

Planning Committee – 14 May 2015 at  
10.00am

Background documents in respect of item 5.1 –  
Local Development Plan: Submission to  
Examination

- 1 Environmental Report Addendum (May 2015)
- 2 Report of Conformity with Participation Statement (May 2015)
- 3 East of Millburn Tower – Transport Appraisal
- 4 East of Millburn Tower – Education Infrastructure Appraisal

# **EDINBURGH LOCAL DEVELOPMENT PLAN**

## **ENVIRONMENTAL REPORT - ADDENDUM**



**MAY 2015**

**EDINBURGH LOCAL DEVELOPMENT PLAN  
ENVIRONMENTAL REPORT ADDENDUM  
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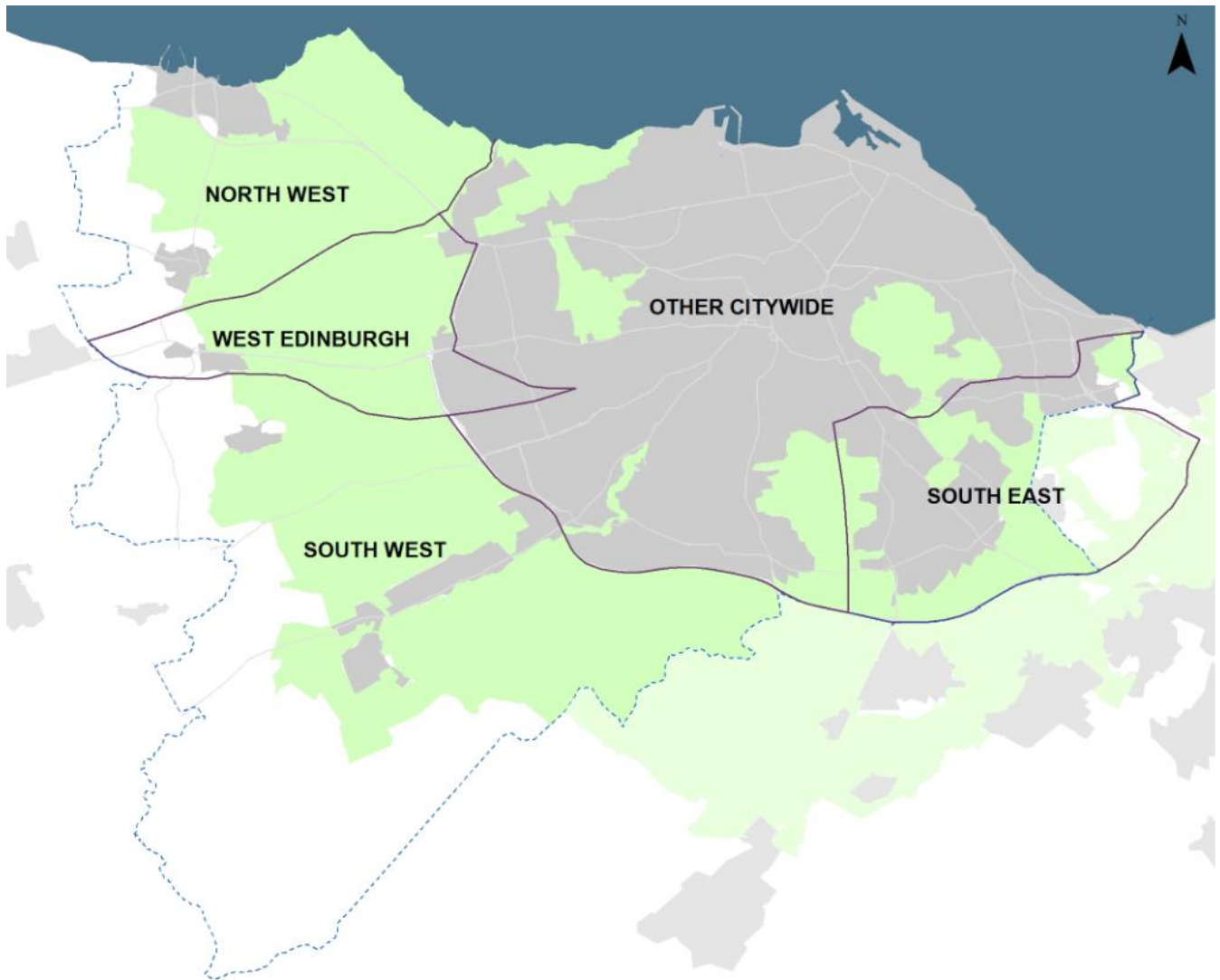
## 1. PURPOSE OF THE REPORT

The purpose of this Environmental Report Addendum (ER) at the Second Plan stage is to:

- assess new sites, where representation was received to the Second Proposed Plan promoting the site for development. The assessment for these new sites is in black text.
- assess amended sites, where representation was received to the Second Proposed Plan promoting a revised site boundary. The assessment for these sites is contained in the purple text.
- Present an updated summary of the sites in matrix form, to supplement that in Appendix 2 of the Environmental Report – Second Revision (June 2014).
- Present a table showing how the housing assessment criteria accords with Scottish Planning Policy and SDP policy.

Table 1 Housing Site Assessment Framework	
Site assessment criteria	Strategic Development Plan and Scottish Planning Policy context
<b>Appropriate Locations</b>	
Is the site located on brownfield land?	SDP Policy 12 and Aims; SPP paragraph 40
Can the site be made available for development?	SDP Policies 6 and 7; SPP paragraphs 123-125
1. Does the site have good accessibility to existing public transport?	2. Would sufficient enhancements be feasible? SDP Policies 1A and 8; SPP paragraphs 29, 46 and 270
1. Does the site have good infrastructure capacity?	2. Would sufficient enhancements be feasible? SDP Policies 1A, 7 and 9; SPP paragraphs 29 and 45
<b>Landscape setting and identity</b>	
Would the site, if developed, affect the wider landscape setting of the city?	SDP policy 12; SPP paragraphs 29, 41, 49 and 194
Would the site enable clear and defensible green belt boundaries to be formed?	SDP Policy 12; SPP paragraphs 49 to 51
Can the site be integrated into and in keeping with the character of the settlement and local area?	SDP Policy 7; SPP paragraph 41
<b>Countryside recreation</b>	
Would development of the site avoid impacting upon existing access to countryside recreation?	SDP Policy 12; SPP paragraphs 29, 49 and 228
<b>Overall assessment</b>	

## Housing Site Assessment Areas



Assessment Area	Brownfield	Available for development	Good accessibility to existing public transport	Enhancement to public transport	Good infrastructure capacity	Enhancement to infrastructure	Affect wider landscape setting of the city	Clear and defensible Green Belt boundaries	Integrate and in keeping with character of settlement	Avoid impacting on countryside recreation	Overall Assessment
<b>WEST</b>											
Turnhouse	Red	Green	Red	Red	Orange	Green	Red	Red	Red	Green	Red
Cammo Estate Park	Red	Red	Red	Red	Orange	Green	Red	Red	Red	Red	Red
Turnhouse Golf Course	Red	Red	Red	Red	Orange	Green	Red	Green	Red	Red	Red
Cammo Southern Parkland	Red	Green	Red	Red	Orange	Green	Red	Red	Red	Green	Red
West of Maybury Road	Red	Green	Red	Green	Orange	Green	Green	Green	Green	Green	Green
West of Newbridge	Red	Green	Red	Red	Orange	Green	Red	Red	Red	Green	Red
Royal Highland Centre	Orange	Red	Green	White	Orange	Green	Green	White	Red	Green	Red
International Business Gateway 1	Orange	Green	Green	White	Orange	Green	Green	White	Green	Green	Green
International Business Gateway 2	Red	Green	Green	White	Orange	Green	Green	White	Green	Green	Green
Norton Park	Red	Red	Orange	Green	Orange	Green	Green	White	Red	Green	Red
Gogarburn Golf Course	Red	Red	Green	White	Orange	Green	Red	Red	Red	Red	Red
South of RBS Gogarburn	Red	Red	Red	Red	Orange	Green	Red	Red	Red	Red	Red
East of Millburn Tower	Red	Green	Red	Red	Orange	Green	Red	Red	Red	Green	Red
Edinburgh Park/The Gyle	Green	Orange	Green	White	Orange	Green	Green	White	Green	Green	Green
West of Turnhouse Road	Orange	Green	Green	White	Orange	Green	Green	Green	Green	Green	Green
East of Turnhouse Road	Orange	Green	Green	White	Orange	Green	Green	Green	Green	Green	Green
Ratho Station North	Red	Green	Green	White	Orange	Green	Green	Red	Green	Green	Green
Ratho Station South	Red	Orange	Green	White	Orange	Green	Green	Orange	Red	Green	Red

Assessment Area	Brownfield	Available for development	Good accessibility to existing public transport	Enhancement to public transport	Good infrastructure capacity	Enhancement to infrastructure	Affect wider landscape setting of the city	Clear and defensible Green Belt boundaries	Integrate and in keeping with character of settlement	Avoid impacting on countryside recreation	Overall Assessment
<b>SOUTH EAST</b>											
West of Liberton Brae	Red	Orange	Orange	White	Orange	Green	Red	Red	Red	Red	Red
South of Liberton Drive	Red	Green	Red	Orange	Orange	Green	Red	Red	Red	Red	Red
Mortonhall	Orange	Red	Green	White	Orange	Green	Red	Red	Green	Green	Red
South of Frogston Road East	Red	Green	Green	White	Orange	Green	Red	Red	Red	Green	Red
West of Burdiehouse Rd	Red	Green	Orange	Orange	Orange	Green	Green	Green	Green	Green	Green
East of Burdiehouse Rd	Red	Green	Red	Red	Orange	Green	Red	Red	Red	Green	Red
North of Lang Loan	Red	Green	Green	White	Orange	Green	Red	Red	Red	Green	Red
South of Lang Loan	Red	Green	Red	Red	Orange	Green	Red	Red	Red	Green	Red
North of Gilmerton Station Road	Red	Green	Red	Green	Orange	Green	Red	Red	Red	Green	Red
South of Gilmerton Station Road	Orange	Green	Red	Red	Orange	Green	Orange	Orange	Orange	Green	Red
Drum North	Red	Green	Orange	Red	Orange	Green	Red	Green	Orange	Green	Green
Drum South	Red	Green	Red	Red	Orange	Green	Red	Red	Red	Green	Red
South East Wedge (South)	Red	Orange	Green	White	Orange	Green	Red	Red	Red	Red	Red
South East Wedge (North)	Red	Green	Red	Red	Orange	Green	Red	Red	Red	Red	Red
Liberton Golf Course	Red	Red	Green	White	Orange	Green	Red	Red	Red	Red	Red
Craigmillar Castle Park	Red	Red	Orange	Red	Orange	Green	Red	Red	Red	Red	Red
Niddrie Bing	Green	Green	Green	White	Orange	Green	Green	Green	Green	Green	Red
South of Newcraighall Rd	Red	Green	Green	Green	Orange	Green	Green	Green	Green	Green	Green
North of Newcraighall Rd	Red	Green	Green	White	Orange	Green	Green	Green	Green	Green	Green
Brunstane Farmland	Red	Green	Red	Orange	Orange	Green	Green	Green	Green	Green	Green

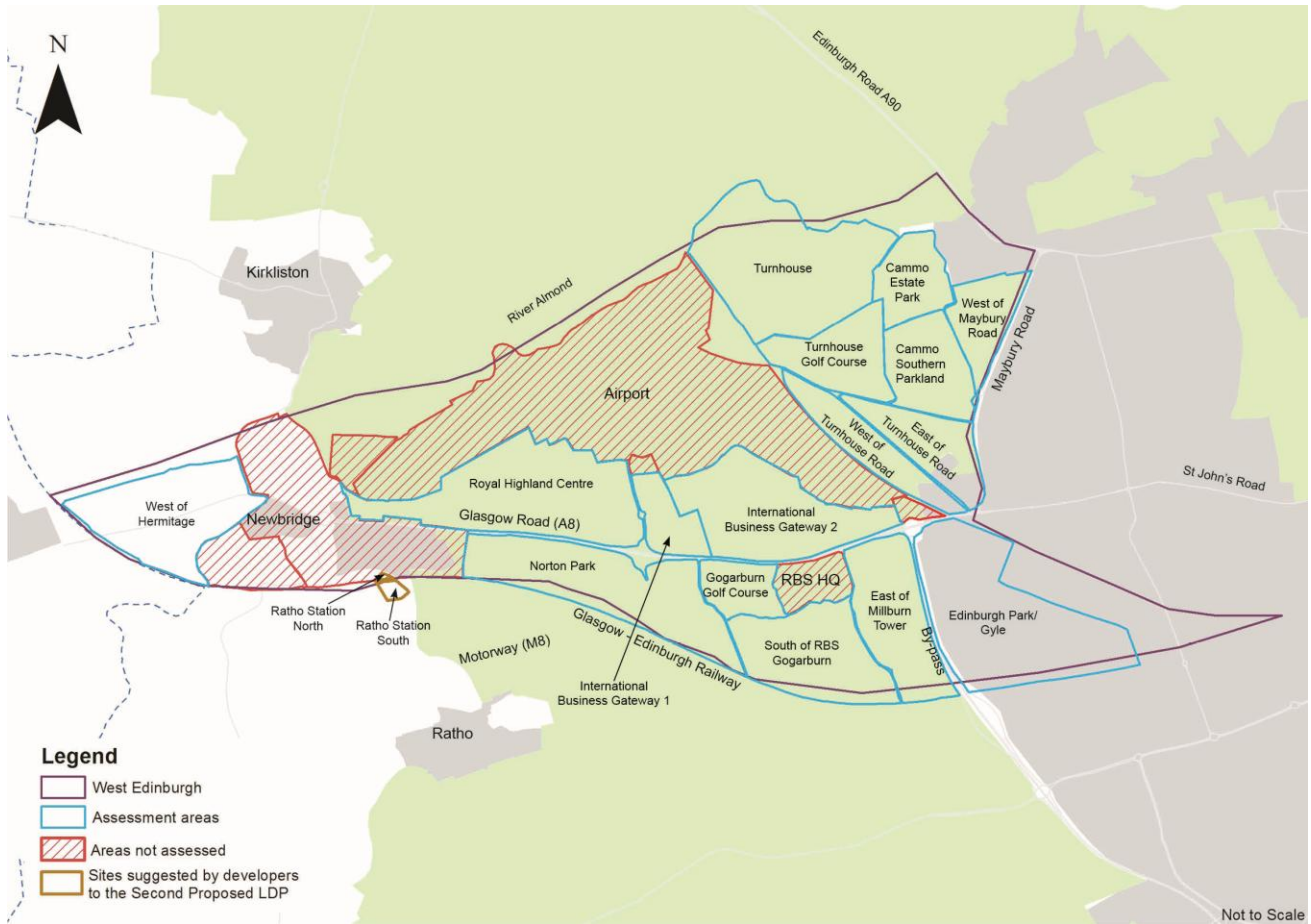
Assessment Area	Brownfield	Available for development	Good accessibility to existing public transport	Enhancement to public transport	Good infrastructure capacity	Enhancement to infrastructure	Affect wider landscape setting of the city	Clear and defensible Green Belt boundaries	Integrate and in keeping with character of settlement	Avoid impacting on countryside recreation	Overall Assessment
<b>SOUTH WEST</b>											
Cockburn Crescent	Red	Green	Green	White	Orange	Green	Red	Green	Red	Green	Red
Ravelrig Road	Red	Green	Red	Red	Orange	Green	Green	Green	Red	Green	Red
Goodtrees Farm	Red	Green	Red	Red	Orange	Green	Red	Green	Red	Green	Red
Harlaw Gait	Red	Green	Green	White	Orange	Green	Green	Red	Red	Green	Red
Glenbrook Road	Red	Green	Green	White	Orange	Green	Red	Red	Red	Green	Red
Currievale	Orange	Green	Orange	Red	Orange	Green	Green	Orange	Orange	Green	Green
Newmills Road	Red	Green	Green	White	Orange	Green	Green	Green	Green	Green	Green
Riccarton Mains Road	Red	Green	Green	White	Orange	Green	Green	Green	Green	Green	Green
Muirwood Road	Red	Green	Green	White	Orange	Green	Green	Green	Red	Green	Red
Woodhall Mains	Red	Orange	Red	Red	Orange	Green	Red	Red	Red	Red	Red
Riccarton Mains Road North	Red	Green	Red	Red	Orange	Green	Red	Red	Red	Green	Red
Edinburgh Garden District South	Green	Green	Green	White	Orange	Green	Orange	Orange	Red	Green	Red
Edinburgh Garden District West	Orange	Green	Red	Red	Orange	Green	Red	Red	Red	Red	Red
South of Ratho Park Road	Red	Green	Orange	Red	Orange	Green	Red	Red	Red	Green	Red
Ratho Park Road	Red	Green	Red	Red	Orange	Green	Red	Green	Red	Green	Red
South of Freelands Road	Red	Green	Red	Red	Orange	Green	Red	Red	Red	Green	Red
South of Norton Park	Red	Green	Red	Red	Orange	Green	Red	Red	Red	Green	Red



