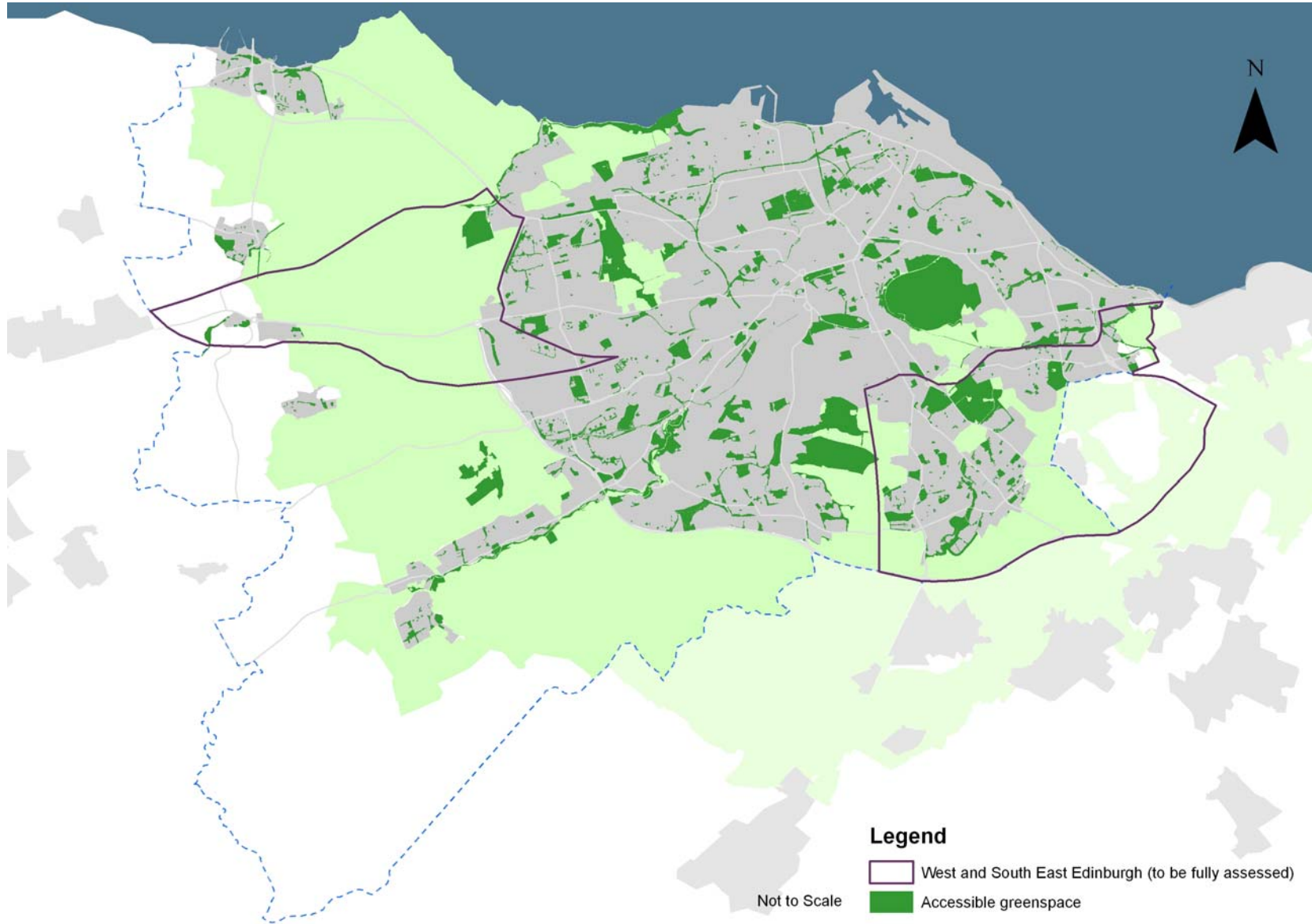
*Fluvial Flood Risk Areas (updated using SEPA mapping, January 2014)*