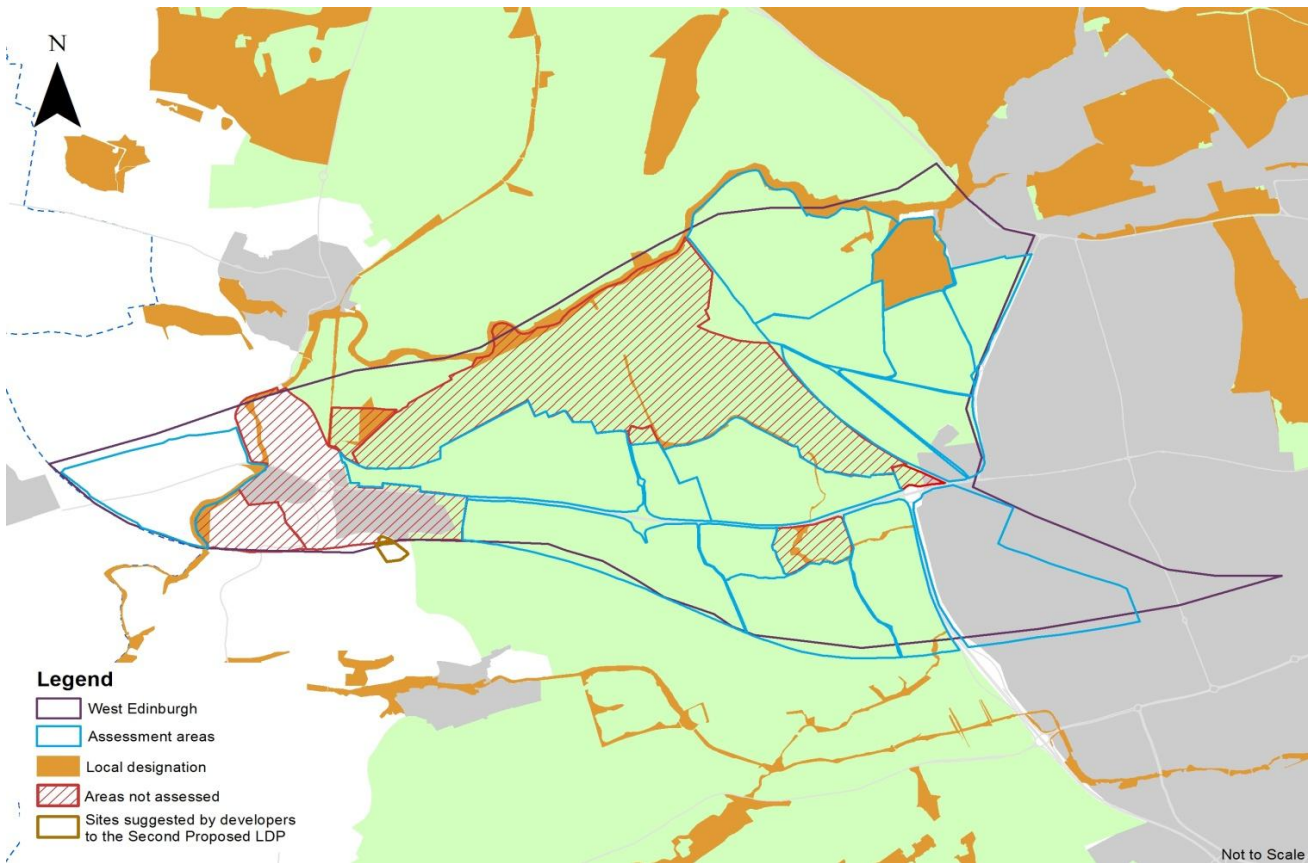
West of Baird Road	Orange	Green	Red	Red	Orange	Green	Red	Red	Red	Green	Red
West of Baird Road (North)	Green	Green	Red	Red	Orange	Green	Red	Red	Red	Green	Red
Harvest Road East	Red	Orange	Red	Red	Orange	Green	Green	Red	Red	Green	Red
Calderwood	Red	Green	Red	Red	Orange	Green	Red	Red	Red	Green	Red
Riccarton South and West	Red	Green	Red	Orange	Orange	Green	Green	Red	Red	Green	Red
East of Ratho	Red	Green	Red	Red	Orange	Green	Red	Red	Red	Green	Red

Assessment Area	Brownfield	Available for development	Good accessibility to existing public transport	Enhancement to public transport	Good infrastructure capacity	Enhancement to infrastructure	Affect wider landscape setting of the city	Clear and defensible Green Belt boundaries	Integrate and in keeping with character of settlement	Avoid impacting on countryside recreation	Overall Assessment
<b>NORTH WEST</b>											
East of Headrig Road	Red	Green	Red	Red	Orange	Green	Red	Red	Red	Green	Red
Craigiehall	Orange	Orange	Red	Red	Orange	Green	Green	Red	Red	Red	Red
North East of Craigiehall	Red	Green	Red	Red	Orange	Green	Red	Red	Red	Green	Red
South/South West of Builyeon Road	Red	Green	Orange	Green	Orange	Green	Green	Orange	Green	Green	Green
South Scotstoun	Red	Green	Green	White	Orange	Green	Green	Green	Green	Green	Green
Bankhead Road	Red	Green	Green	White	Orange	Green	Green	Green	Green	Green	Green
Kirkliston East	Red	Green	Red	Red	Orange	Green	Red	Red	Red	Green	Red
Factory Field	Red	Green	Green	White	Orange	Green	Green	Green	Red	Green	Red
Factory Field East	Red	Orange	Red	Red	Orange	Green	Green	Red	Red	Green	Red

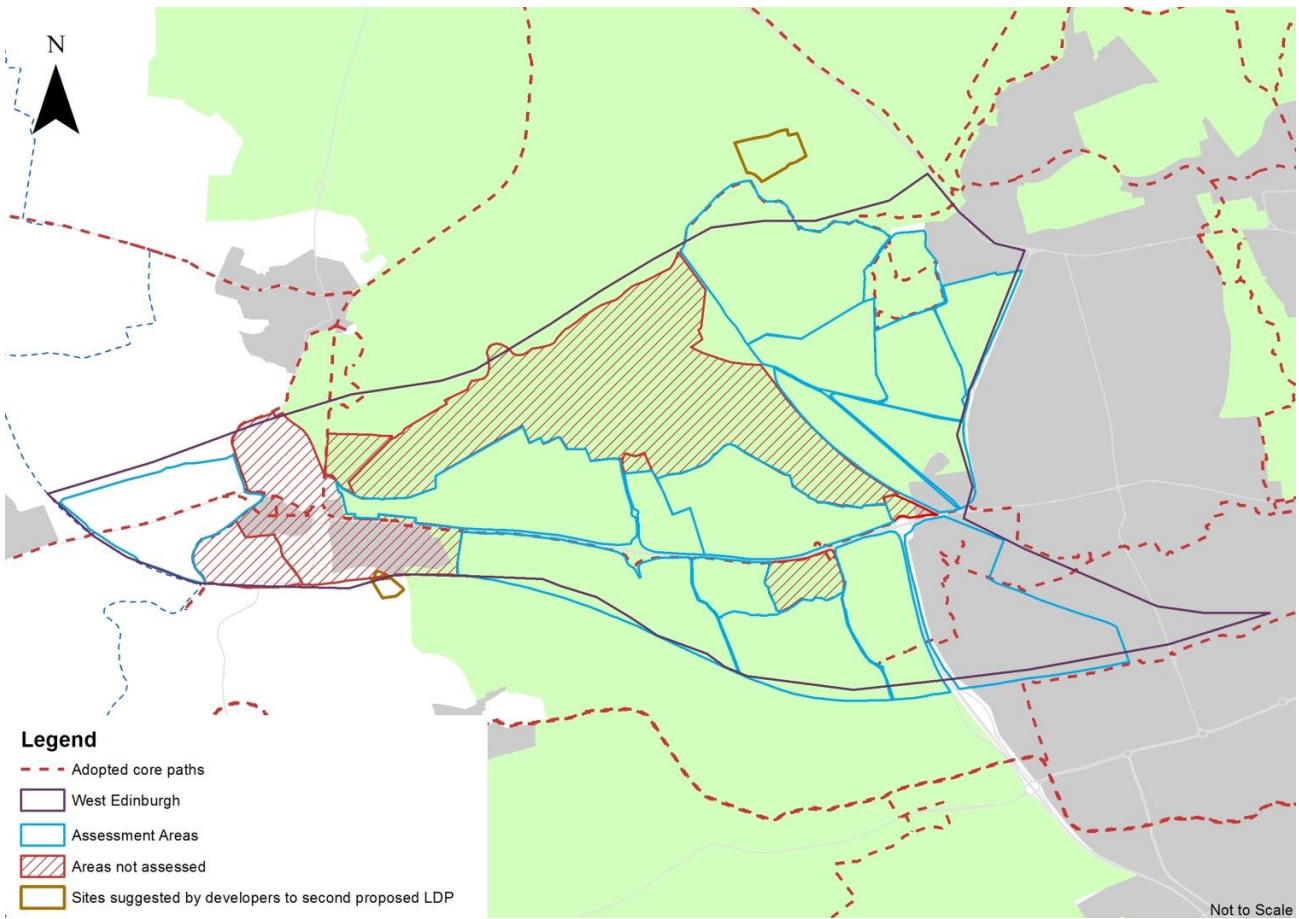
Assessment Area	Brownfield	Available for development	Good accessibility to existing public transport	Enhancement to public transport	Good infrastructure capacity	Enhancement to infrastructure	Affect wider landscape setting of the city	Clear and defensible Green Belt boundaries	Integrate and in keeping with character of settlement	Avoid impacting on countryside recreation	Overall Assessment
<b>OTHER, CITYWIDE</b>											
Craigcrook Road	Red	Green	Green	White	Orange	Green	Red	Green	Red	Red	Red
Winton Gardens	Red	Green	Green	White	Orange	Green	Red	Red	Red	Green	Red
Frogston Road West	Red	Green	Green	White	Orange	Green	Red	Red	Red	Green	Red
Duddingston West	Red	Green	Green	White	Orange	Green	Red	Red	Red	Green	Red
Duddingston East	Red	Green	Green	White	Orange	Green	Red	Red	Green	Green	Red
Midmar Drive	Red	Green	Green	White	Orange	Green	Red	Red	Red	Red	Red
North of Frogston Road West	Red	Green	Green	Green	Orange	Green	Red	Red	Red	Orange	Red