*Quality of the Water Environment*

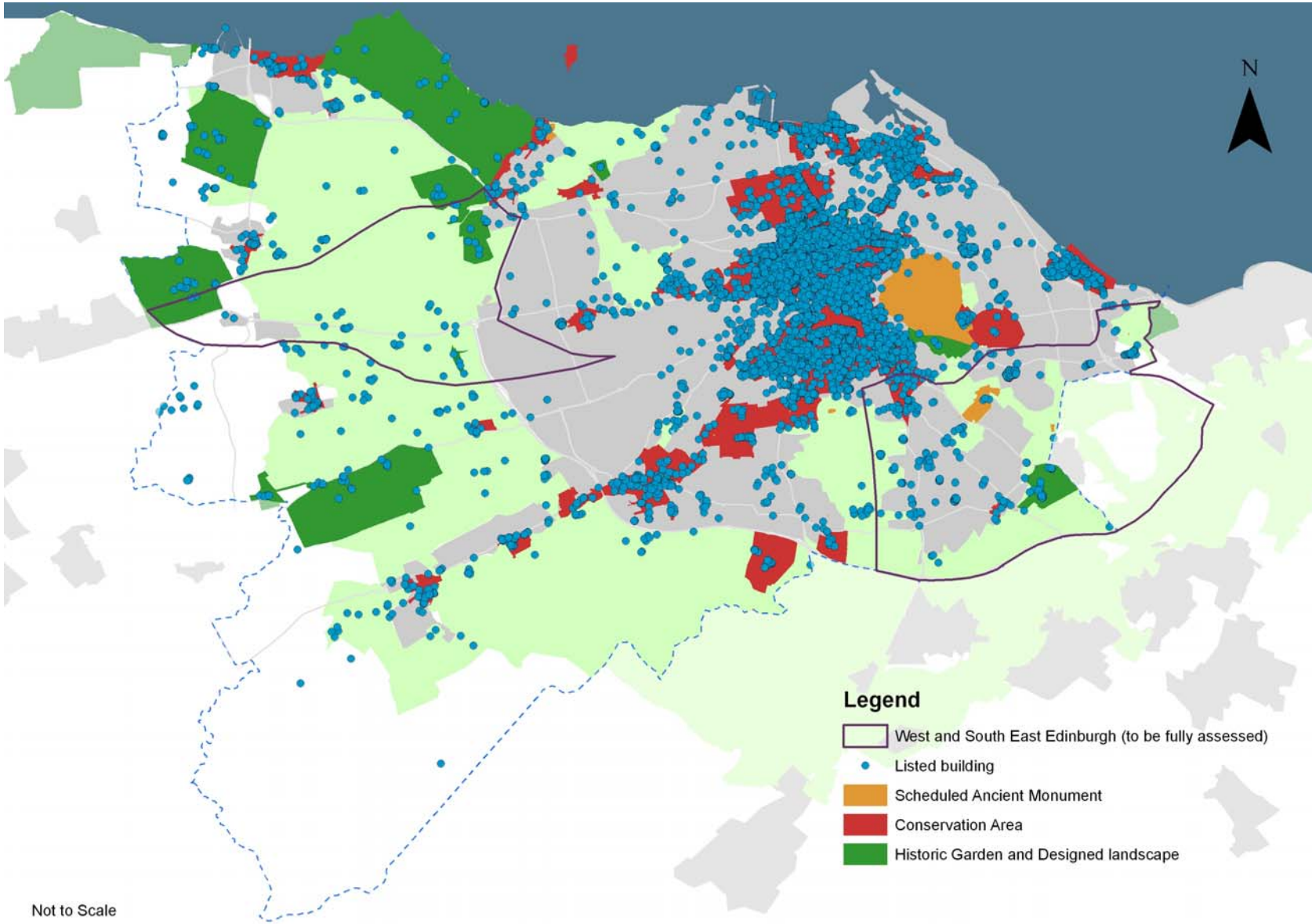


*Public transport accessibility*

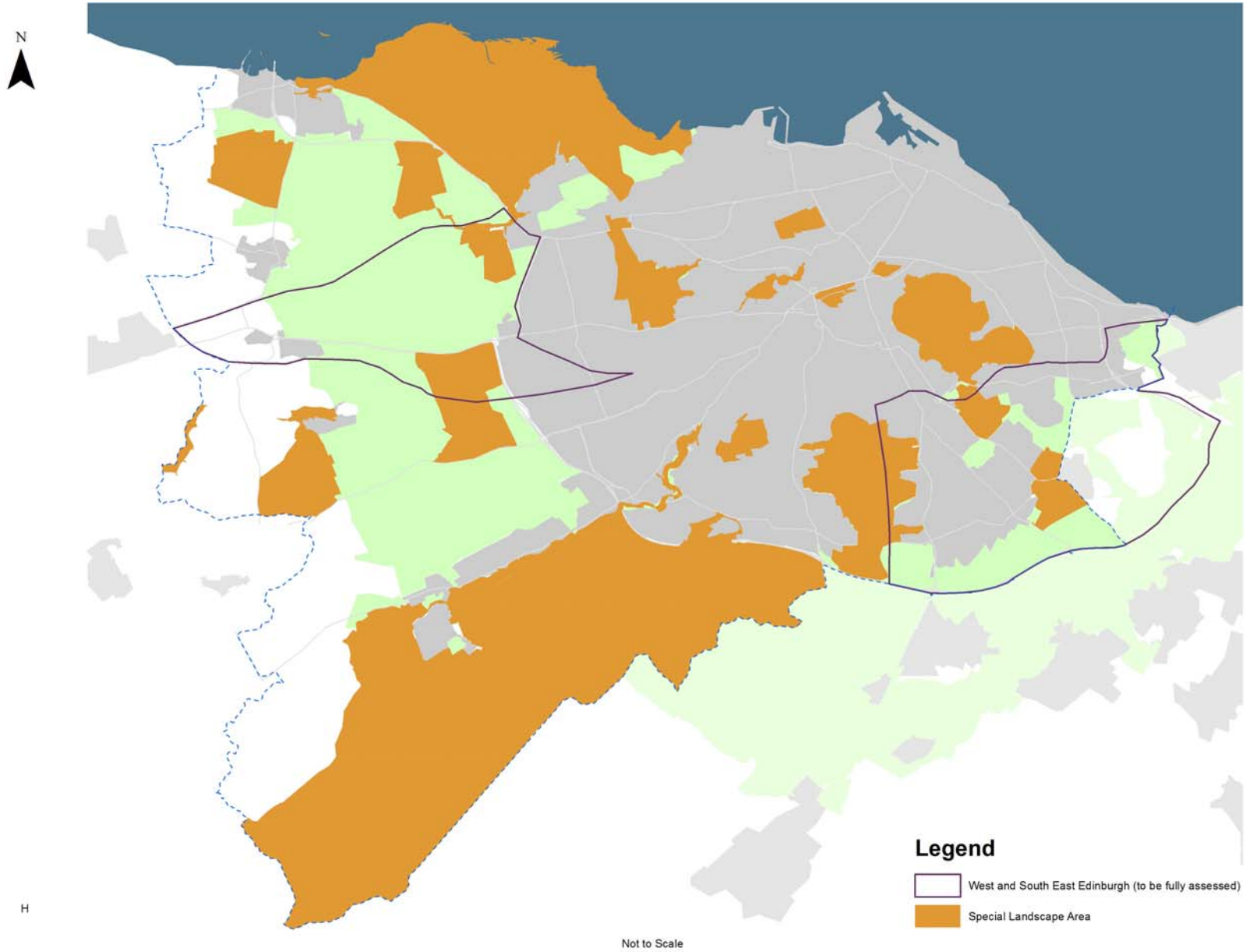


*Open Space*





*Edinburgh's cultural heritage*



*Edinburgh's landscape designations*

## CRAIGCROOK ROAD Housing Site Assessment

Who made representation(s) relating to the assessment area?

CALA Management (Ryden)

Site assessment criteria		YES / NO		Comments / mitigation potential
<b>Appropriate Locations</b>				
Is the site located on brownfield land?		N		Arable farmland.
Can the site be made available for development?		Y		Proposed Plan representation promoting the site for residential development.
1. Does the site have good accessibility to existing public transport?	2. Would sufficient enhancements be feasible?	Y	N/A	Accessibility increases to the east with the majority of the site having a score of B or C. The western edge of the site has a score of A.
1. Does the site have good infrastructure capacity?	2. Would sufficient enhancements be feasible?	Y/N	Y	<p><i>Drainage:</i> Seafield WWTW operated by PFI (Stirling Water); no constraints identified and any requirement for additional capacity would be responsibility of PFI operator but could be delay in delivering capacity.</p> <p><i>Water supply/storage:</i> Adequate capacity (new Glencorse WTW, along with existing Marchbank WTW).</p> <p><i>Primary and Secondary schools:</i> Revised Education Appraisal identifies the educational infrastructure required to support housing growth. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis.</p> <p><i>Transport:</i> Transport Appraisal addendum identifies the transport infrastructure required to support housing growth. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis.</p>
<b>Landscape setting and identity</b>				
Would the site, if developed, affect the wider landscape setting of the city?		Y		Corstorphine Hill comprises a distinctive and scenically attractive, low wooded ridge which forms an important landmark across the City. Its lower slopes include villa grounds and recreational open space of designed landscape origin, which contribute to its wooded character and provide a valuable foreground to important views to the hill from the immediate locale. The Hill and its surrounding slopes have been a long standing Area of Great Landscape Value and are proposed for designation as a Special Landscape Area in the LDP. Through its impact on the distinctive parkland character of the hillside and views to and from Corstorphine Hill, development would impact adversely on the wider landscape setting of the City.
Would the site enable clear and defensible green belt boundaries to be formed?		Y		<p>The existing green belt boundary is clearly formed by Craigcrook Road to the east and boundary walling to Hillpark Brae and Hillpark Rise to the north, reinforced by mature parkland trees within the site.</p> <p>Woodland to the north of Murrayfield and Ravelston golf courses and the east edge of Corstorphine Hill LNR, would provide features capable of forming an alternative green belt boundary.</p>
Can the site be integrated into and in keeping with the character				Development would introduce urban residential development onto the eastern slopes of

<p>of the settlement and local area?</p>	<p>N</p>	<p>Corstorphine Hill. This would reflect the pattern of 20<sup>th</sup> century urban development, which extended across the open farmed slopes to the east of the hill, however, it would introduce housing not into open fields but wooded pasture, which forms the remnant policies of Craigcrook Castle, a category B Listed building. This would impact adversely on the landscape character of policy parkland and specimen trees at Craigcrook, which alongside many non-Inventory villa grounds and public parks, contribute to the setting of Corstorphine Hill's wooded ridgeline.</p> <p>The loss of the site's open pasture would alter the setting available to appreciate specimen trees subject to a TPO. The integration of new residential development including roads, on a sloping site, could pose potential challenges in terms of achieving an urban layout compatible with long-term retention or replacement of trees of parkland stature, whilst avoiding disturbance to existing drainage and soil water. Development of adjacent land at Hillpark Rise has required substantial platforms and retaining walls. Loss of mature trees across the site would contribute to a reduction in the Hill's overall woodland cover.</p> <p>Development would enclose views across the site's open foreground to Corstorphine Hill's wooded ridgeline from Craigcrook Rd, as experienced by vehicular travellers and local residential receptors, impacting on views to an important landscape feature within the City. Development would also impact adversely on views from Hillpark to the north, however, providing it was contained to the lower slopes of the site, it would not impact adversely on longer range views from across the City.</p> <p>Ongoing woodland management at Corstorphine Hill Local Nature Reserve will increase permeability of views from the site's eastern paths, whereby development could impact adversely on the seclusion experienced by recreational receptors using the Hill's path network to the west of the site.</p>
<p><b>Countryside recreation</b></p>		
<p>Would development of the site avoid impacting upon existing access to countryside recreation?</p>	<p>N</p>	<p>Despite there being no existing footpaths within the site, development would enclose views across the site's open foreground to Corstorphine Hill's wooded ridgeline from Craigcrook Rd, impacting on views to an important landscape feature within the City.</p> <p>Development could also impact adversely on the seclusion experienced by recreational receptors using the Hill's path network to the west of the site.</p>
<p><b>Overall assessment</b>                  Not currently a reasonable site. Development would affect the landscape setting of the city and could not be integrated or be in keeping with the character of the existing settlement.</p>		

## Landscape and Visual Assessment

### Site Location

The site lies to the west of Edinburgh city centre. It is bounded by Craigcrook Road to the east, Corstorphine Hill Local Nature Reserve to the west, Hillpark Rise and Hillpark Brae to the north, Craigcrook Castle and the golf courses of Murrayfield and Ravelston to the south.

### Landscape/Townscape Character

The site lies on the eastern slopes of Corstorphine Hill and falls as a prominent ridge from 115 m above sea level to its west to approximately 55 m above sea level to its east, dipping also to its southern boundary. Whilst Corstorphine Hill has a characteristic north-south ridge rising to some 162 m above sea level, its eastern slopes taper gradually towards Ravelston Woods. The main ridgeline of Corstorphine Hill is formed by the Local Nature Reserve and natural heritage park, which represents the City's largest urban woodland. However, a number of non-Inventory designed landscapes situated on the side slopes of the Hill's landform mass contribute to its wooded character, including: Davidson's Mains public park to the north, Murrayfield and Ravelston golf courses to the south; Ravelston Woods and the grounds of Craigcrook Castle to the east, the villas of Clerwood and Hillwood to the west; Beechwood and Beechmount along Corstorphine Road to the south, in addition to the late 18<sup>th</sup> century villa of Corstorphinehill House, laid out as Edinburgh Zoo in the early 20<sup>th</sup> century.

The site forms part of the parkland of the non-Inventory designed landscape of Craigcrook Castle, a mid 16<sup>th</sup> Century tower house with extensive 19<sup>th</sup> Century additions and category B Listed Building, which sits to the southeast of the site within a treed enclosure and 20<sup>th</sup> century single storey pavilion within its walled garden to the south. The plantings surrounding the Castle are noted as heritage trees and include Monkey Puzzle, Deodar Cedar, Wellingtonia, Corsican Pine, Cypressus and Yew.

The site is currently used for horse grazing and comprises just under 8 ha of unimproved grassland, identified as semi-natural greenspace in the Council's Open Space Audit. The site is laid out with mature parkland trees and their setting in open pasture provides for their appreciation. The trees are subject to a Tree Preservation Order and specimens include Oak, Sycamore and Lime, with most in good condition but some showing signs of decline. The density of tree cover intensifies to the west of the site, where they coalesce with woodland on Corstorphine Hill, separated by a post and wire fence. The southwest boundary of the site is formed by broadleaf woodland on the northern slopes of the golf courses of Murrayburn and Ravelston.

The site boundary to the north is formed by walling to two storey post-war housing at Hillpark and 1.5 storey post-war housing along Craigcrook Rd to the east, where the site is bounded by a wall, field gate and broad grassed verge. To the northwest of the site, a more recent extension to the Hillpark residential estate at Hillpark Rise, includes a mix of two storey housing and flatted development, set into the . The site has a semi-rural character owing to its proximity to residential areas and close association with the more wooded and secluded character of Corstorphine Hill.

Craigcrook Road forms an important vehicular link through the urban area between Murrayfield, Queensferry Rd and Cramond. A network of path routes also traverse Corstorphine Hill Local Nature Reserve, including the Corstorphine Hill Core Path, which runs north-south across the main ridgeline, linking to Queensferry and Craigeith to the north and to the south, Core Paths between Sighthill and Carrick Knowe and along the Water of Leith. A branch of the Corstorphine Hill Core Path also leads between the fairways of Murrayfield Golf Course to the southeast, via a track from Ravelston Dykes Road.

The path route along the eastern edge of the Corstorphine Hill Local Nature Reserve connects between Queensferry Rd and the Rest and Be Thankful viewpoint to the south. A branch from this path leads eastwards to Craigcrook via a series of steps. The Craigcrook path connects northwards to Hillpark Rise before leading eastwards via a series of terraced greenspaces to Craigcrook Rd. The path also appears to link with informal desire lines across the site. The hill provides for a wide range of recreational activity, including observing nature, walking, dog exercise, jogging and cycling.

### Views and Visibility

Corstorphine Hill is an important landmark from western approaches to the city by road and rail. Its wooded ridge forms the backdrop to many views across the City, including from The Mound, Calton Hill, Blackford Hill, the Braid Hills and Salisbury Crags. Clearings in its woodland cover permit elevated northward views towards Ben Lomond in the west, the Forth estuary and Fife to the north; to the east, central Edinburgh, the Lammermuir Hills and flatter terrain of East Lothian and the Pentland Hills to the south. Scheduled openings of the 19<sup>th</sup> century Corstorphine Tower, a memorial to Sir Walter Scott sited on the hilltop, enable visitors to experience this 360° panorama. To the south of the site, there are protected views from the path between Ravelston Dykes Rd to the Rest and Be Thankful viewpoint to the northeast of Edinburgh Zoo. This features a dramatic view including the Forth Estuary, the Old and New Towns set against Arthur's Seat, with Blackford Hill and the Pentland Hills to the south.

The site is prominent in views from Craigcrook Rd to high numbers of vehicular travellers, travelling between Murrayfield via Ravelston Dykes Road to Queensferry Rd and Cramond. It forms a prominent sweep of open parkland on the bend of Craigcrook Rd, which is visible in both directions of travel and aligns with east-west and north-south sightlines. At closer range, the site's open east facing slopes are visible, whilst in middle distance views its parkland trees give the impression of a wooded hillside extending down to Craigcrook Rd. The site provides a break in development, enabling foreground views to the Hill, with the site's parkland trees merging with woodland on the ridgeline of Corstorphine Hill and plantings surrounding Craigcrook Castle. In addition to two telecoms masts, Corstorphine Tower is visible on the hilltop to the west. In absence of summer foliage cover on the site's parkland trees, housing on the north side of the site is prominent in northward views.

In roadside views, the land to the west of Craigcrook Castle is partly screened by its perimeter planting when travelling north. However, the southwest part of the site is overlooked from the Listed Building and its grounds and is clearly visible in southward direction of travel from Craigcrook Road. The Castle's turreted roof and coloured render can also be glimpsed through dormant tree cover from Craigcrook Rd.