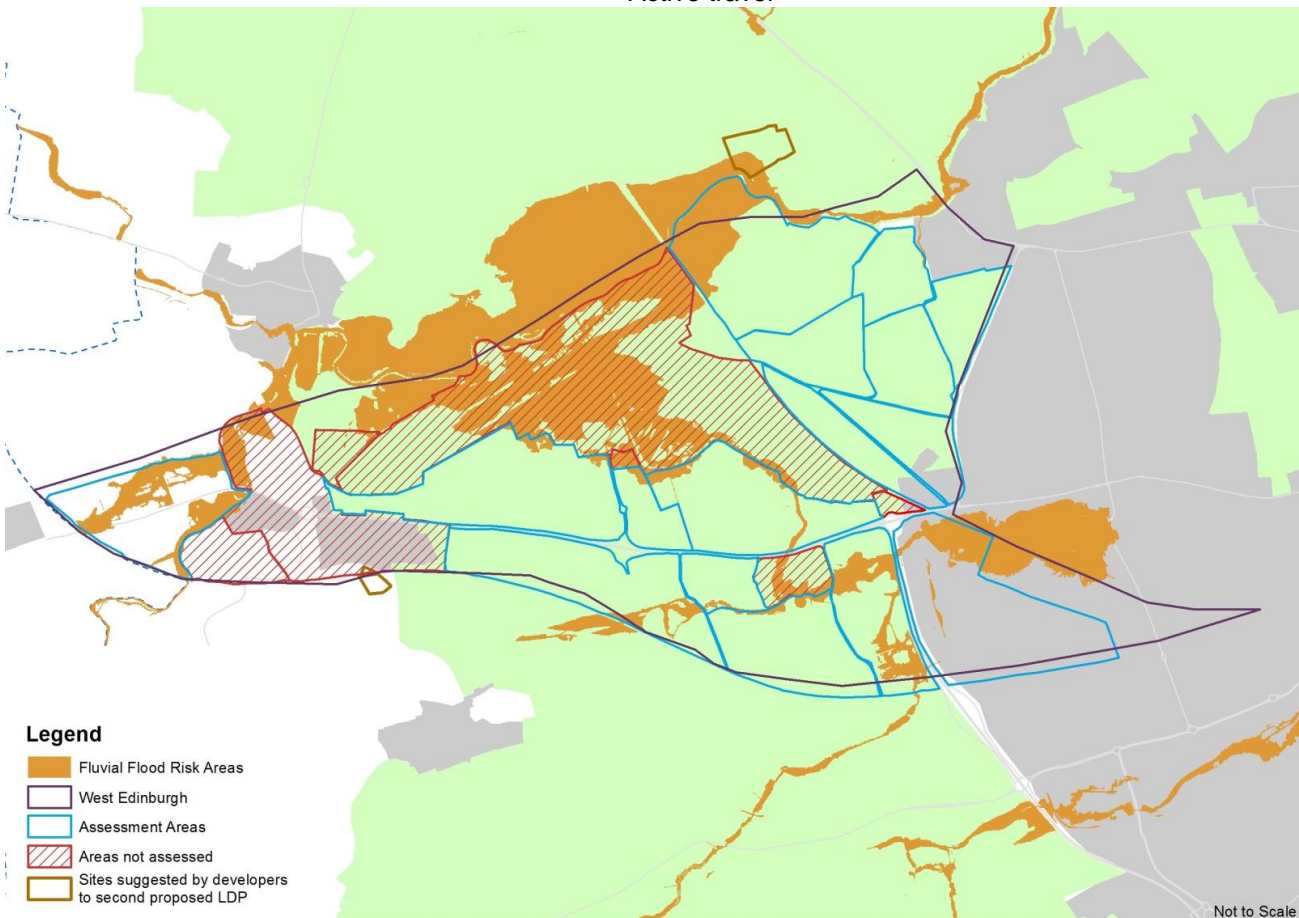
West Edinburgh assessment areas



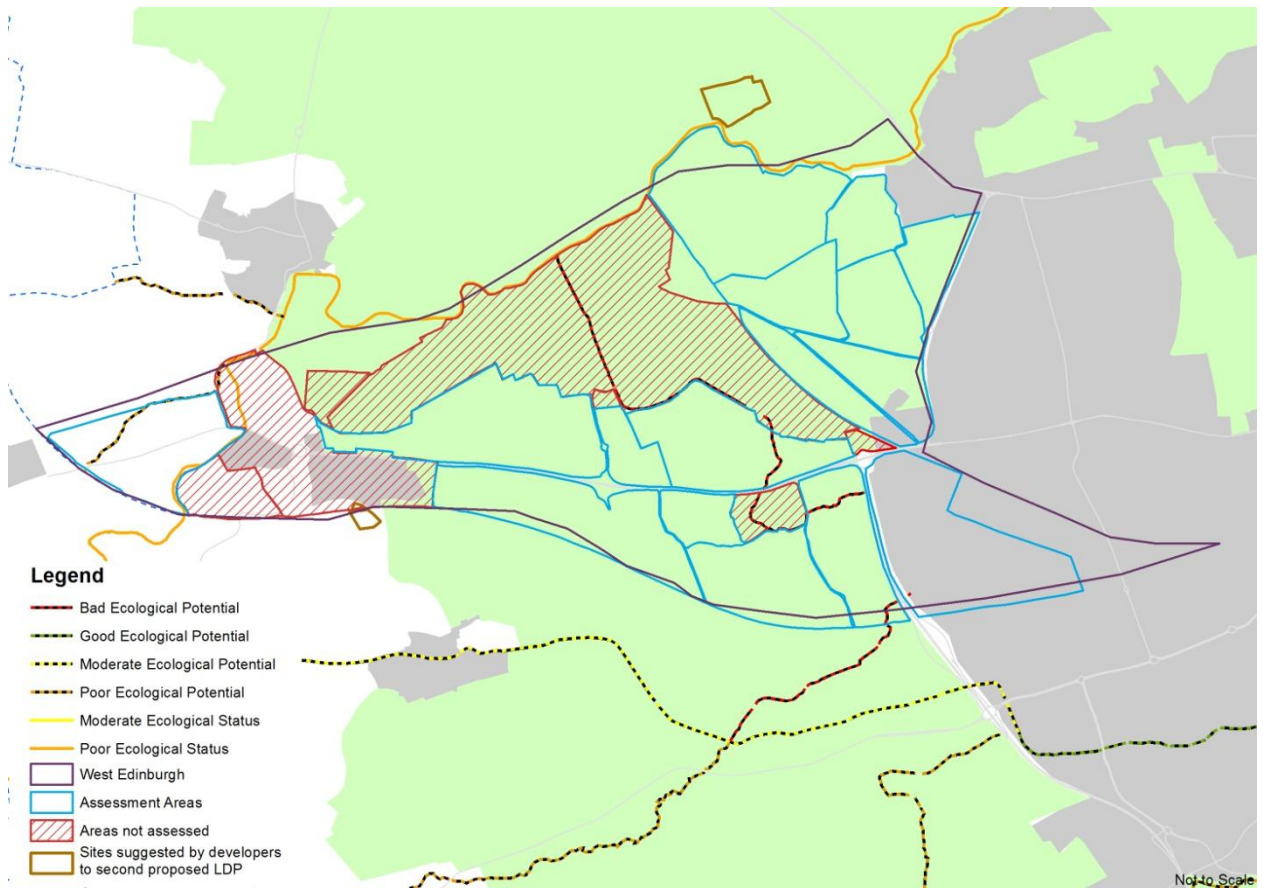
Biodiversity, Fauna and Flora



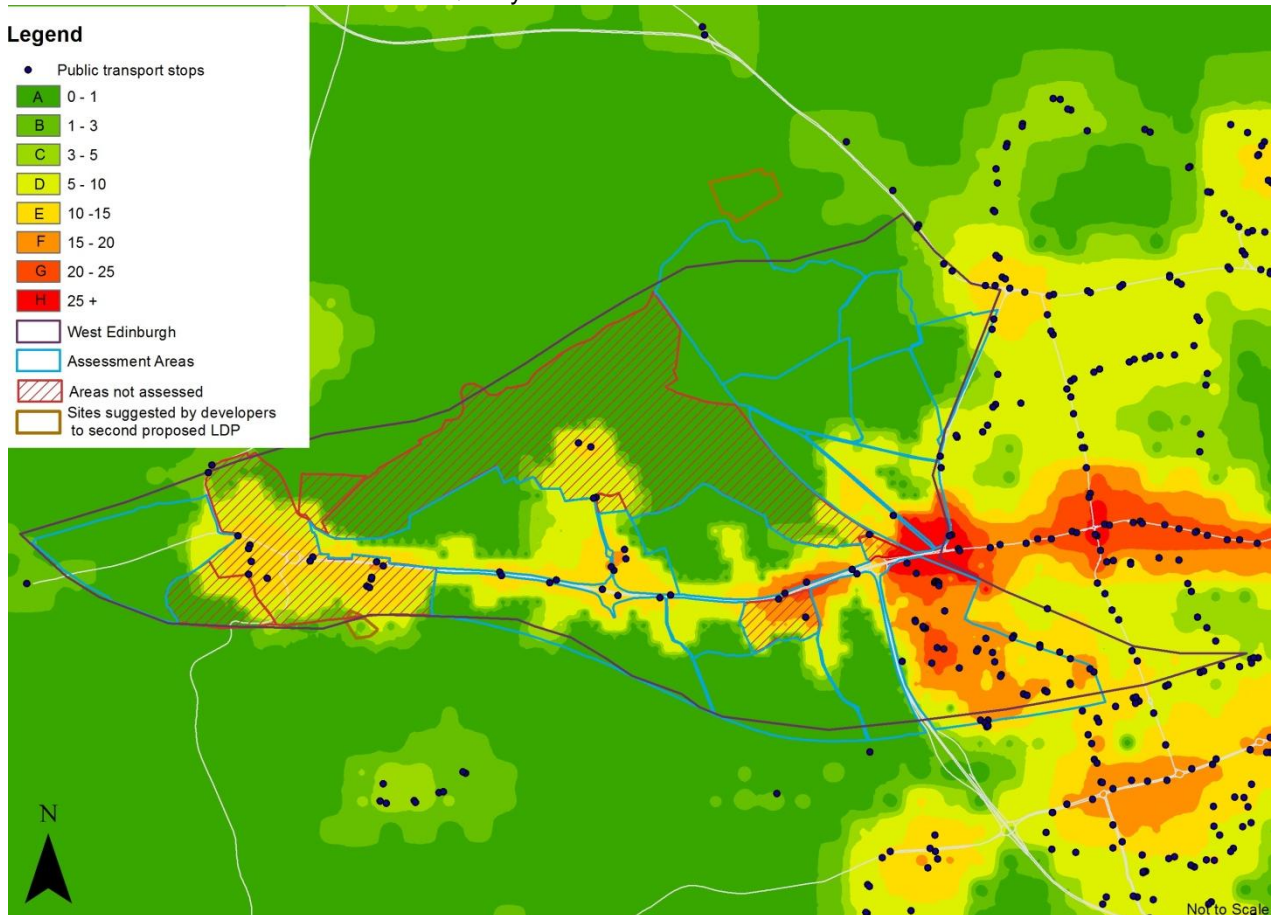
Active travel



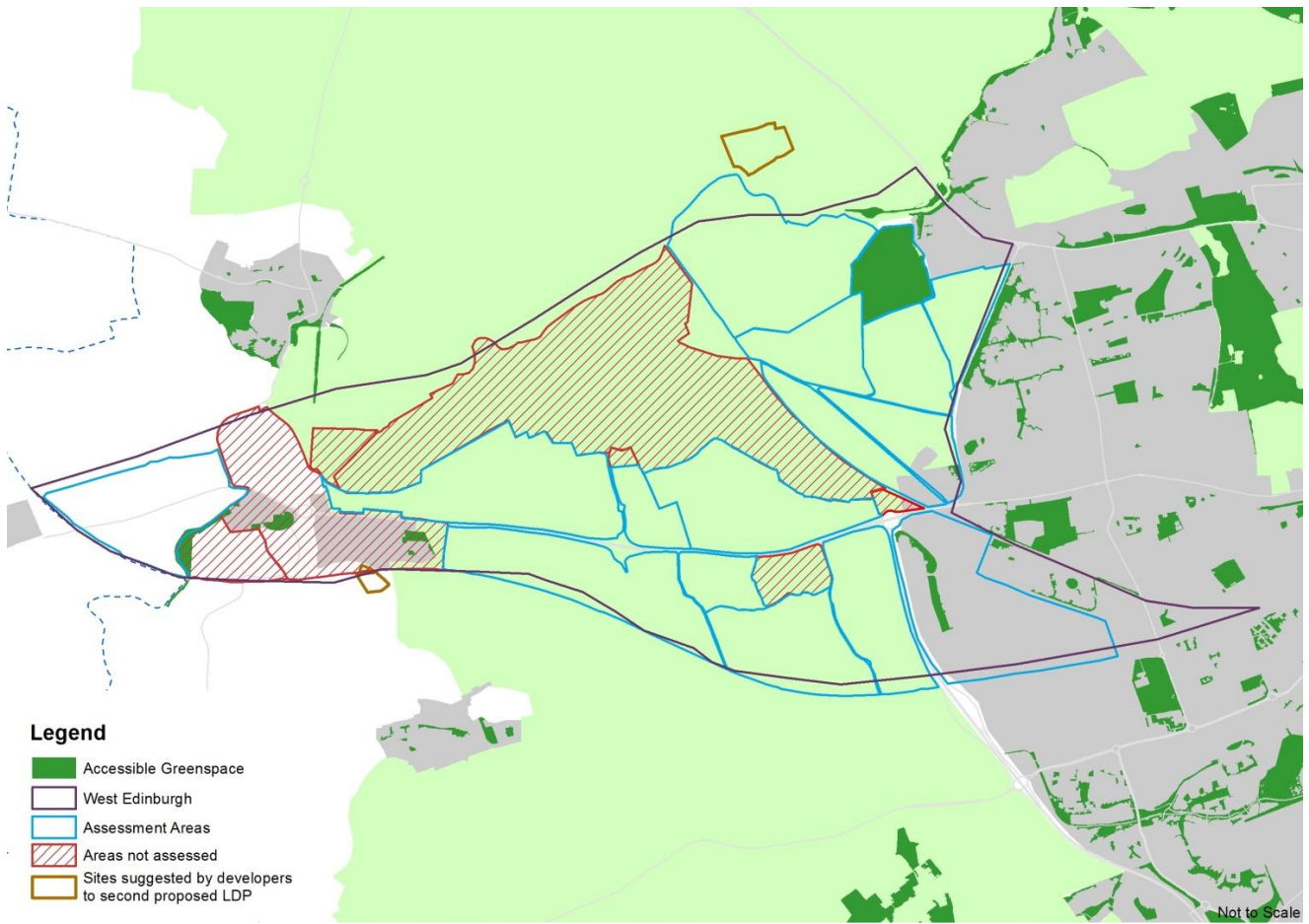
Fluvial Flood Risk Areas (updated using SEPA mapping, January 2014)



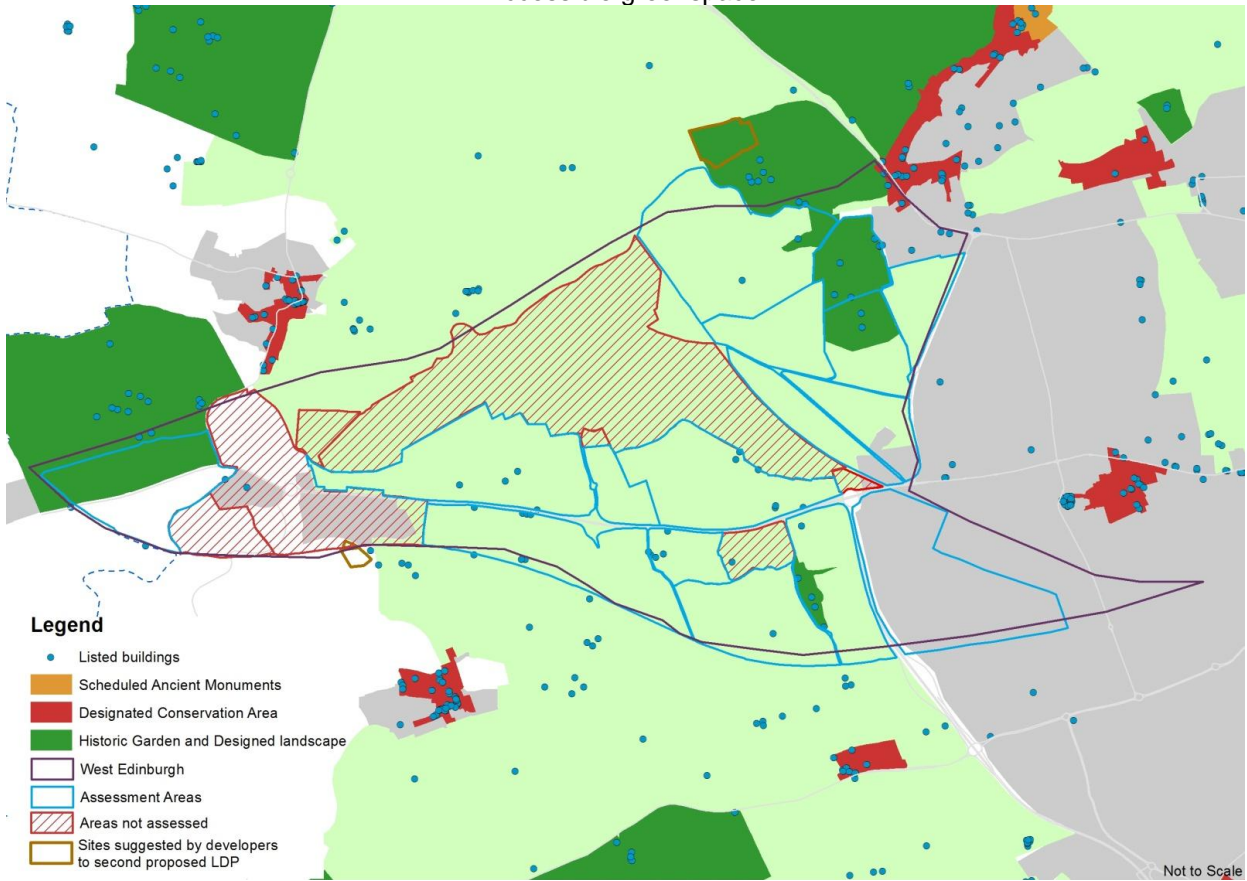
Quality of the Water Environment



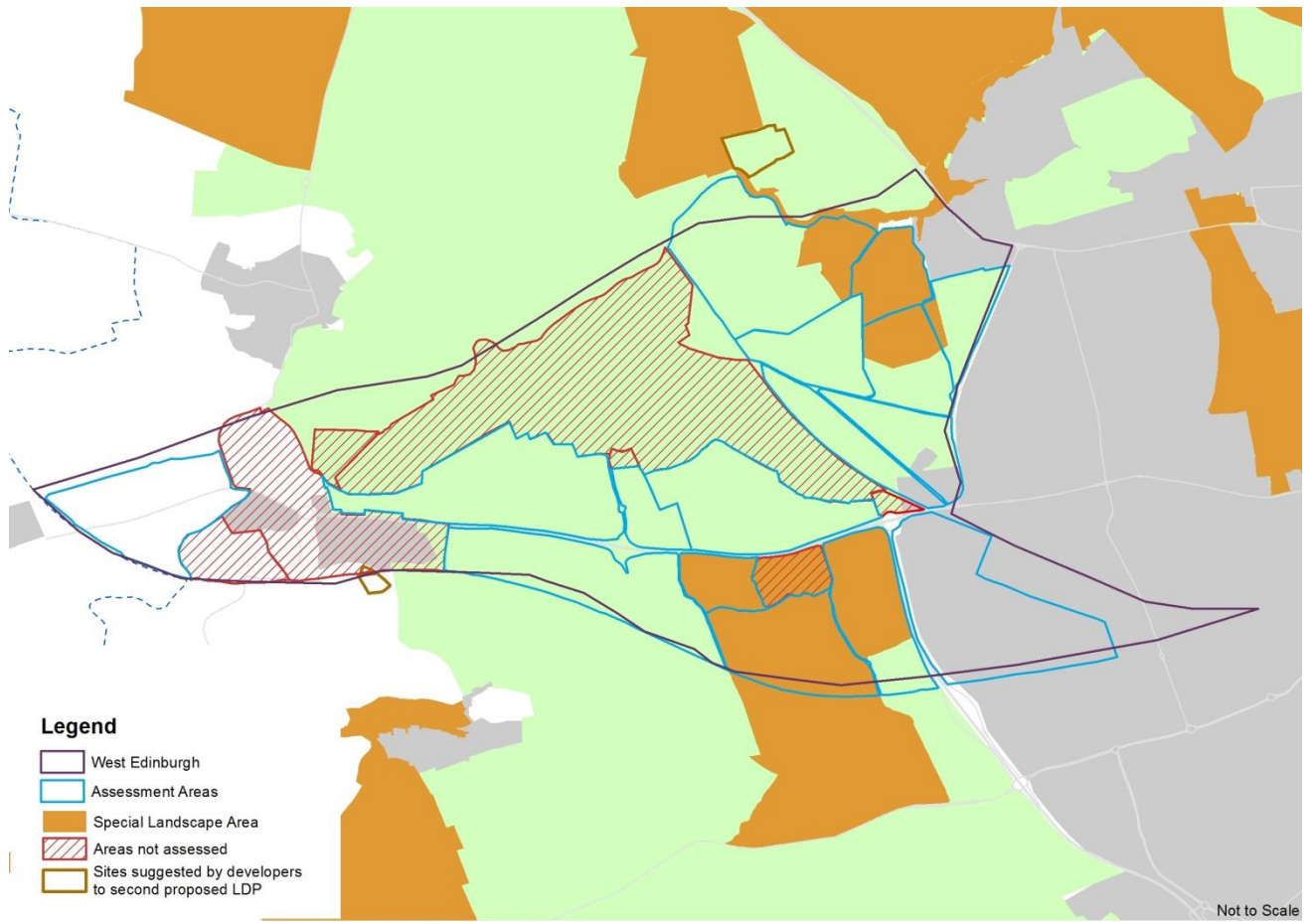
Public transport accessibility levels (band adjusted from first Proposed assessment)