The site's open slopes and parkland trees are also visible on a daily basis to local residents with a high sensitivity to visual change within the Blackhall and Craighleith community, with the site lying close to Blackhall Primary and local shops on Craigcrook Road.

The site is overlooked by residential receptors at Hillpark to the north, with many properties having an open aspect to the site to the south from rear/side elevations, in addition to properties fronting onto Craigcrook Rd to the east, all of whom would have high susceptibility to landscape change.

The path on the east edge of Corstorphine Hill is somewhat enclosed by Salmonberry at present, however, it is understood that this is a transient issue and subject to ongoing woodland management objectives, more open views back to the City skyline to the east beyond would be restored to recreational receptors. Path users are visible from within the site, using the route on the perimeter of the Hill, which leads to Craigcrook.

Descending the path to Craigcrook, the site forms a green backdrop to views through winter woodland. Views from the elevated western edge of the site between parkland trees reveal Craigcrook Castle, set against the backdrop of Edinburgh Castle, Arthur's Seat and Calton Hill. To the west, outward views across Blackhall reveal the central tower of Fettes College, Forth Estuary and North Berwick Law, whilst to the northeast; there are views across housing to the Fife coast, where the development at Hill Park Rise is prominent in the foreground. The proximity of development intrudes on the Hill's wooded character further along the path to the north, in particular flatted development at Hill Park Rise.

The site is largely screened by existing woodland in views from Murrayfield and Ravelston golf courses, though there are filtered views to the site from the fairways through dormant woodland in winter.

#### **Can the site be integrated into and in keeping with the character of the settlement and local landscape?**

Development would introduce urban residential development onto the eastern slopes of Corstorphine Hill. This would reflect the pattern of 20<sup>th</sup> century urban development, which extended across the open farmed slopes to the east of the hill, however, it would introduce housing not into open fields but wooded pasture, which forms the remnant policies of Craigcrook Castle, a category B Listed building. This would impact adversely on the landscape character of policy parkland and specimen trees at Craigcrook, which alongside many non-Inventory villa grounds and public parks, contribute to the setting of Corstorphine Hill's wooded ridgeline.

The loss of the site's open pasture would alter the setting available to appreciate specimen trees subject to a TPO. The integration of new residential development including roads, on a sloping site, could pose potential challenges in terms of achieving an urban layout compatible with long-term retention or replacement of trees of parkland stature, whilst avoiding disturbance to existing drainage and soil water. Development of adjacent land at Hillpark Rise has required substantial platforms and retaining walls. Loss of mature trees across the site would contribute to a reduction in the Hill's overall woodland cover.

Development would enclose views across the site's open foreground to Corstorphine Hill's wooded ridgeline from Craigcrook Rd, as experienced by vehicular travellers and local residential receptors, impacting on views to an important landscape feature within the City. Development would also impact adversely on views from Hillpark to the north, however, providing it was contained to the lower slopes of the site, it would not impact adversely on longer range views from across the City.

Ongoing woodland management at Corstorphine Hill Local Nature Reserve will increase permeability of views from the site's eastern paths, whereby development could impact adversely on the seclusion experienced by recreational receptors using the Hill's path network to the west of the site.

**Would the site if developed, affect the wider landscape setting of the city?**

Corstorphine Hill comprises a distinctive and scenically attractive, low wooded ridge which forms an important landmark across the City. Its lower slopes include villa grounds and recreational open space of designed landscape origin, which contribute to its wooded character and provide a valuable foreground to important views to the hill from the immediate locale. The Hill and its surrounding slopes have been a long standing Area of Great Landscape Value and are proposed for designation as a Special Landscape Area in the LDP. Through its impact on the distinctive parkland character of the hillside and views to and from Corstorphine Hill, development would impact adversely on the wider landscape setting of the City.

**Would the site enable clear and defensible Green Belt boundaries to be formed?**

The existing green belt boundary is clearly formed by Craigcrook Road to the east and boundary walling to Hillpark Brae and Hillpark Rise to the north, reinforced by mature parkland trees within the site.

Notwithstanding landscape and visual effects, woodland to the north of Murrayfield and Ravelston golf courses and the east edge of Corstorphine Hill LNR, would provide features capable of forming an alternative green belt boundary.

## WINTON GARDENS Housing Site Assessment

Who made representation(s) relating to the assessment area?

Miller Homes (Holder Planning)

Site assessment criteria		YES / NO		Comments / mitigation potential
<b>Appropriate Locations</b>				
Is the site located on brownfield land?		N		Arable farmland.
Can the site be made available for development?		Y		Representation received during MIR consultation, and Proposed Plan representation promoting the site for residential development.
1. Does the site have good accessibility to existing public transport?	2. Would sufficient enhancements be feasible?	Y	N/A	Majority of site has a score of C with the north west corner of the site having a score of D.
1. Does the site have good infrastructure capacity?	2. Would sufficient enhancements be feasible?	Y/N	Y	<p><i>Drainage:</i> Seafield WWTW operated by PFI (Stirling Water); no constraints identified and any requirement for additional capacity would be responsibility of PFI operator but could be delay in delivering capacity.</p> <p><i>Water supply/storage:</i> Adequate capacity (new Glencorse WTW, along with existing Marchbank WTW).</p> <p><i>Primary and Secondary schools:</i> Revised Education Appraisal identifies the educational infrastructure required to support housing growth. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis.</p> <p><i>Transport:</i> Transport Appraisal addendum identifies the transport infrastructure required to support housing growth. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis.</p>
<b>Landscape setting and identity</b>				
Would the site, if developed, affect the wider landscape setting of the city?		Y		Development of the site would impact upon the essential character of the Morton Mains Conservation Area and a green wedge of open landscape between Blackford Hill and the Pentlands, recognised as of value to the wider landscape setting of the City.
Would the site enable clear and defensible green belt boundaries to be formed?		N		The green belt boundary to the north is formed by a robust woodland belt. Whilst garden boundaries of homes to the west of the site lack the qualities of a defensible green belt boundary, the surrounding agricultural fields are open in character and lack strong physical features capable of forming an alternative urban edge treatment.
Can the site be integrated into and in keeping with the character of the settlement and local area?		N		Development of the site could not be effectively integrated with the character of the settlement and local landscape. Development could continue the pattern of the settlement to the west of the site, however it would impact upon the open setting to the Morton Mains Conservation Area and its seclusion from urban activity to the west.
<b>Countryside recreation</b>				
Would development of the site avoid impacting upon existing access to countryside recreation?		Y		



**Overall assessment**

Not currently a reasonable site. Development would affect the landscape setting of the city, would not enable suitable green belt boundaries to be formed and could not be integrated or be in keeping with the character of the existing settlement.

**Landscape and Visual Assessment****Settlement context**

A group of buildings set within woodland on a low ridge between Hillend and the Braid Hills, centred on the mansion of Morton House and its compact designed landscape of avenues and parkland enclosures. The mansion was remodelled in the 18<sup>th</sup> century is set within a walled courtyard and garden, defined by entrance pavilions and east-west woodland allées laid out with vegetable gardens to the west and open lawn to the east façade, with a belvedere tower located on a grassed knoll to the southeast. South of the house, lie Morton Mains farmhouse and steading, whilst former early to mid 19th century agricultural workers cottages (Morton Mains Cottages) are set within a plantation to the southwest. A further 18<sup>th</sup> century cottage lies to the northwest of Morton House.