Accessible greenspace



Cultural Heritage



Local Landscape designation

## Ratho Station North Housing Site Assessment

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

Lafarge Tarmac (Fairhurst)

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 made to the Second Proposed Plan. Site promoted by the owner for residential development, to be delivered within the life of The Plan.
1. Does the site have good accessibility to existing public transport?	2. Would sufficient enhancements be feasible?	Y	Y/N	Accessibility increases towards the east of the site with scores ranging from B to the west of the site increasing to D on Harvest Road. The physical separation from the main settlement cannot be overcome. 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> 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		The site is visually contained from the wider landscape of rolling farmland to the north of Ratho.
Would the site enable clear and defensible Green Belt boundaries to be formed?		N		While the railwayline is a strong physical boundary it is not a strong visual boundary. The site has limited capacity to screen the south boundary, while accommodating development, due to its size and shape.
Can the site be integrated into and in keeping with the character of the settlement and local area?		Y		Development of the site would forms a natural continuation of the built form within Ratho Station and would not be out of keeping with the existing fragmented settlement.
<b>Countryside recreation</b>				
Would development of the site avoid impacting upon existing access to countryside recreation?		Y		



**Overall assessment**

The limitation of site geometry and size mean that it would not be feasible to create meaningful development and a clear defensible green belt boundary to the south.

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

The site is situated off Harvest Road to the south of Ratho Station and north of the main Edinburgh-Glasgow Queen St railway line.

**Landscape/Townscape Character**

The site is a small triangular field of improved grassland of approx 0.35 ha, which forms part of the gentle north-facing slopes on the southern edge of the flat River Almond basin, lying at between 55 and 60 m AOD. These slopes rise to a high point of 90 m at Hillwood to the southwest, tapering further to the east towards Norton House. Harvest Road, to the north of the site, is bounded by a grass verge, post and wire fence and stand of trees to the northwest; it forms the main road between Ratho Station and Ratho to the south. Its southern boundary is formed by walling to a cutting of the main Edinburgh-Glasgow railway line. To the north of wooded bankings to Harvest Road, lies Lochend Industrial Estate at Ratho Station, with the main settlement sited approx 50 m to the northeast of the site across the railway footbridge at approx 40-55m AOD. The agricultural landscape was historically fragmented in this location by the junction of the Edinburgh - Glasgow railway and South Queensferry Branch line. To its west of the site, lie a group of detached properties at Beechbank and Woodlea. A further group of detached properties lie to the southeast on Harvest Wynd, including Hillwood House, on the wooded western boundary of the Norton House Hotel. The hotel is set within the modest-scaled, 19<sup>th</sup> century non-Inventory designed landscape. To the south lies a larger sloping field, beyond which the site adjoins the wooded boundary planting to Hillwood Quarry and M8/M9 interchange. The presence of heavy duty vehicles on the quarry access road and Harvest Road, together with operational plant beyond the tree line to the west, indicates the scale of quarrying activity beyond. Despite its proximity to major transport infrastructure and industrial uses, the pattern of small scale fields and woodland cover marks a transition to the farmed rural landscape to the north of Ratho. There are no formal paths through the area other than the roadside footway on the east side of Harvest Road and railway footbridge. The nearest Core Path follows the east-west route of the A8 to the north of Ratho Station.

**Views and Visibility**

The site is generally contained in views from the wider landscape by landform at Hillwood to the south and west and by woodland cover to the north and east, which also restricts outward views from the field. The site is principally viewed from Harvest Road by vehicular travellers who are not likely to be highly susceptible to visual change. Travelling south towards Ratho there are brief oblique views across the open site to the west beyond the stand of trees at Woodlea. The site features in the foreground with the railway cutting and larger field to the south viewed against the backdrop of woodland at Hillwood with glimpses of quarry plant to the east. Travelling northwards there are filtered views through roadside trees across the larger field to the south of the site, the wooded edge of Hillwood Quarry and walling to the railway cutting, which in part screens the site to the north. Brief westward views beyond the railway bridge, reveal the site and dwellings at Woodlea and Beechbank. To the northwest there are views across Newbridge and woodland at Newliston estate to the oil-shale bings in West Lothian. In both directions of travel roadside views to the east are enclosed by woodland at Norton House with the exception of glimpsed views along the railway line to Ratho Station and Edinburgh Airport. Views to the north are screened by planting to the industrial estate. Residential properties to the west of the site have an open aspect from their side elevations across the site and would more highly susceptible to visual change. The rail cutting restricts views across the site to rail passengers.

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

Development of the site would introduce small scale residential development into a relatively small field of semi-rural character to the southwest of Ratho St. This could extend the pattern of dispersed, detached housing to the southwest of Ratho Station, however, new development would be physically separated from the main settlement and pattern of existing residential streets by Harvest Road, the main Edinburgh to Glasgow railway line and intervening woodland and industrial land uses, forming an outlying group of dwellings within a wider rural context. These changes would be contained in views from the wider landscape by landform and woodland. Due to the small scale of the site the site would be unlikely to yield more than 2-3 detached dwellings. Given the presence of existing properties, the scale of change would be unlikely to impact adversely on the views from Harvest Road, though residential receptors to the west would be adversely affected.

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

The proposal would not adversely affect designated sites, characteristics or views recognised as of value to the wider landscape setting of the city. The site is visually contained in views from the wider landscape and the prevailing character of rolling farmland to the north of Ratho would remain.

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

The site lies on the boundary of the Edinburgh City Local Plan and Rural West Edinburgh Local Plan. The existing settlement boundary follows the western edge of the site and Harvest Road to the north, with the site falling within a Countryside Policy Area.

The railway line to the south provides a strong physical feature but as it lies within a cutting would not provide a strong visual boundary to new development. Supplementary tree planting would be necessary, however, this would reduce the capacity of the site to a small cluster of rural dwellings rather than providing for a large and well planned extension to the existing settlement.

## Ratho Station South Housing Site Assessment

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

Lafarge Tarmac (Fairhurst)

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 to the Second Proposed Plan promoting the site for residential development. The site adjoins an operational quarry which raises issues of noise, dust and safety. LDP Policy RS 5 seeks to prevent development which would significantly constrain the potential to extract minerals. Also SDP Policy 4 requires the LDP to safeguard mineral extraction. The location of dwellings in close proximity to the operational quarry and access road may compromise the operation of the quarry. No information is submitted to support the resolution of this issue.
1. Does the site have good accessibility to existing public transport?	2. Would sufficient enhancements be feasible?	Y	Y/N	Accessibility increases towards the north of the site with scores ranging from B to the south of the site increasing to D alongside Harvest Road. The physical separation from the main settlement cannot be overcome. 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 site is visually contained by planting on the site boundary.
Would the site enable clear and defensible Green Belt boundaries to be formed?		Y/N		The wooded hillside to the south side could form a good boundary but the west boundary would be less clearly defined due to continued operation of the adjoining quarry.
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 southward extension of Ratho Station which would be out of keeping with, and remote from, the existing settlement. The site is divided from the settlement by the railway to the north and this limits any opportunity for physical integration.

<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 suitable for development due to being detached from the settlement by the railwayline. The need to safeguard the operation of the adjoining quarry raises significant environmental issues.		

## Landscape and Visual Assessment

### Site Location

The site is situated to the south of Ratho Station, west of Harvest Road and south of the main Edinburgh-Glasgow railway line.

### Landscape/Townscape Character

The site is a relatively large rectangular field of improved grassland of just under 3 ha, which forms part of the gentle north-facing slopes to the south of the flat basin of the River Almond, lying between 60 – 80 m AOD. It forms part of a local ridgeline which tapers from a high point of 90 m AOD at Hillwood to the southwest towards Norton House to the east. The site is bounded to the north by a wall and post and wire fencing to the main Edinburgh-Glasgow railway line which runs in a cutting. To the east the site boundary is formed by a post and wire fence and grassed verge with trees and sections of hedge to Harvest Road. To the south, the site is bounded by fencing and a row of trees to the site access road to Hillwood Quarry. The quarry is enclosed by further woodland at Hillwood Cottage to the south and along its eastern edge, which adjoins the west boundary of the site. The presence of heavy duty vehicles on the access road and Harvest Road, together with quarry plant beyond the tree line to the west, indicates the scale of quarrying activity beyond. To the north of the site lies a further small field and group of detached dwellings at Beechbank and Woodlea to the northwest. Beyond wooded bankings to Harvest Road lies Lochend Industrial Estate, whilst the settlement of Ratho Station lies approx 50m to the northeast of the site, at the lower elevation of 40-55m AOD on the north side of the railway footbridge. A further group of properties lie to the east of the site at Harvest Wynd, including Hillwood House, on the wooded western boundary of the Norton House Hotel. The hotel is set within a modest scaled, 19<sup>th</sup> century non-Inventory designed landscape. To the south and west of Hillwood Quarry lies the M8/M9 interchange. Despite its proximity to major transport infrastructure and industrial uses, the pattern of small scale fields and woodland cover marks a transition to the farmed rural landscape to the north of Ratho. There are no formal paths through the area other than the roadside footway on the east side of Harvest Road and railway footbridge. The nearest Core Path follows the east-west route of the A8 to the north of Ratho Station.

### Views and Visibility

The site is generally contained in views from the wider landscape by landform at Hillwood to the south and west and woodland cover to the north and east. The open upper slopes of the site are visible from the north from the M9 as it crosses the River Almond. The woodland within the grounds of Norton House and upon the hillsides around the quarry combines to form a wooded ridgeline in the middleground with quarry plant visible against the backdrop of the Pentland Hills. As the road nears the Newbridge interchange, intervening landform, woodland and buildings screen the site.

The site is principally viewed from Harvest Road by vehicular travellers who are not likely to be highly susceptible to visual change. Travelling south towards Ratho there are open views across the site to the west, set against the backdrop of woodland with glimpses of quarry plant at Hillwood to the west. Travelling north, there are filtered views through roadside trees across the site to the wooded edge of Hillwood Quarry with glimpses to the Quarry plant, set against the backdrop of woodland along Harvest Road to the north. To the northwest there are views across Newbridge and woodland at the Newliston estate to the oil-shale bings in West Lothian. There are brief westward views beyond the railway bridge to the smaller field and dwellings at Woodlea and Beechbank. In both

directions of travel, roadside views to the east are enclosed by woodland at Norton Park with the exception of glimpsed views along the railway line to Ratho Station and Edinburgh Airport. Residential properties to the northwest of the site and north of the railway have a rear aspect toward the site, which are likely to be partially enclosed by garden plantings. The rail cutting restricts views across the site to rail passengers.

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

Development of the site would introduce a relatively large scale urban development to the southwest of Ratho Station, which is set apart from the existing townscape by the main Edinburgh-Glasgow railway line, Harvest Road and industrial land use at Lochend to the north. Development would not fit with the character of dispersed rural properties and due to the physical constraints to the north would lack close integration with the pattern of existing residential streets. Due to the relative enclosure of landform and planting these changes would be unlikely to impact adversely on views from the wider area but maybe visible on the upper elevated slopes to the north from the M9 and from the environs of Newbridge. The scale of change would impact adversely on rural views from Harvest Road and approach to and from Ratho Station along this route.

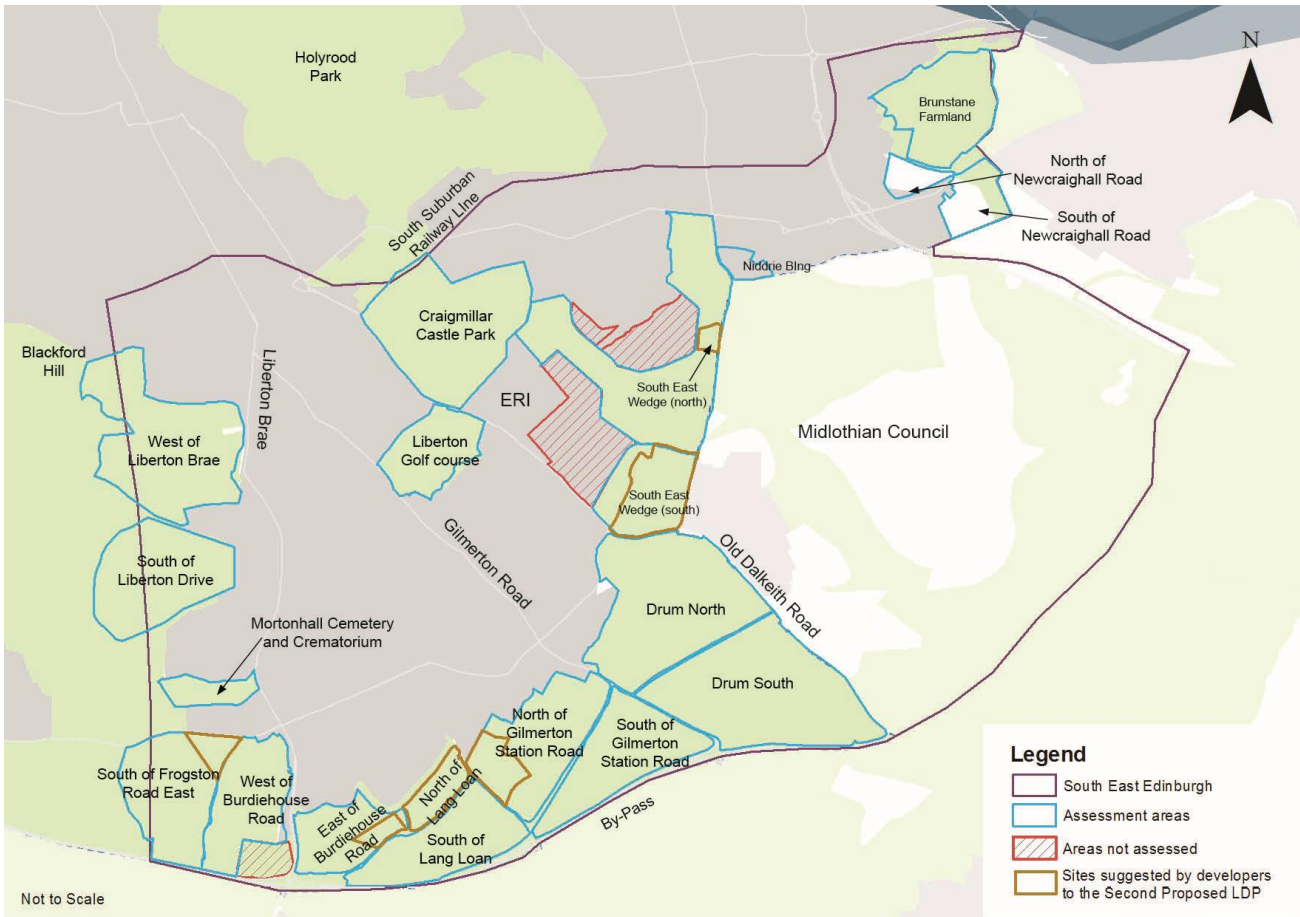
**Would the site if developed, affect the wider landscape setting of the city?**

Development would not impact on designated sites, landscape characteristics or views recognised as of value to the wider landscape setting of the city. The site is generally visually contained in views from the wider landscape and the prevailing character of rolling, wooded farmland to the north of Ratho would remain.