Access historically led southwards from a lodge on Frogston Rd, via a private drive (Winton Drive), turning east along a tree lined avenue (Winton Loan), with Morton House, set just around a slight bend. The route continues as an unlit country track to the south of the house, serving Morton Mains and the cottages and today returns northwards along the east boundary of the designed landscape to Frogston Rd West. A ramped access track is also recorded from the late 19<sup>th</sup> century, running through open parkland between estate boundary walls on Frogston Rd West and Morton House.

By the 1950s and 60s post-war housing had been developed in the northwest parkland enclosure along Frogston Rd West. During the latter part of the 20th century, residential development in-filled farmland to the east of Biggar Rd and west of Winton Gardens. The open land and seclusion provided by woodland retain the rural setting and character of the original estate and provides separation from the city's outer suburbs to the north and west. In 2012 a planning application to develop the open farmland to the east of Winton Gardens was refused.

Morton House is historically associated with the Mortonhall estate to the northeast (Inventory of Gardens and Designed Landscapes), which served as a dower house and possibly a home farm in late 18th/early 19th century. The environs of Mortonhall contains a wide number of publicly accessible path routes and these link to the south of Frogston Rd. A local path follows field margins to the north of the Bypass and Swanston Burn, connecting from Winton Gardens in the west, eastwards to Broomhills Rd with a northward connection via Morton Mains to Frogston Rd.

The area is designated as a Conservation Area for its special architectural and historic interest and is a candidate Special Landscape Area, due to its physical and visual association with the Mortonhall estate. The site is recorded as a garden and designed landscape of local and regional interest. A Tree Preservation Order applies to the majority of the existing tree and woodland cover.

**Site Location**

The site lies to the east of Winton Gardens, south of a woodland belt on Winton Loan and north of the City Bypass. The representation to the Proposed LDP extends the site promoted at the MIR stage to include land previously proposed for retention in agricultural use. The representation site has been expanded eastwards to the track between Morton Mains Cottages and City Bypass, comprising some 4.3 hectares agricultural land.

**Landscape character**

The site comprises an arable field, which slopes from 160 – 150 m above sea level from north to south. It is bounded by woodland belts to the north and east along Winton Loan, associated with the designed landscape of Morton House. Its eastern edge is formed by a hedge and hedgerow trees, beyond which lie paddocks to the south of Morton Mains farm. To the south, rough grassland, wooded copses and scrub woodland adjoin the margins of the Swanston Burn and City Bypass. The western edge of the site is formed by back garden boundaries of housing along Winton Gardens, which together with the proximity of the bypass, exerts an urban influence upon the more rural character of open farmland and policy woodland to the north and east.

## Views and Visibility

From the northern slopes and summits of the Pentlands, there are elevated views across the designed landscape and surrounding farmland, which forms part of a green wedge extending into the city, in combination with Mortonhall, the Braid Hills and Blackford Hill. The broad bands of policy woodland in the foreground form a distinct edge between the urban area to the north and open countryside to the south. Landform and tree cover, restrict views to the site from Frogston Rd to the north and east.

The site is principally overlooked from the rear elevations and gardens of properties on Winton Gardens, which has an open boundary/gateway to the field to the southeast of the main street. Residential receptors adjoining the site would be sensitive to landscape change. On the northeast boundary of the site, views to the site from the paddock adjoining Morton mains cottages are filtered though boundary planting.

A footpath runs to the south of the housing estate, aligned along field boundaries to the north of the Swanston Burn and City Bypass, connecting to Morton Mains to the north and Broomhills Rd to the east. Recreation path users have open views to the north, across the rising arable field set against a backdrop of policy woodland. To the west, Winton Gardens form the urban edge of housing at Fairmilehead. To the southwest, the Pentland Hills dominate views over the Bypass, whilst eastward views are focussed along the farmed margins of the City Bypass.

There are glimpsed views to the site from a short section of the City Bypass and brief views from the Biggar Rd (A702) at Lothianburn on the approach to Edinburgh from the south. The wooded ridge of the Conservation Area is visible across open farmland, with the City Bypass in a cutting, set against the backdrop of woodland at Galachlaw to the north.

### Can the site be integrated into and in keeping with the character of the settlement and local landscape?

The proposal is small in scale and would permanently introduce urban residential development into an area of open farmland. Development could continue the pattern of settlement to the west of the site, which exerts some urban influences upon the site; however, it would impact upon the open setting to the Morton Mains Conservation Area and its seclusion from urban activity to the west. These changes would result in temporary construction impacts and permanent landscape change in views from properties on Winton Gardens. The views from recreational path network following the southern edge of the field would be affected by both construction works and loss of views across open farmland to the wooded backdrop along Winton Loan. In views from the Pentland Hills, the urban edge would extend to the south and east towards the City Bypass, narrowing the broad green swathe of land extending from the open countryside to the south side of the city.

### Would the site if developed, affect the wider landscape setting of the city?

The proposal would impact upon the essential character of the Morton Mains Conservation Area and distinctive green wedge of open landscape extending between Blackford Hill and the Pentlands, features of value to the wider landscape setting of the city.

The extension of the site to the southeast would introduce built form to westbound views from the City Bypass, from which the wooded ridge of the Conservation area is accentuated by surrounding lower lying fields. To the east of Morton Mains cottages, there are open views across the site to the Pentland Hills, which would also be adversely affected by the eastward extension of urban development. In views from the slopes of the Pentlands to south, such as the summits of Hillend Hill and Caerketton, the site forms a prominent foreground feature. These views are seen in the context of panoramic views to the city and its suburbs. The site forms part of a green wedge extending into the city, in combination with Mortonhall, the Braid Hills and Blackford Hill.

Development of the site would impact on these local landscape characteristics and reduce the effectiveness of the existing green belt boundary. As a result, it would adversely affect the setting of the city when viewed from the south.

### Would the site enable clear and defensible Green Belt boundaries to be formed?

The existing Green Belt boundary to the north is clearly marked by a woodland belt along Winton Loan, which then returns northwards along estate boundary walls to Frogston Rd West. The garden boundaries to the west of the site lack the strong physical features required of a defensible green belt boundary.

The surrounding agricultural fields are open in character and lack features capable of forming an alternative green belt boundary. Any development, justifiable in terms of its impact on the setting of the Conservation Area, would require to establish a substantial planted boundary to the south and east of the site, which would not be effective in the short – medium term. Overhead powerlines to the southeast corner of the site may also pose some constraint on development and structure planting.

## FROGSTON ROAD WEST Housing Site Assessment

Who made representation(s) relating to the assessment area?