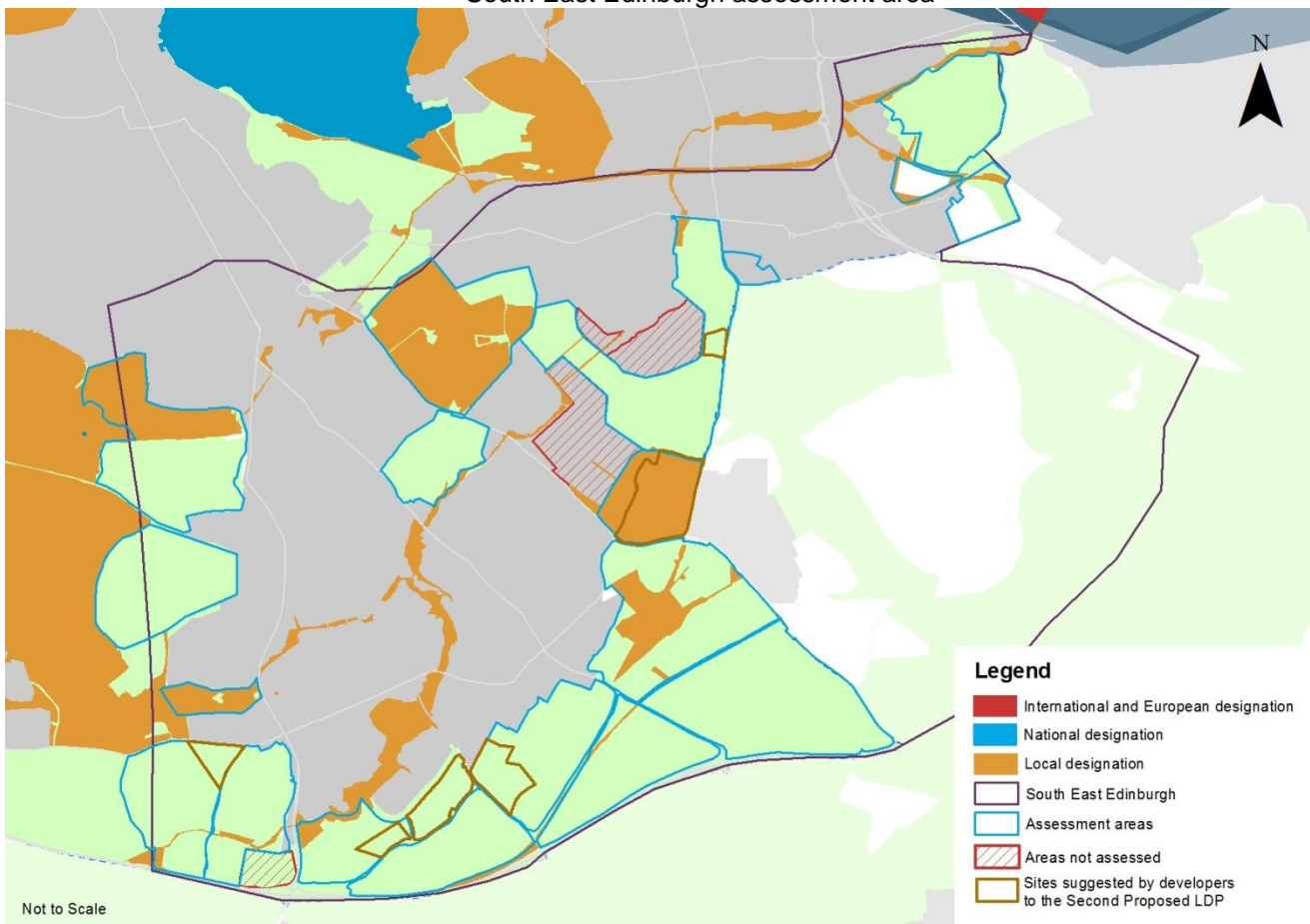
**Would the site enable clear and defensible Green Belt boundaries to be formed?**

The site lies on the boundary of the Edinburgh City Local Plan and Rural West Edinburgh Local Plan. The existing settlement boundary follows Harvest Road to the north, skirting around properties at Woodlea and Beechbank to the northwest of the site and Hillwood House to the east of the site. The Green Belt boundary follows the western perimeter woodland of Norton House, with the site lying within a Countryside Policy Area to the west of Harvest Road. The wooded hillsides to the south and west of the site provide strong physical features capable of forming the basis of an alternative settlement boundary.