Catchelaw Trust (Strutt &amp; Parker)

Site assessment criteria		YES / NO		Comments / mitigation potential
<b>Appropriate Locations</b>				
Is the site located on brownfield land?		N		Arable farmland.
Can the site be made available for development?		Y		Representation received during MIR consultation, and Proposed Plan representation promoting the site for residential development.
1. Does the site have good accessibility to existing public transport?	2. Would sufficient enhancements be feasible?	Y	N/A	The entire site has a score of C.
1. Does the site have good infrastructure capacity?	2. Would sufficient enhancements be feasible?	Y/N	Y	<p><i>Drainage:</i> Seafeld WWTW operated by PFI (Stirling Water); no constraints identified and any requirement for additional capacity would be responsibility of PFI operator but could be delay in delivering capacity.</p> <p><i>Water supply/storage:</i> Adequate capacity (new Glencorse WTW, along with existing Marchbank WTW).</p> <p><i>Primary and Secondary schools:</i> Revised Education Appraisal identifies the educational infrastructure required to support housing growth. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis.</p> <p><i>Transport:</i> Transport Appraisal addendum identifies the transport infrastructure required to support housing growth. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis.</p>
<b>Landscape setting and identity</b>				
Would the site, if developed, affect the wider landscape setting of the city?		Y		Development would impact upon the essential character of the Morton Mains Conservation Area and a green wedge of open landscape between Blackford Hill and the Pentlands, recognised as of value to the wider landscape setting of the City.
Would the site enable clear and defensible green belt boundaries to be formed?		N		The existing green belt boundary is clearly marked by a woodland belt along Winton Loan and returns northwards along tree lined estate boundary walls to Frogston Road West. Whilst the site has woodland enclosure to the south, it lacks a defensible green belt boundary to the east.
Can the site be integrated into and in keeping with the character of the settlement and local area?		N		Development of the site could not be effectively integrated with the character of the settlement and local landscape. Whilst residential development could continue the settlement pattern to the north and west, it would alter the remaining open setting to the Conservation Area from the north, an essential characteristic of the Conservation Area. Development would also divide the estate from neighbouring Inventory Designed Landscape of Mortonhall, with which it is historically associated.
<b>Countryside recreation</b>				
Would development of the site avoid impacting upon existing access to countryside recreation?		Y		

**Overall assessment**

Not currently a reasonable site. Development would affect the landscape setting of the city, would not enable suitable green belt boundaries to be formed and could not be integrated or be in keeping with the character of the existing settlement.

**Landscape and Visual Assessment****Settlement context**

A group of buildings set within woodland on a low ridge between Hillend and the Braid Hills, centred on the mansion of Morton House and its compact designed landscape of avenues and parkland enclosures. The mansion was remodelled in the 18<sup>th</sup> century is set within a walled courtyard and garden, defined by entrance pavilions and east-west woodland allées laid out with vegetable gardens to the west and open lawn to the east façade, with a belvedere tower located on a grassed knoll to the southeast. South of the house, lie Morton Mains farmhouse and steading, whilst former early to mid 19th century agricultural workers cottages (Morton Mains Cottages) are set within a plantation to the southwest. A further 18<sup>th</sup> century cottage lies to the northwest of Morton House.

Access historically led southwards from a lodge on Frogston Rd, via a private drive (Winton Drive), turning east along a tree lined avenue (Winton Loan), with Morton House, set just around a slight bend. The route continues as an unlit country track to the south of the house, serving Morton Mains and the cottages and today returns northwards along the east boundary of the designed landscape to Frogston Rd West. A ramped access track is also recorded from the late 19<sup>th</sup> century, running through open parkland between estate boundary walls on Frogston Rd West and Morton House.

By the 1950s and 60s post-war housing had been developed in the northwest parkland enclosure along Frogston Rd West. During the latter part of the 20th century, residential development in-filled farmland to the east of Biggar Rd and west of Winton Gardens. The open land and seclusion provided by woodland retain the rural setting and character of the original estate and provides separation from the city's outer suburbs to the north and west. In 2012 a planning application to develop the open farmland to the east of Winton Gardens was refused.

Morton House is historically associated with the Mortonhall estate to the northeast (Inventory of Gardens and Designed Landscapes), which served as a dower house and possibly a home farm in late 18th/early 19th century. The environs of Mortonhall contains a wide number of publicly accessible path routes and these link to the south of Frogston Rd. A local path follows field margins to the north of the Bypass and Swanston Burn, connecting from Winton Gardens in the west, eastwards to Broomhills Rd with a northward connection via Morton Mains to Frogston Rd.

The area is designated as a Conservation Area for its special architectural and historic interest and is a candidate Special Landscape Area, due to its physical and visual association with the Mortonhall estate. The site is recorded as a garden and designed landscape of local and regional interest. A Tree Preservation Order applies to the majority of the existing tree and woodland cover.

**Site Location**

The site is located to the south of Frogston Rd West and north of Morton House. It lies to the east of housing on Winton Loan and Frogston Rd West and west of the access track from Frogston Rd West to Morton Mains farm.

**Landscape character**

The site lies at approx 160 m above sea level. It comprises a broadly square area of flat grassland currently used for grazing purposes. It is enclosed by estate boundary walls and forms part of the perimeter parkland of the designed landscape. To the south it adjoins the wooded garden ground of Morton House and garden planting within properties to the north and west, whilst to the east beyond estate walls and remnant avenue trees, lies open farmland and access track to Morton Mains farm, which is also used as a recreational path. To the north boundary walls retain Frogston Rd west at a higher level. A ramped access track leads from curved gateway walling on Frogston Rd West, across the western third of the parkland to Morton House. The track is marked by a line of coniferous trees and formerly connected to the courtyard to the west of the house.

## Views and Visibility

The local landscape has a strong visual relationship with the Pentland Hills, which form part of the city's regional landscape setting. From the main east-west route of Frogston Rd and secondary route of Broomhills Rd, the Conservation Area appears as a wooded ridge, set at the foot of the Pentland Hills. Similar views can be observed by westbound traffic on the City Bypass. In close range views from Frogston Rd West, the open parkland and estate boundary walls contribute to the setting of the Conservation Area and local townscape. The site is screened by woodland from Biggar Rd (A702).

From the northern slopes and summits of the Pentlands, there are elevated views across the designed landscape and surrounding farmland, which forms part of a green wedge extending into the city, in combination with Mortonhall, the Braid Hills and Blackford Hill. Whilst the southern half of the site is screened by woodland surrounding Morton House, the open land to the northern edge of the site retains continuity of the open landscape between Mortonhall and Morton House.

The site is not overlooked by residential receptors within the Conservation Area. Views from Morton Mains house are channelled east-west by wooded allées and enclosed from the site by walled and wooded boundaries with understorey planting to the north. The mansion and its grounds also separate the cottages and farm from the site.

Residential receptors to the west of the site on Frogston Rd West and Winton Loan are unlikely to have direct views into the site due to boundary walling and tree cover. The most sensitive residential receptors are likely to be from housing within the grounds of the former Princess Margaret Rose Hospital, which overlook the site from south facing slopes to the north Frogston Rd West and would be sensitive to landscape change.

Recreational path users following the route between Broomhills Rd to Frogston Rd West via Morton Mains, are afforded both middle distance and close range views of the site.

### Can the site be integrated into and in keeping with the character of the settlement and local landscape?

The proposal is small in scale and would permanently introduce urban residential development into a discrete area of the Morton Mains Conservation Area and designed landscape. Whilst residential development could continue the settlement pattern to the north and west, it would alter the remaining open setting to the Conservation Area from the north, thereby affecting an essential characteristic of the Conservation Area. Development would also divide the estate from neighbouring Inventory Designed Landscape of Mortonhall, with which it is historically associated and shares designed landscape characteristics. This would result in temporary construction impacts and permanent adverse impacts on views of the Conservation Area as experienced by vehicular travellers on Frogston Rd, road and footpath users passing along the access track to the east of the site and from the wider which path route to the southeast of Morton Mains. The proposal would be overlooked by receptors to the north of the site from principal elevations, with some sensitivity to landscape change. In views from the Pentland Hills, residential development would break the continuity of open landscape between Morton House and Mortonhall, which form part of a broad green swathe of land extending from the countryside to the south side of the city. Development is unlikely to impact on views from the City Bypass.

### Would the site if developed, affect the wider landscape setting of the city?

The proposal would impact upon the essential character of the Morton Mains Conservation Area and the distinctive green wedge of open landscape extending between Blackford Hill and the Pentlands, features of value to the wider landscape setting of the city.