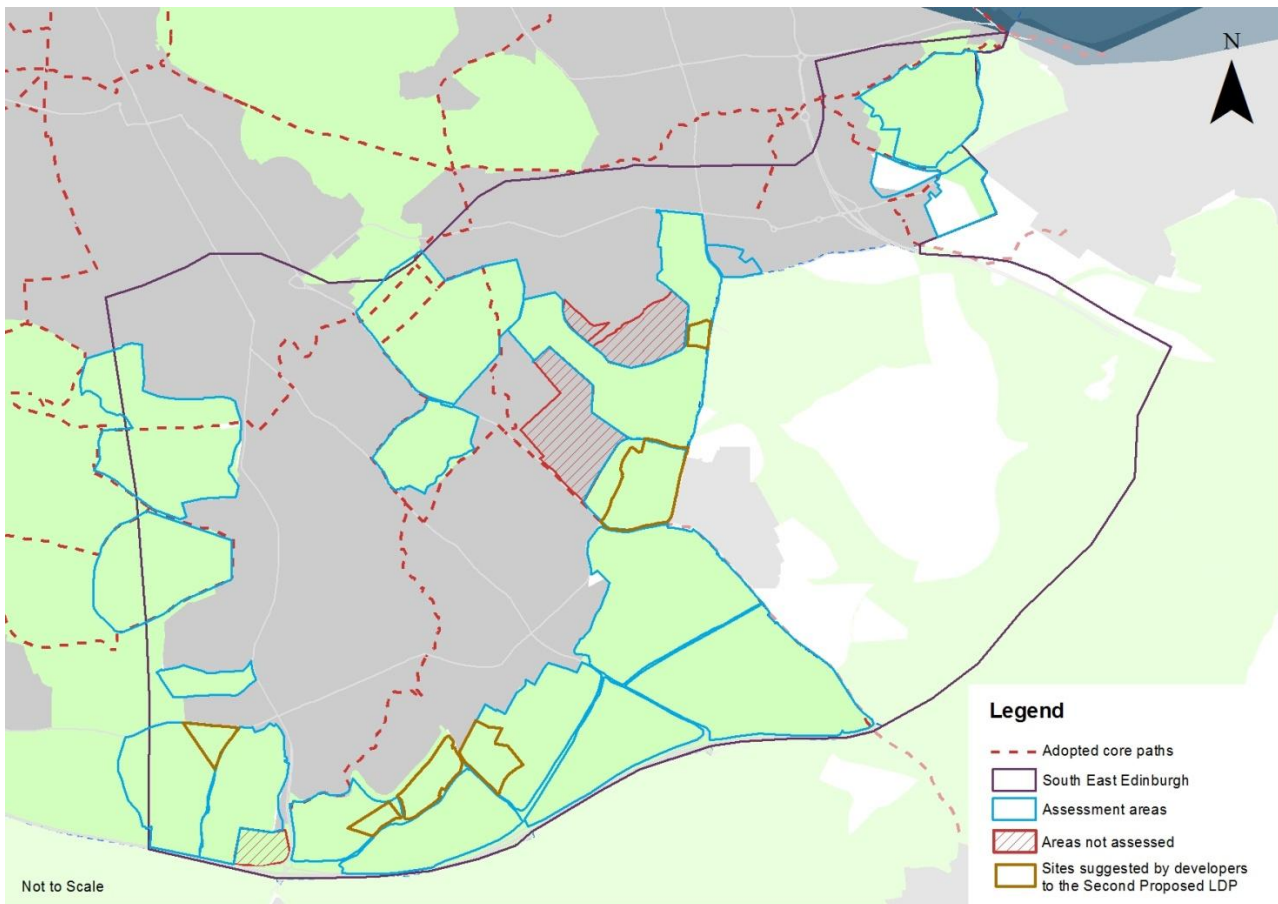
# SOUTH EAST EDINBURGH



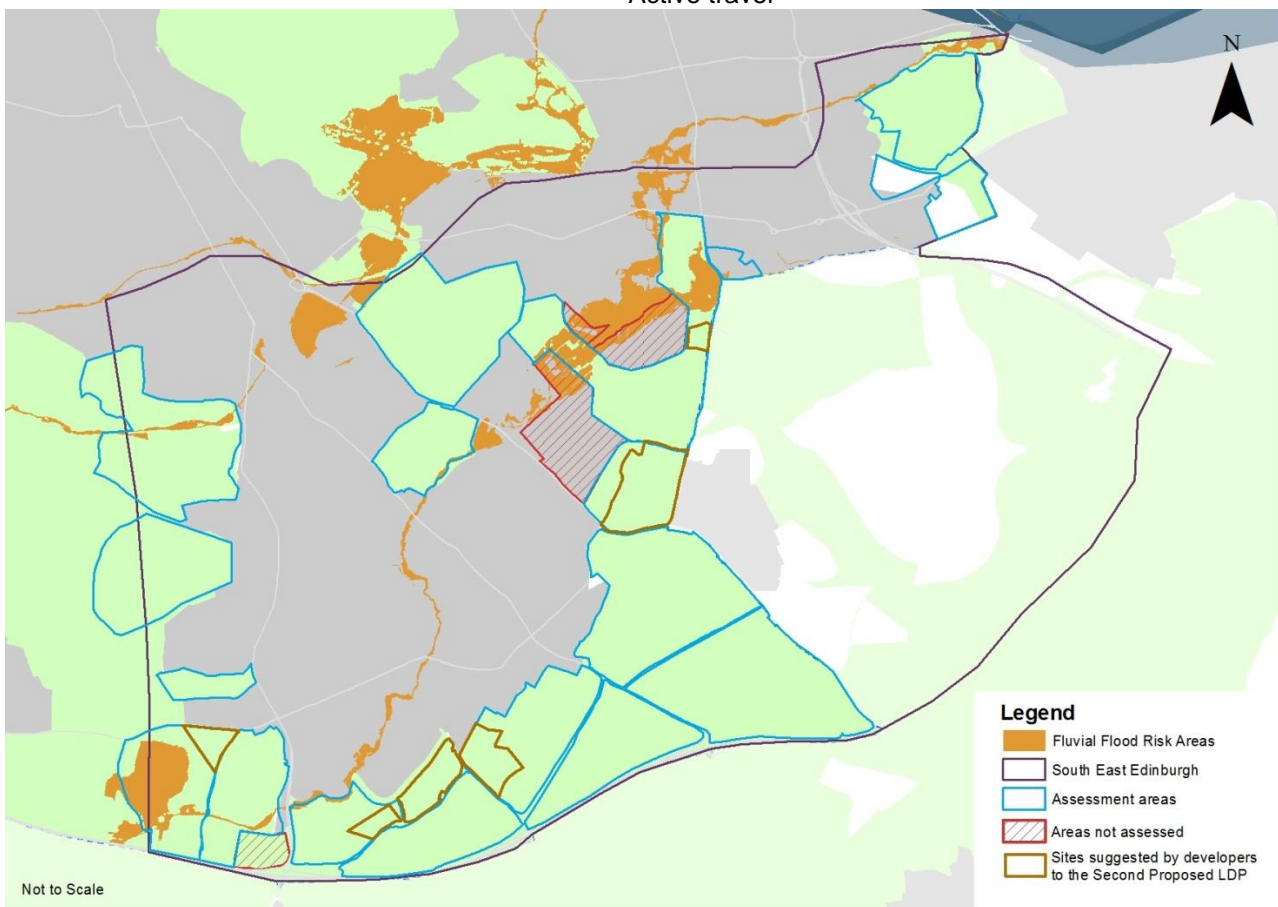
South East Edinburgh assessment area



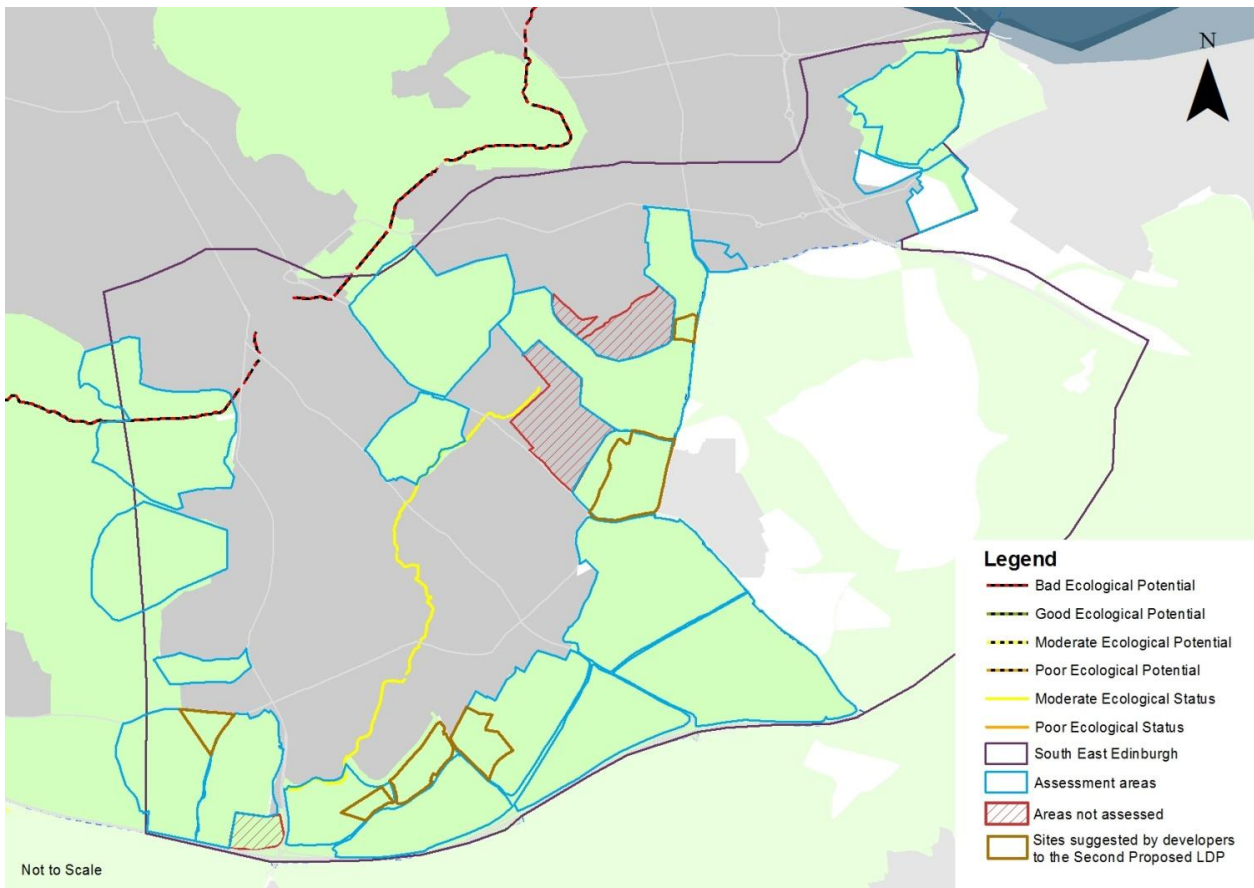
Biodiversity, Fauna and Flora



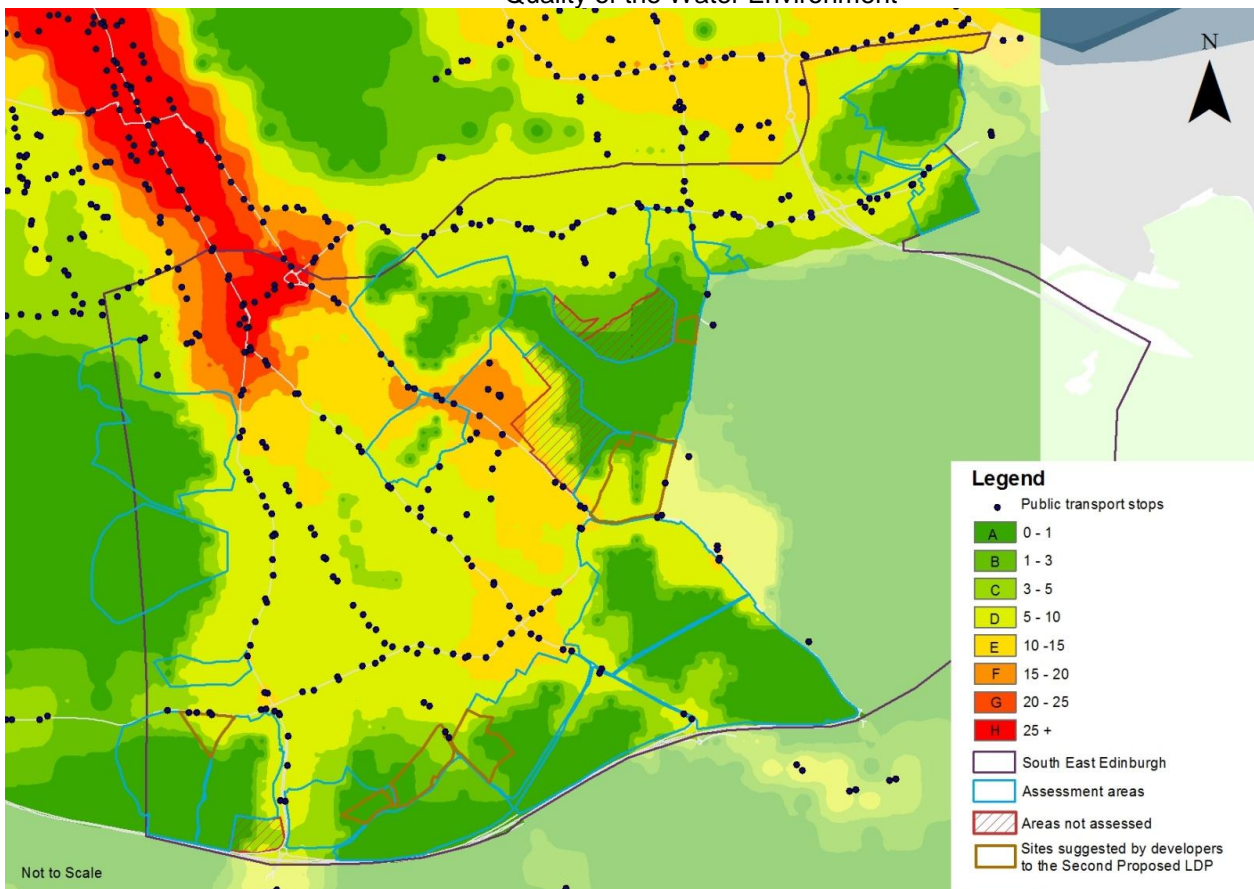
Active travel



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

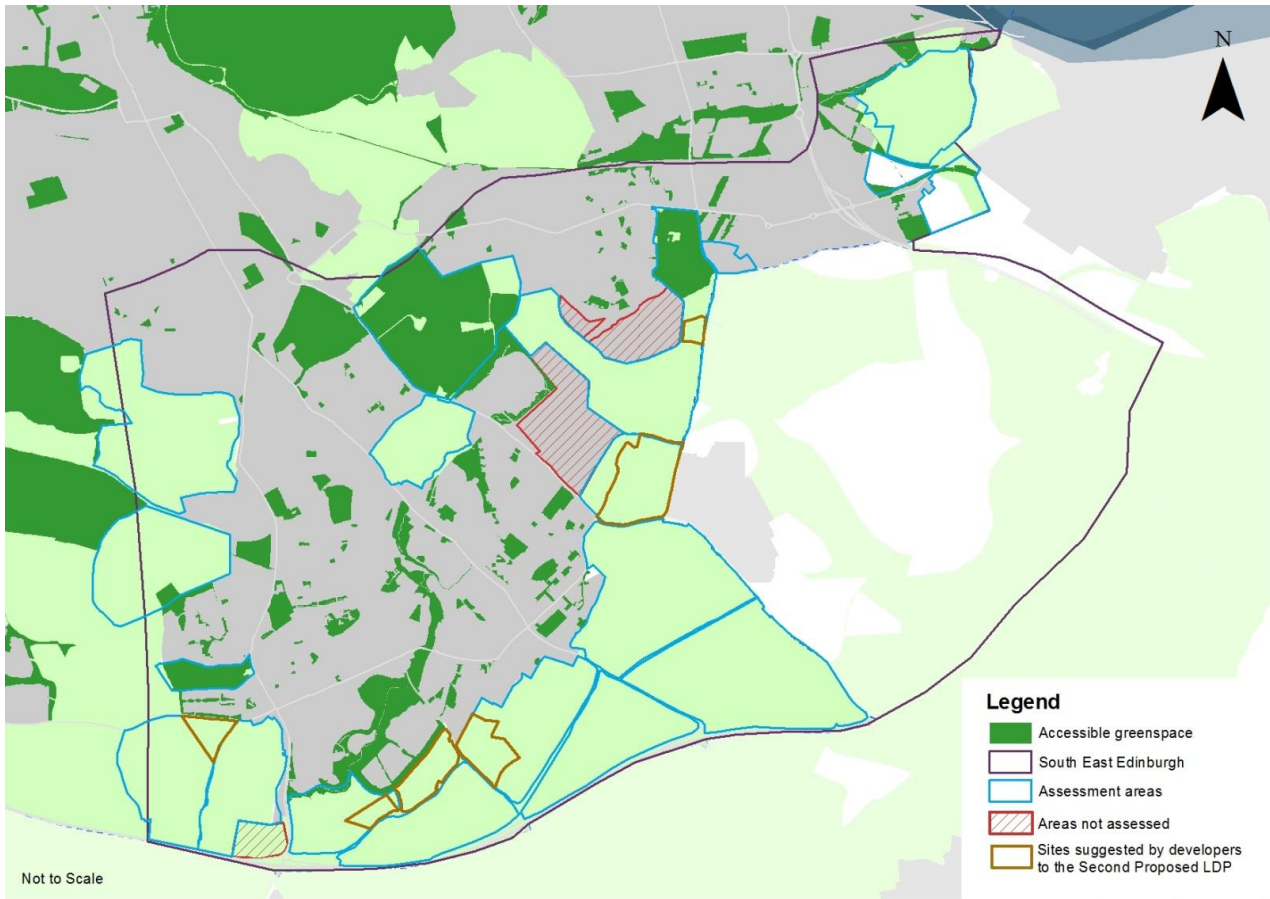


Quality of the Water Environment

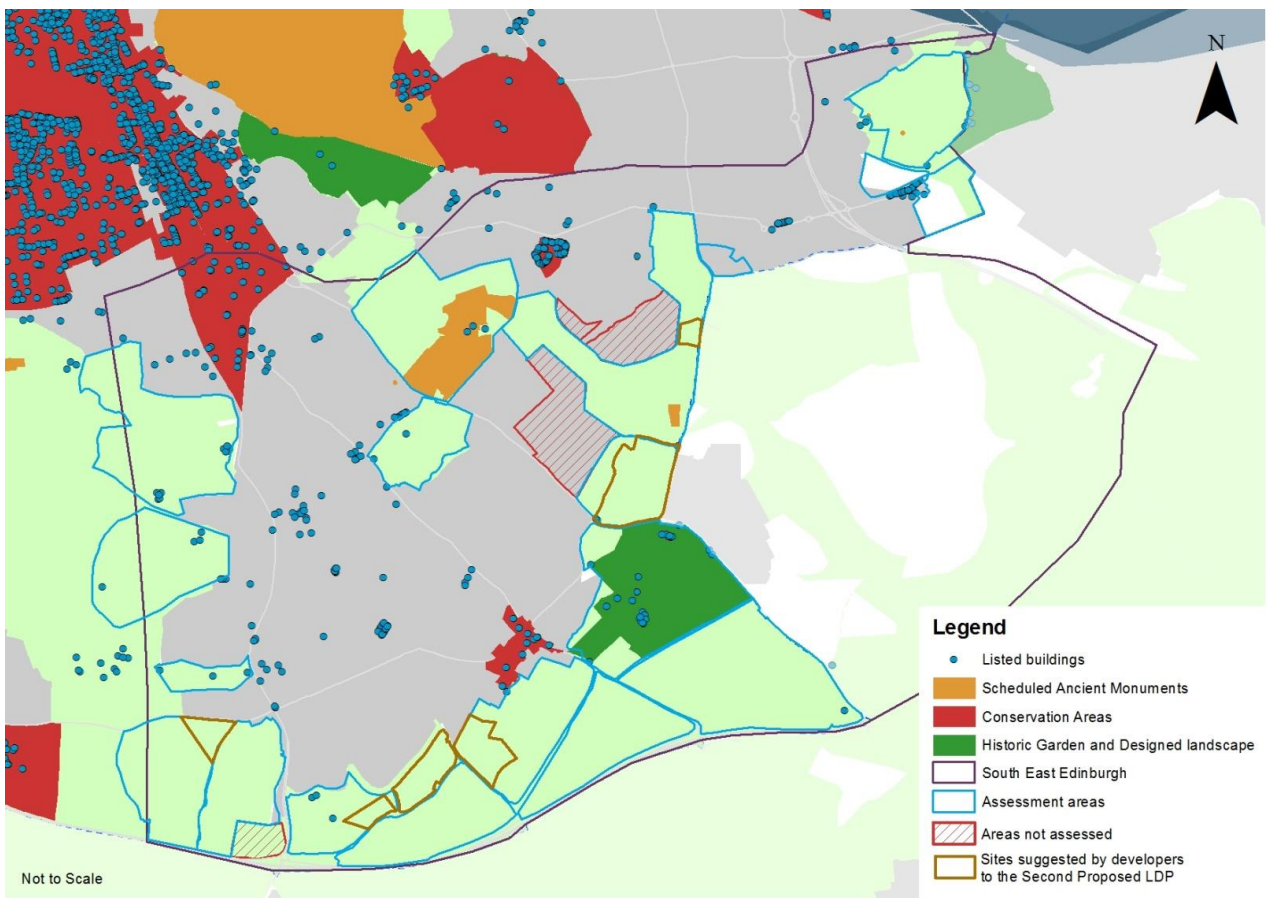


Public transport accessibility levels (band adjusted from first Proposed assessment)

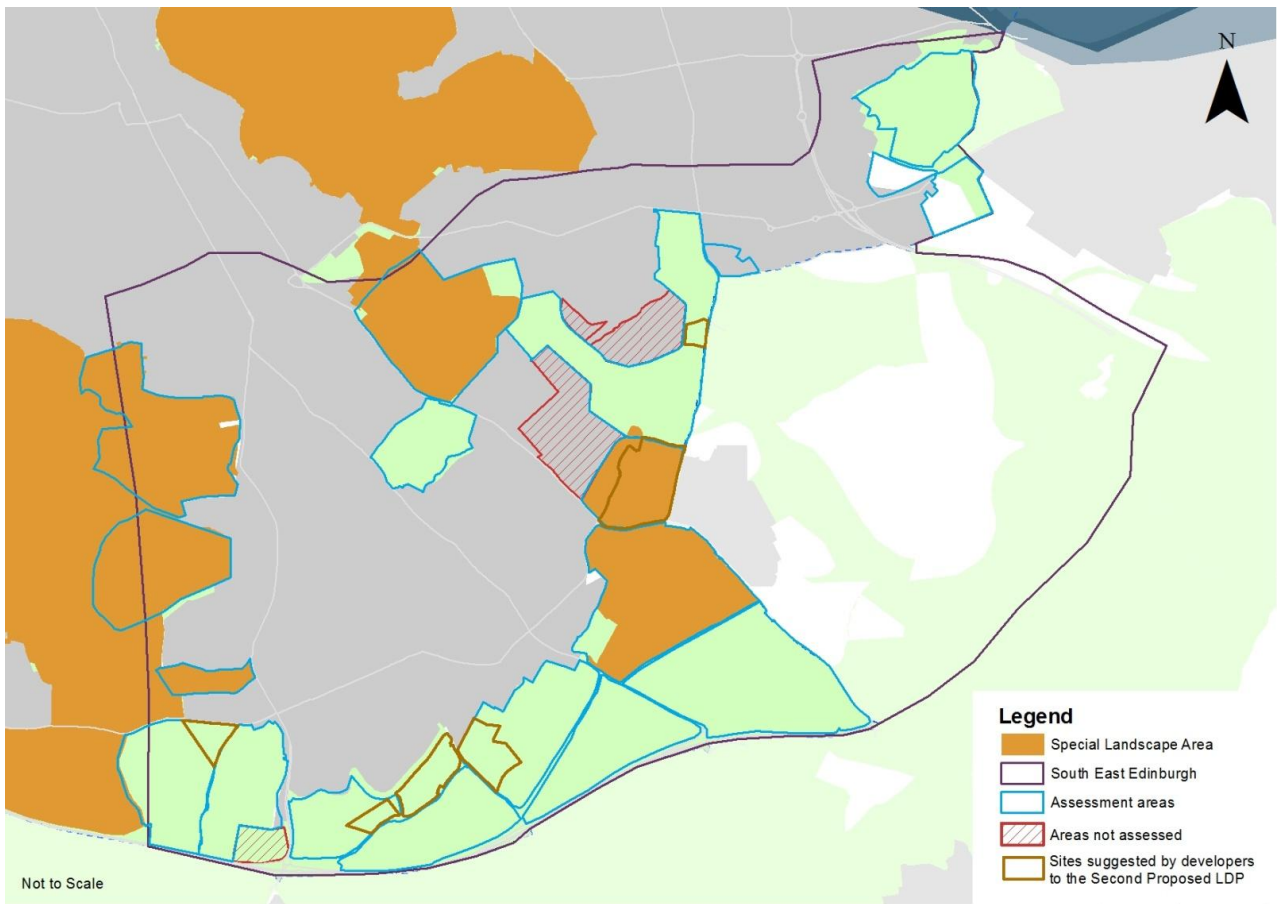




Accessible greenspace



Cultural Heritage



Local Landscape Designation

## 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  
BDW Trading Ltd (Clarendon)

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. Representation received to the Second Proposed Plan promotes the immediate development of this section of the wider site.
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 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. This part of the site is accessible and scores D in the Ptal assessment.
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. The development would encroach into an existing green wedge which forms an important part of the landscape setting of the city. Whilst a relatively small component of the wider assessment area, the site is visually prominent and lacks existing robust planted

		boundaries to the southwest. Development would impact adversely on views from which an impression of the city and its landscape setting can be gained, including: Frogston Road which has a strong visual relationship to the Pentland Hills, the rural context to the City Bypass and recreational views from the Mortonhall path network and northern slopes of the Pentland Hills.
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. The adjoining site HSG21 Broomhills has an established tree belt along its west boundary which will form a clear green belt boundary. The west boundary of this site contains no identifiable landscape features to form the basis of a Green Belt boundary. The use of the overhead power lines to define a notional boundary is an inappropriate method for defining the spatial strategy of the city.
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. The development would be set apart from the proposed urban area by the tree belt to the east, which will define the urban edge at site HSG21 Broomhills and the woodland edge to the existing urban area at Mortonhall to the north.
<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 including the site 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. The site has poor access to public transport with little scope for sustainable transport improvements. While the area of land promoted through representation to the Second Proposed Plan would be accessible it would not enable the formation of a robust green belt boundary and would impact adversely on a notable green wedge which contributes to the landscape setting of the city, as experienced from key routes around the urban edge and important recreational viewpoints.		