### Would the site enable clear and defensible Green Belt boundaries to be formed?

The existing Green Belt boundary is clearly marked by a woodland belt along Winton Loan, and returns northwards along estate boundary walls to Frogston Rd West. The wooded grounds of Morton House would provide a recognisable physical feature to the south capable of forming an alternative greenbelt boundary. However to the east, the site lacks strong physical features, comprising the farm access track, walled field boundary and limited tree cover.

## DUDDINGSTON WEST Housing Site Assessment

Who made representation(s) relating to the assessment area?

Ogilvie Homes (Andrew Bennie Planning Ltd)

Site assessment criteria		YES / NO		Comments / mitigation potential
<b>Appropriate Locations</b>				
Is the site located on brownfield land?		N		Flat grassed area with young specimen trees to the south of Duddingston Golf Course.
Can the site be made available for development?		Y		Representation received during MIR consultation, and Proposed Plan representation promoting the site for residential development.
1. Does the site have good accessibility to existing public transport?	2. Would sufficient enhancements be feasible?	Y	N/A	The entire site has a score of D.
1. Does the site have good infrastructure capacity?	2. Would sufficient enhancements be feasible?	Y/N	Y	<p><i>Drainage:</i> Seafield WWTW operated by PFI (Stirling Water); no constraints identified and any requirement for additional capacity would be responsibility of PFI operator but could be delay in delivering capacity.</p> <p><i>Water supply/storage:</i> Adequate capacity (new Glencorse WTW, along with existing Marchbank WTW).</p> <p><i>Primary and Secondary schools:</i> Revised Education Appraisal identifies the educational infrastructure required to support housing growth. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis.</p> <p><i>Transport:</i> Transport Appraisal addendum identifies the transport infrastructure required to support housing growth. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis.</p>
<b>Landscape setting and identity</b>				
Would the site, if developed, affect the wider landscape setting of the city?		Y		The proposal would impact adversely upon the character and views of designated sites of national and local importance, which contribute to the wider landscape setting of the city.
Would the site enable clear and defensible green belt boundaries to be formed?		N		Due to its isolation from existing built up areas, the site has no alternative defensible Green Belt boundaries.
Can the site be integrated into and in keeping with the character of the settlement and local area?		N		Development of the site could not be effectively integrated with the existing settlement. The site is separated by open landscape from the city to the north and cut off from the nearest residential neighbourhood at Craigmillar to the south by the railway, woodland cover and industrial premises.
<b>Countryside recreation</b>				
Would development of the site avoid impacting upon existing access to countryside recreation?		Y		The site does not form any functional part of the existing golf course.

**Overall assessment**

Not currently a reasonable site. Development would affect the landscape setting of the city, would not enable suitable green belt boundaries to be formed and could not be integrated or be in keeping with the character of the existing settlement.

**Landscape and Visual Assessment****Settlement context**

Duddingston Golf Course is a significant area open space to the southeast of Holyrood Park and east of Duddingston Loch. It is bounded by Duddingston village to the north, the A1 to the northeast, housing at Bingham to the east and to the south by the Innocent Railway path, Edinburgh South Suburban Railway, Peffermill Industrial Estate and neighbourhood of Craigmillar.

**Site Location**

The site is located in the southwest of Duddingston Golf Course, south of the Braid Burn and club house access road.

**Landscape character**

The site comprises a flat grassed clearing, with young specimen trees and established wooded margins. It is set to the south of the club house access road, between the tree-lined course of the Braid Burn to the north and woodland lining the Innocent Railway path and South Suburban Railway to the south. The site lies to the south of the boundary of the Inventory designed landscape of Duddingston House and may have historically been subject to landscape change. However its current woodland enclosure and rural character complement the Inventory Site and contribute to the spatial structure and appearance of Duddingston Conservation Area, the existing Area of Great Landscape Value and Green Belt.

The Inventory designed landscape and setting of Duddingston House, a category A listed building, is set upon low-lying ground to the southeast of Holyrood Park. Its 18<sup>th</sup> century landscape comprises perimeter woodland belts providing seclusion from the surrounding area, mature parkland trees and grassland, now supplemented by 20<sup>th</sup> century planting along 18 fairways. The Braid Burn has been canalised through the site from south west to northeast, with the southern part of the site providing natural flood water storage. In the late 1950s Holy Rood High School was built in the northwest of the grounds. In the 1960s, Duddingston House, at the core of the estate, was opened as a hotel, accessed via the main tree-lined driveway from the northeast. The southwest of the site is occupied by playing fields set on a former cavalry drill ground, with pavilion and parking and is used by Portobello Rugby Club. Recent landscape change includes the redevelopment of the school campus and development of townhouses to the north and west of Duddingston House at Cavalry Park Drive, as a means to enable its restoration. The house and grounds form part of Duddingston Conservation Area, are an Area of Great Landscape Value<sup>5</sup>, and much of the golf course is designated for its local biodiversity value. In combination with Holyrood Park, the low-lying ground at Duddingston and Prestonfield to the west, form part of a significant open swathe of grassland and woodland within the urban area, which extends across Peffermill, Craigmillar Castle Park and the South East Wedge to Midlothian. A strategic green link also leads to the northeast, via Jewel Park and the Niddrie/Brunstane Burn.

**Views and Visibility**

The site and Duddingston Golf Course merge in views to form part of the open foreground to spectacular, elevated views from the environs of Holyrood Park, a recreational destination for a residents and visitors throughout the year. These receptors would be highly sensitive to changes to the character of the designed landscape; the new high school buildings and housing at Cavalry Park Drive contrast with their semi-natural setting. From surrounding roads and the Innocent Railway, a Core Path and part of National Cycle Route 1, the site is screened by perimeter tree belts. The proposal would be visible from the playing fields to the north and to golfers travelling to and from the club house, however, those engaged in team sports and passing to and from the clubhouse may be less sensitive to changes in their surroundings. Whilst Duddingston House does not overlook the site, housing at Cavalry Park Drive is arranged front-back and has principal southward views across the site and residents would therefore be sensitive to landscape change.

<sup>5</sup> A candidate Special Landscape Area in the Review of Local Landscape Designations (2010).



**Can the site be integrated into and in keeping with the character of the settlement and local landscape?**

The proposal is small in scale and would introduce urban residential development on the edge of a nationally important designed landscape. The proposal would alter the character and appearance of the designed landscape by developing along its perimeter woodland belts, which generally conceal views of the built up area and provide the secluded parkland setting to Duddingston House. From Queen's Drive, the proposal would intensify the presence of buildings in the foreground of views across the open parkland and Conservation Area. The proposal is unlikely to impact significantly upon those engaged in sports and is screened from the Innocent Railway path. The site is separated by open landscape from the city to the north and cut-off from the nearest residential neighbourhood at Craigmillar to the south by the railway, woodland cover and industrial estate. It therefore lacks the ability to be successfully integrated with the local townscape.

**Would the site if developed, affect the wider landscape setting of the city?**

The proposal would affect the characteristic spatial structure and appearance of the Conservation Area and AGLV/proposed Special Landscape Area, recognised for its value to the wider landscape setting of the city. The proposal would also influence the wooded and secluded character of a nationally important designed landscape.

**Would the site enable clear and defensible Green Belt boundaries to be formed?**

The existing green belt boundary is clearly formed by the railway line to the south and reinforced by the perimeter woodland belts of Duddingston Golf Course. Due to its isolation from existing built up areas, the site has no clearly defined or defensible Green Belt boundaries.