## 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).

The representation to the Second Proposed Plan applies to a triangular parcel of land of approx 5.9 ha, situated in the northeast corner of the assessment area. It is bounded by trees and hedgerow planting to Frogston Road to the north and established tree belt at Broomhills Road to the east. Its boundary to the southwest runs from southwest to northwest across the open farmland, broadly to the northeast of existing overhead powerlines.

### 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.

There are open and extensive views across the representation site from Broomhills Road towards Morton Mains Conservation Area and the Pentland Hills, which forms part of the Mortonhall path network.

### **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 and adverse impact upon the city's wider landscape setting and identity. Development of land to the northeast of the assessment area would be visually prominent from the City Bypass, Frogston Road and Broomhills Road, which forms part of the existing path network at Mortonhall and leads westwards around the arable fields to Morton Mains. The lack of existing tree cover would also result in prominent views to the representation site from the northern slopes of the Pentland Hills.

### **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.

The established tree belt along Broomhills road will form the basis of a clear green belt boundary to the east of the site, subject to supplementary planting at HSG 21 Broomhills. The boundary of the representation site to the southwest contains no identifiable landscape features to form the basis of a green belt boundary and the high voltage power lines do not provide a strong visual boundary on the ground, with open views across the landscape between the pylon towers. In this exposed location, new woodland planting of between 30-50m breadth, would require between 10-15 years to form a robust boundary feature and would require to be set-back by 30 m from the overhead lines.

### **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.

## EAST OF BURDIEHOUSE ROAD 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  
Hallam Land Management (AMEC)

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). Representation received during MIR consultation and Proposed Plan representation promoting wider site for residential development. Representation made at the Second Proposed Plan promotes a section of the site for housing.
1. Does the site have good accessibility to existing public transport?	2. Would sufficient enhancements be feasible?	Y/N N	Y N	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. The site has poor accessibility and a score of 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. There are no deliverable measures which could overcome the poor 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> 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 Y		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. Development would impact on northward views to the

		city skyline from the Lang Loan; intensify development upon the existing undeveloped skyline in southward views from within the urban area. In absence of existing tree cover, development is likely to be visible on the skyline from the City Bypass, which is currently contained by the Gilmerton ridge.
Would the site enable clear and defensible Green Belt boundaries to be formed?	Y N	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. Development of the representation site would weaken existing Green Belt boundary established at 'The Murrays' and extend beyond the strong framework for new development established by Planning Appeal ref: PPA-230-2047.
Can the site be integrated into and in keeping with the character of the settlement and local area?	Y N	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 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. Due to the formation of a strong green belt edge within HSG 22 Burdiehouse the site offers limited opportunities to integrate development into the existing urban area 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>		
<p><b>Allocated site in Second Proposed Plan.</b> 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. <b>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.</b> The site has poor accessibility and cannot be integrated into the existing settlement. Development will adversely impact on the views of the city and undermine the logical green belt boundary being created within HSG 22 Burdiehouse and established by Planning Appeal ref: PPA-230-2047.</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.

Representation to the Second Proposed Plan applies to land to the southeast of Burdiehouse Lime Kilns and north of the Lang Loan, bounded by a countryside track to the west and existing woodland to the east.

### 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.

Representation to the Second Proposed Plan applies to farmland providing an open foreground to the city skyline in views from the Lang Loan. The ridgeline of Lang Loan provides visual containment to the city in views from the City Bypass between Straiton and Laswade Road.

### **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.

Representation to the Second Proposed Plan would impact on northward views to the city skyline from the Lang Loan; intensify development upon the existing undeveloped skyline in southward views from within the urban area. In the absence of existing tree cover development would be visible on the skyline from the City Bypass.

### **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.

Representation site would weaken existing green belt boundary established at 'The Murrays' via the Muirhouse Farm Development Brief, which required development to be set below the 139 m contour within the Burdiehouse Burn valley slopes, enclosed by a 50 m wide tree belt. Development would also lie beyond the structure planting required by condition as a result of Planning Appeal ref: PPA-230-2047, which extended the planting at the Murray's westwards to Burdiehouse Road. Both features establish strong containment to the urban area and in the case of proposed allocation HSG 22, a strong landscape edge for new development. The farm track on the west edge of the site would form an arbitrary boundary line across the open ridge.



## NORTH OF LANG LOAN Housing Site Assessment

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

SNH  
Wallace Land Investment

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. <a href="#">Representation made at the Second Proposed Plan promotes the site for housing.</a>
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. <a href="#">The site is accessible.</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> 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. <a href="#">The supporting information illustrates the significant detrimental impact the development would have on the undeveloped skyline.</a>
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. <a href="#">This field forms the buffer between the Murrays and Lang Loan and contributes to the open landscape boundary of the city, particularly when experienced from Lang Loan. The development of this site would erode the character of the city edge.</a>

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 Murrays. Housing development would be out of character with the rural characteristics of the area. Given the topography and visibility of the site, development in this location would be uncharacteristic of the settlement pattern and isolated from it.
<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 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. The development of the site would be isolated from the settlement and have a negative impact on the open ridgeline and slopes which form part of the landscape setting to the south of the city.		

## 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.

Whilst planting to the north of the site at 'The Murrays' has begun to enclose views towards the city skyline, views to the Pentlands, The Braids and Blackford Hill remain to the north and west and to Arthur's Seat to the north and east. The growth of existing woodland and containment of the urban edge serves to reinforce the open, rural character of the ridge and south-facing slopes as a setting to the city.

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, Lasswade Road 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.

Development would not strengthen the established woodland boundary to the north and the exposed location of the site would require a period of 10-15 years to establish a robust planted boundary.

**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  
Wallace Land Investment

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. Representation made at the Second Proposed Plan promotes the site for housing.
1. Does the site have good accessibility to existing public transport?	2. Would sufficient enhancements be feasible?	Y/N Y	Y/N Y	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. The site is accessible with the south east section of the site scoring A, the west section scoring B and the north west scoring C.
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 Y		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. The additional height of development in eastbound views from the bypass would form a backdrop of urban development in prominent views towards West Edge Farm across the open slopes to the south of the city.

Would the site enable clear and defensible Green Belt boundaries to be formed?	Y N	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. <b>The site lacks a robust and defensible Green Belt boundary.</b>
Can the site be integrated into and in keeping with the character of the settlement and local area?	Y N	Development of this site could be integrated into the existing urban area to the north and north 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>The character of the open Gilmerton ridge and south-facing slopes would be altered by a visually prominent development.</b>
<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> <p>While the site is accessible it is highly visible from the city bypass. Development in this location would create a visually prominent development to the detriment of the character of Gilmerton ridge and the open setting of the south of the city.</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.

Representation to the [Second Proposed Plan](#) applies to approx 12.5 ha bounded by Gilmerton Dykes Road to the north, with housing to the north, Lasswade Road to the west and sections of field boundary hedgerow to the east. To the south the proposed boundary runs east-west across open farmland towards West Edge Farm.

### 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 Lammernmuir 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.

Development would alter the character of the open Gilmerton ridge and south-facing slopes adjoining Lasswade Road, which contribute to the landscape setting to the city. The city is generally contained by landform across the western extent of the assessment area and development would impact adversely on views from Lasswade Road, the Lang Loan and City Bypass. The additional height of development in eastbound views from the Bypass would form a backdrop of urban development to views towards West Edge Farm.

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.

The existing green belt boundary to the north is clearly formed by walling along Gilmerton Station Rd, whilst supplementary planting will be required at HSG 23 Gilmerton Station Road.

The site lacks a robust and defensible green belt boundary. New woodland planting would require between 10 and 15 years to form a strong visual feature in the landscape given the exposed, sloping and visually prominent nature of the site.

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

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

Holder Planning  
SNH  
Neighbouring authority  
Holder Planning

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. Representation made at the Second Proposed Plan states that the site is Brownfield by way of mining. Any historical mining under this site, has no detrimental visual impact on the open landscape, and does not create Brownfield land. The site excludes the original derelict hospital to the north and has the appearance of greenfield land.
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. This site is part of the wider estate which is to be restored through the Estate Management Strategy secured through planning permission 12/01624/FUL for the adjoining land to the west. Statements relating to the requirement for up to £10,000,000 of remedial works to create the proposed park, identified in the Second Proposed Plan, have no supporting evidence and are at odds with the previous supporting information in relation to planning submissions for the estate.
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. The majority of the site has good accessibility with a score of D.
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 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



		<p>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.</p> <p>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.</p> <p>Adverse visual effects upon views to the site from The Drum, the A7 and The Wisp have been confirmed by the Environmental Statement submitted to evidence planning application ref: 14/01057/PPP. Mitigation planting to the estate boundaries will enclosed the open character of the estate's southern parkland and diminish separation this provides between Edinburgh and Danderhall which maintains their identities as distinct settlements. This role of the estate's parkland was considered as part of Planning Appeal (PPA-230-2087) with regard to granting of residential consent within two relatively discrete enclaves at Eight Acre Field and the walled garden.</p>
<p>Would the site enable clear and defensible Green Belt boundaries to be formed?</p>	<p>N</p>	<p>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. Planning Appeal (PPA-230-2087) does not diminish the strong inner boundary to the green belt provided by Edmonstone's central ornamental woodland, which lies to the north of the representation site. Development cannot be 'screened' and green belt boundary 'consolidated' at the same time as promoting a union between two settlements, in the case of planned coalescence within the SDA.</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>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. In addition to impacts upon parkland character, development of up to 400 residential units would impact adversely on parkland trees subject to a TPO and with high - moderate retention value.</p> <p>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.</p> <p>Woodland planting and estate boundary walling on the southern edge of the site, combined with woodland planting on the northern edge of Danderhall do not serve to integrate the site into the adjoining settlement.</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>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. 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. This site is part of the estate which is to be restored through the Estate Management Strategy secured through planning permission 12/01624/FUL. The site is currently accessed by the public, and contributes to their enjoyment of the countryside. This experienced would be enhanced through the implementation of the Estate Management Strategy and the green space proposal contained within the Second Proposed Plan.</p>
<p><b>Overall assessment</b>                  Not currently a reasonable site. Due to the sites prominent ridgeline and the site's 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. The reduced site area suggested through the representation made at the Second Proposed Plan does not overcome the significant issues identified at the MIR and proposed plan stage. Development in this location would destroy the open aspect of this landscape, diminish the separation between Edinburgh and Danderhall and is incompatible with the retention of the protected trees within the site.</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.

Representation to the Second Proposed Plan omits the former walled garden and 'Eight Acre Field'. The site is bounded to the west by Edmonstone's central ornamental woodland which lines its southern driveway. It is bounded by the A7 to the south, The Wisp to the east and an existing tree belt to the north.

### 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.

Subsequent to reporting of The Second Proposed Plan to committee for approval on 19 June 2014, the following planning history relates to the assessment area 'South East Wedge Parkland South'

- 25 June 2014 – permission 'minded to grant' for ground stabilisation works subject to a legal agreement for an updated Estate Management Strategy (planning reference 14/01166/FUL). A condition requiring tree protection applies.

- 13 August 2014 – applications for a cemetery (planning reference 13/05235/PPP) and cemetery and crematorium (planning reference 13/05302/PPP) 'minded to grant' subject to legal agreements for an updated Estate Management Strategy. The Council's decision should be referred to in full with regard to site specific considerations and reasons for granting consent as an exception to green belt policy. As a PPP application, site layout and landscaping would be dealt with by future approval of matters specified in conditions submissions. A condition requiring tree protection applies.
- 27 August 2014 – appeal lodged with the DPEA against 'non-determination' for housing on the site (planning reference 14/01057/PPP). Appeal with DPEA and the Scottish Ministers directed that this appeal shall be determined by Ministers.
- 8 October 2014 – permission granted for secure fencing around the site (planning reference 14/03142/FUL).

Representation applies to the landscape characteristics relating to the central ornamental woodland and the open parkland to its east.

### 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.

Representation applies to the views and visibility relating to the central ornamental woodland, which is an important feature in wider range views from the north and south and the open parkland to its east, which is principally viewed from the Wisp, A7 and The Drum.

### 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. Development cannot be 'screened' and green belt boundary 'consolidated' at the same time as promoting a union between two settlements, in the case of planned coalescence within the SDA.

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.

The representation to the Second Proposed Plan with regard to SESplan Policy 7 criteria b) 'development will not undermine green belt objectives' repeats comments previously made with regard to the Edinburgh Green Belt Study and addressed on pp. 95 -96 of the Revised Environmental Report June 2014 - Volume 2.

The representation to the Second Proposed Plan also refers to SESplan Policy 7 criteria a) 'development will be in keeping with the character of the settlement and local area'. Comments are repeated with regard to the Edinburgh Green Belt Study, previously addressed by the Revised Environmental Report June 2014 - Volume 2, as stated above.

The representation refers to the site's wooded ridge as making a significant contribution to the landscape setting of the city, whereas the representation site is considered to be 'screened' by established woodland and boundary walling. The Council has previously clarified comments with regard to the visibility of the site at the First Proposed Plan stage. The Council also

stated in Revised Environmental Report June 2014 that, as per SPP, the siting and design of development should also have regard to landscape character. The historic character and landscape character of Edmonstone's parkland has not been considered by the representation.

The tree survey submitted to evidence planning application 13/05235/PPP found that trees within the site subject to a TPO were generally in good condition, comprising 36 category A trees and 7 category B trees. The Council considers that the retention of these valued parkland trees is not compatible with residential use of the site and enclosure created by up to 400 units. In addition to root protection and fall zones, the mature parkland trees require adequate space to retain their amenity value within the open, parkland landscape.

Adverse visual effects upon views to the site from The Drum, the A7 and The Wisp have been confirmed by the Environmental Statement submitted to evidence planning application ref: 14/01057/PPP. Mitigation planting to the estate boundaries will enclose the open character of the estate's southern parkland and diminish separation this provides between Edinburgh and Danderhall which maintains their identities as distinct settlements.

#### **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. Planning Appeal (PPA-230-2087) does not diminish the strong inner boundary to the green belt provided by Edmonstone's central ornamental woodland, which lies to the north of the representation site. Development cannot be 'screened' and Green Belt boundary 'consolidated' at the same time as promoting a union between two settlements, in the case of planned coalescence within the SDA.

#### **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.

The representation to the Second Proposed Plan with regard to SESplan Policy 7 criteria b 'development will not undermine green belt objectives' repeats comments previously made with regard to the Edinburgh Green Belt Study and addressed on pp. 92-96 of the Revised Environmental Report June 2014 - Volume 2.

The representation to the Second Proposed Plan also refers to the previously addressed comments with regard to the Edinburgh Green Belt Study in relation to SESplan Policy 7 criteria a) 'development will be in keeping with the character of the settlement and local area'.

The representation refers to the site's wooded ridge as making a significant contribution to the landscape setting of the city, whereas the representation site is considered screened by established woodland and boundary wall. The Council has previously clarified comments with regard to the visibility of the site at the First Proposed Plan stage. The Council also stated in Revised Environmental Report June 2014 that the siting and design of development should also have regard to landscape character, which is particularly relevant in the case of Edmonstone's southern parkland.

The tree survey submitted to evidence planning application 13/05235/PPP found that trees within the site subject to a TPO were generally in good condition, comprising 36 category A trees and 7 category B trees. The Council considers that the retention of these high value trees is not compatible with residential development of up to 400 units.

### 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.

Representations to the Second Proposed Plan repeat those made with regard to the proposed Special Landscape Area at Edmonstone and are addressed on pp. 95-96 of the Revised Environmental Report June 2014 - Volume 2. Item 4, in relation to the proposed Special Landscape Area, states 'the important landscape features which justified its [Edmonstone's] designation as an SLA are conserved by the Edmonstone Estate Management Strategy'. The approved Estate Management Strategy which was subject of a condition of consent with regard to PPA-230-2087 retains and manages the open parkland within the site and does not identify the land for housing development.