## DUDDINGSTON EAST Housing Site Assessment

Who made representation(s) relating to the assessment area?

Ogilvie Homes (Andrew Bennie Planning Ltd)

Site assessment criteria		YES / NO		Comments / mitigation potential
<b>Appropriate Locations</b>				
Is the site located on brownfield land?		N		Scrub woodland and rough grassland to the south east of Duddingston Golf Course.
Can the site be made available for development?		Y		Representation received during MIR consultation, and Proposed Plan representation promoting the site for residential development.
1. Does the site have good accessibility to existing public transport?	2. Would sufficient enhancements be feasible?	Y	N/A	The entire site has a score of D.
1. Does the site have good infrastructure capacity?	2. Would sufficient enhancements be feasible?	Y/N	Y	<p><i>Drainage:</i> Seafield WWTW operated by PFI (Stirling Water); no constraints identified and any requirement for additional capacity would be responsibility of PFI operator but could be delay in delivering capacity.</p> <p><i>Water supply/storage:</i> Adequate capacity (new Glencorse WTW, along with existing Marchbank WTW).</p> <p><i>Primary and Secondary schools:</i> Revised Education Appraisal identifies the educational infrastructure required to support housing growth. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis.</p> <p><i>Transport:</i> Transport Appraisal addendum identifies the transport infrastructure required to support housing growth. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis.</p>
<b>Landscape setting and identity</b>				
Would the site, if developed, affect the wider landscape setting of the city?		Y		The proposal would impact adversely upon designated sites of national and local importance, recognised as of value to the wider landscape setting of the City.
Would the site enable clear and defensible green belt boundaries to be formed?		N		The original perimeter tree belt has been lost in this location; though could be readily restored to align with adjacent woodland through landscape management. No suitable alternatives exist to depart from the strong context of the historic boundary.
Can the site be integrated into and in keeping with the character of the settlement and local area?		Y		The site is peripheral to the residential area of Bingham to the east and separated from existing streets by public open space. The railway to the south prevents integration of new development with housing in Craigmillar. Physical integration could be achieved if the site was developed as part of a wider scheme taking in existing open space to the east of the site.
<b>Countryside recreation</b>				
Would development of the site avoid impacting upon existing access to countryside recreation?		Y		The site does not form any functional part of the existing golf course.

**Overall assessment**

Not currently a reasonable site. Development would affect the landscape setting of the city and would not enable suitable green belt boundaries to be formed. Physical integration would be dependent on a wider proposal including land to the east outwith the representation site.

**Landscape and Visual Assessment****Settlement context**

Duddingston Golf Course is a significant area open space to the southeast of Holyrood Park and east of Duddingston Loch. It is bounded by Duddingston village to the north, the A1 to the northeast, housing at Bingham to the east and to the south by the Innocent Railway path, Edinburgh South Suburban Railway, Peffermill Industrial Estate and neighbourhood of Craigmillar.

**Site Location**

The site is located in the southeast of Duddingston Golf Course, south of the Braid Burn, north of the Innocent Railway Core Path and west of Bingham housing estate and Jewel Park.

**Landscape character**

The site comprises an area of scrub woodland and rough grassland located in the southeast corner of the golf course, to the south of the 1<sup>st</sup> fairway and Braid Burn. Further to the west lie the grounds maintenance depot and golf club house and the site appears to be used for tipping garden waste from the golf course. The site is enclosed from adjacent land use by security fencing. To the east the site adjoins housing set in amenity greenspace at Bingham and Jewel Park. Whilst to the south it borders woodland and scrub verges of the Innocent Railway Core Path.

It is part of the Inventory designed landscape and setting of Duddingston House, a category A listed building, set upon low-lying ground to the southeast of Holyrood Park. Its 18<sup>th</sup> century landscape comprises perimeter woodland belts providing seclusion from the surrounding area, mature parkland trees and grassland, now supplemented by 20<sup>th</sup> century planting along 18 fairways. The Braid Burn has been canalised through the site from south west to northeast, with the southern part of the site providing natural flood water storage. In the late 1950s Holy Rood High School was built in the northwest of the grounds. In the 1960s, Duddingston House, at the core of the estate, was opened as a hotel, accessed via the main tree-lined driveway from the northeast. The southwest of the site is occupied by playing fields set on a former cavalry drill ground, with pavilion and parking and is used by Portobello Rugby Club. Recent landscape change includes the redevelopment of the school campus and development of townhouses to the north and west of Duddingston House at Cavalry Park Drive, as a means to enable its restoration. The house and grounds form part of Duddingston Conservation Area, are an Area of Great Landscape Value<sup>6</sup>, and much of the golf course is designated for its local biodiversity value. In combination with Holyrood Park, the low-lying ground at Duddingston and Prestonfield to the west, form part of a significant open swathe of grassland and woodland within the urban area, which extends across Peffermill, Craigmillar Castle Park and the South East Wedge to Midlothian. A strategic green link also leads to the northeast, via Jewel Park and the Niddrie/Brunstane Burn.

**Views and Visibility**

In general, the site location is not prominent in views from the wider landscape. The site is distant from Holyrood Park and its location in the southeast corner of the golf course is screened in views from Queen's Drive by woodland. Views to the site from the Innocent Railway tend to be channelled east-west by its tree lined margins, though vegetation cover is less dense at the path's emergence into Jewel Park and partial views to the site exist through palisade security fencing. Those using the park and path are likely to have an interest in the appreciation of their surroundings. Existing housing at Bingham forms a backdrop to views through boundary tree belts from the first fairway. Golfers are likely to have some sensitivity to landscape change, given the overall quality of the course's landscape setting. Whilst residential properties at Bingham do not directly overlook the site, there are open views to the wooded edge of Duddingston Golf Course from the main residential road (Bingham Medway), amenity green spaces and western end of Jewel Park.

**Can the site be integrated into and in keeping with the character of the settlement and local landscape?**

<sup>6</sup> A candidate Special Landscape Area in the Review of Local Landscape Designations (2010).

The proposal is small in scale and would introduce urban residential development into an area of nationally important designed landscape. The proposal would alter the character and appearance of the designed landscape by developing along its perimeter woodland belts, which generally conceal views of the built up area and provide the secluded parkland setting to Duddingston House. These physical changes are unlikely to impact on users of the Innocent Railway or residents of Bingham due to the presence of existing housing in views. The proposal is likely to impact on golfers, given its position to the south of the first fairway and lack of planted boundaries to any development in the short to medium term. The site is set-back from existing housing at Bingham, restricting the physical integration of built form without loss of open space. The site is separated from Craigmillar to the south by the railway, though an underpass connects to Hays Avenue to the east.

**Would the site if developed, affect the wider landscape setting of the city?**

The proposal would affect the character of a nationally important designed landscape, Conservation Area and proposed Special Landscape Area, recognised as of value to the wider landscape setting of the city. However, its discrete location would restrict visual impacts to local views from within the golf course.

**Would the site enable clear and defensible Green Belt boundaries to be formed?**

The existing green belt boundary to the south is formed by the railway line. To the east, it follows the perimeter woodland belts of Duddingston Golf Course and security fencing against Bingham housing estate. The density and condition of woodland along this edge is generally robust, though becomes sparse and poorly managed to the south of the Braid Burn and first fairway. The exposed security fencing does not contribute to the character of the designed landscape. Planting between fairways tends to be less substantial and a late 20<sup>th</sup> century addition to the designed landscape. As such, limited alternative boundary features or design rationale exists to divert from the strong context of the historic landscape boundary. Replacement planting could readily be addressed through landscape management.