**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  
Springfield Properties Ltd

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 Y		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. Representation made to the Second Proposed Local Plan promotes the site for residential development.
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. The site has a score of A and has poor accessibility.
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	<p>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.</p> <p>Development of land at The Wisp (North) would impact on northward views from the Wisp and proposed parkland, where the open character of the land is valuable in providing a foreground to enable appreciation of the city skyline. From recreational viewpoints within the city, development would form a built up edge to the southern skyline of the city which is formed by The Wisp and Edmonstone, leading to perceptions of a continuous built up area with development in Midlothian.</p>
Would the site enable clear and defensible Green Belt boundaries to be formed?	N	<p>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. Development of the site would prejudice formation of Greenspace Proposal 4, which in combination with parkland tree and woodland planting would serve to define the edge of the City in relation to parallel development in Midlothian. The introduction of housing along the Wisp would therefore weaken the definition and boundary of the Green Belt.</p>
Can the site be integrated into and in keeping with the character of the settlement and local area?	N	<p>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. The existing settlement pattern is limited to row of small cottages at the junction of Millerhill Road and The Wisp. A major housing development would neither extend this rural characteristic nor relate to the Greendykes masterplan and its respective landscape framework.</p>
<b>Countryside recreation</b>		
Would development of the site avoid impacting upon existing access to countryside recreation?	N	<p>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. Development of this land would prejudice the existing Local Plan proposal for open space serving the new growth areas forming part of the City of Edinburgh Council/Midlothian Council Strategy for the South East Wedge, including access and views from the housing laid out as part of the Greendykes masterplan and provision of a commodious green network link to the South East Wedge Parkland from the existing community of Craigmillar.</p>



**Overall assessment**

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. The site has poor accessibility to public transport. Development of the site would prejudice the formation of Greenspace Proposal 4 and weaken the definition and boundary of the Green Belt. The city's green network contributes towards the Central Scotland Green Network, a national development in NPF3. Release of this land erodes the City's ability to fulfil its commitments set out in the Council's CSGN Declaration.

**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. Representation to the Second Proposed Plan refers to the Wisp (North) proposal.

**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.

The site forms part of the Edmonstone ridgeline and despite being sited at a lower elevation than the former Edmonstone House, it lies approx between 50 and 70 m AOD, a moderately elevated position in the context of the city's topography.

**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.

The land in question would form a southern backdrop to the approved Greendykes development in outward views from Craigmillar Castle and Holyrood Park. There are existing open views across the site from the Wisp towards the City skyline of Arthur's Seat, Craigmillar Castle and Blackford Hill.

**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. From the Wisp and within the proposed parkland, development would obscure views back towards the city skyline to the north and west and Hunter's Hall Park to the north, where the site provides an open foreground across which to experience views of the city in the context of its wider landscape setting. In views from sensitive recreational viewpoints of Queen's Drive and Craigmillar Castle, the site forms a narrow continuation of the landscape of Edmonstone ridge, which if accentuated by woodland and parkland trees within the South East Wedge Parkland, would provide a robust backdrop to development at Greendykes. The introduction of additional housing to the east of Greendykes would prevent implementation of an urban edge condition, as informed by pp 73-74 of the Edinburgh Design Guidance. The site adjoins a proposed housing allocation at Cauldcoats Farm in Midlothian Proposed Local Development Plan and has potential to give rise to perceptions of a continuous built up area, resulting in a merging of the separate identities of Edinburgh and surrounding settlements. The site does not relate closely to the approved Greendykes masterplan and its respective landscape framework, whilst a major housing allocation would equally fail to relate to the pattern of settlement to the east is limited to row of small cottages at the junction of Millerhill Road and The Wisp.

**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.

Development of the site would prejudice formation of Greenspace Proposal 4, which in combination with parkland tree and woodland planting will serve to define the edge of the City in relation to parallel development in Midlothian. The introduction of housing along the Wisp would therefore weaken the definition and boundary of the Green Belt.

**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 site forms the northern extension of the South East Wedge Parkland proposal to Hunter's Hall Park. This is shown on the Strategic Green Network Map 3 in the Council's Open Space Strategy and within the green network map in the Second Proposed Plan. In this way, the city's green network contributes towards the wider objectives of the Central Scotland Green Network, a national development in NPF3. Release of this land erodes the City's ability to fulfil its commitments set out in the Council's CSGN Declaration.

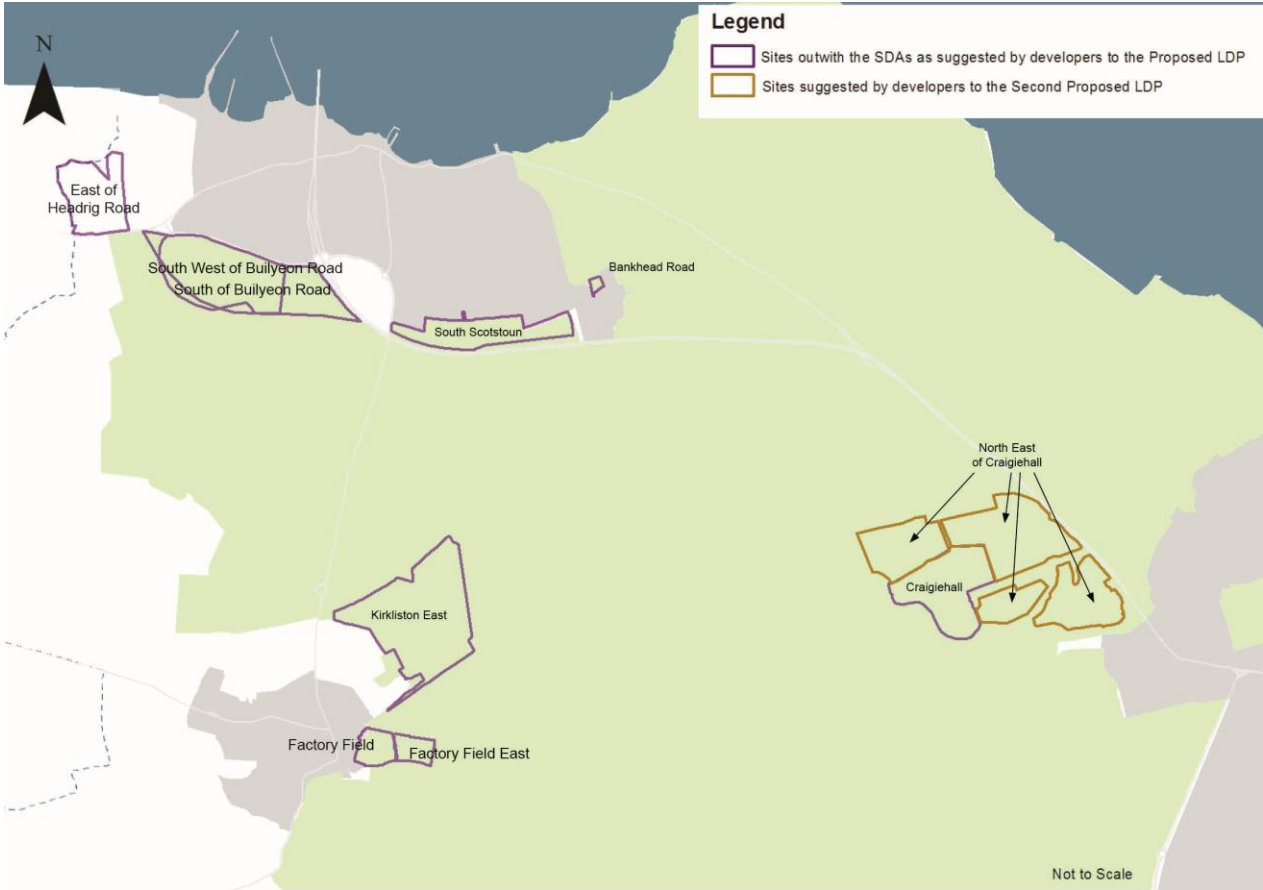
Development of the site would obstruct the north facing slope which extends to Niddrie Marischal public park. In order to provide an alternative strategic green network connection to the north, through urban residential development, a broad strip of open space would be required. This would need to cater for multi-user path routes of approx 4.5 m width, set within secure and grassed open margins; provide adequate space for large growing native tree species to achieve full stature and to thereby enhance the city's woodland resource by connecting habitats at the Edmonstone and Niddrie Marischal estates. Removal of this area of open space would remove an opportunity for the future residents of nearby planned development at Greendykes to overlook and access open space, whilst restricting provision of commodious access from Craigmillar to the South East Wedge Parkland. As set out in The Edinburgh Design Guidance pp 73-74, a strategic green network connection could require land take of between 30-50 m, particularly in terms of development on the urban edge, in order to fulfil requirements of Policy Des 9 – Urban Edge Development.

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.

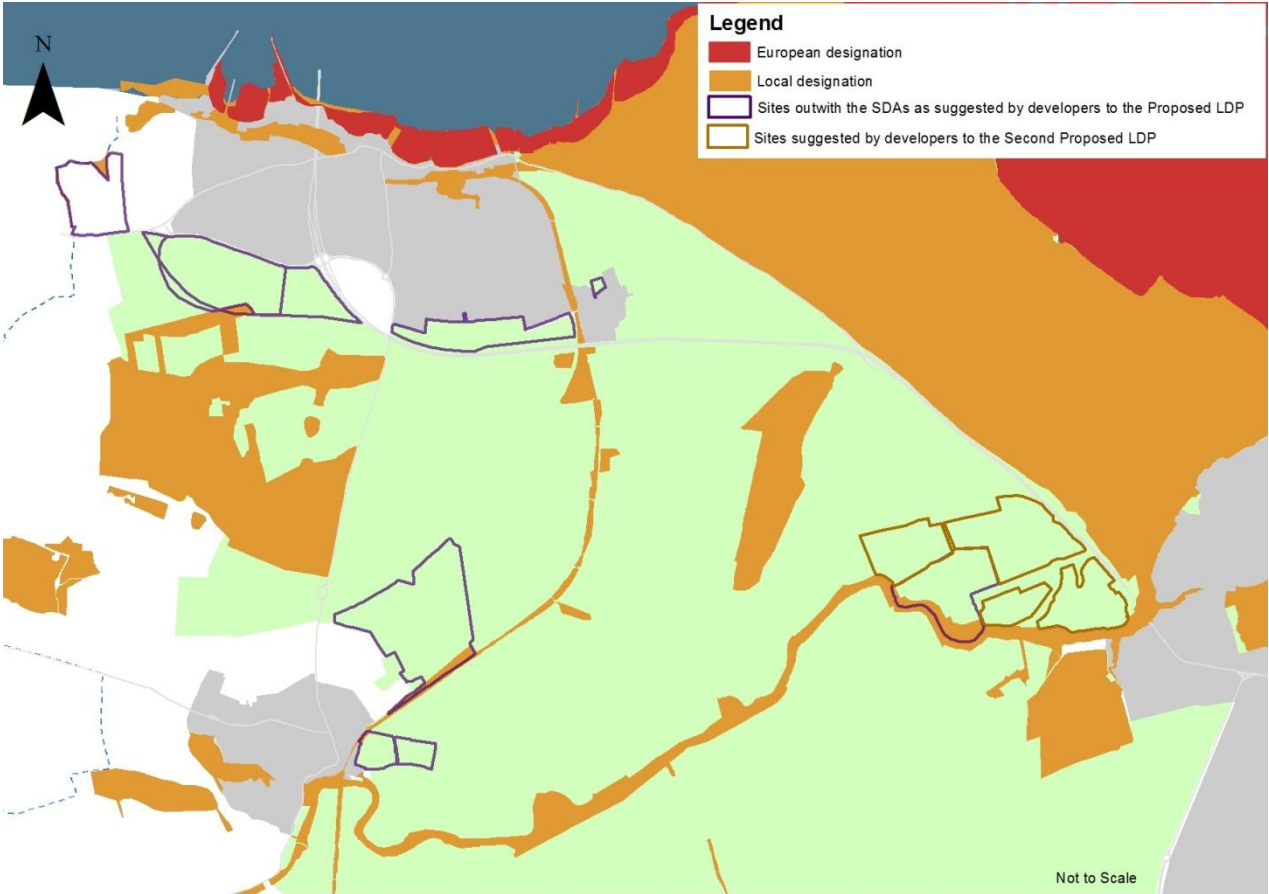
The summary finding for the Craigmillar Farmland landscape character area as set out in the Edinburgh Green Belt Study – Stage 2, December 2008 p. 13 states: 'There is no identified landscape capacity for development. The area has a potentially increasing access and open space role, if existing plans for the area are finalised and completed'.

As of 29 June 2014, site is subject to Planning Permission Appeal ref: PPA-230-2129

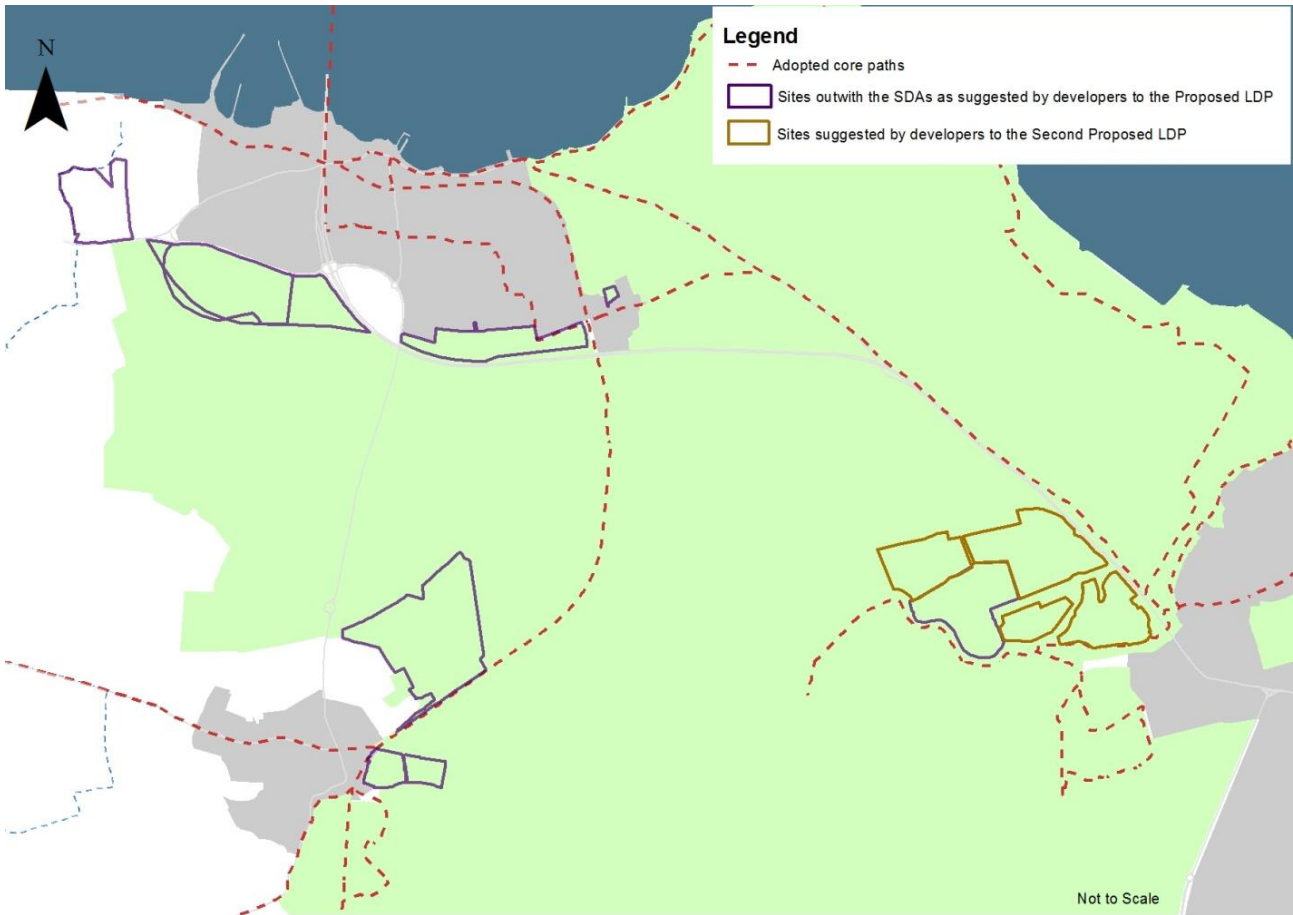
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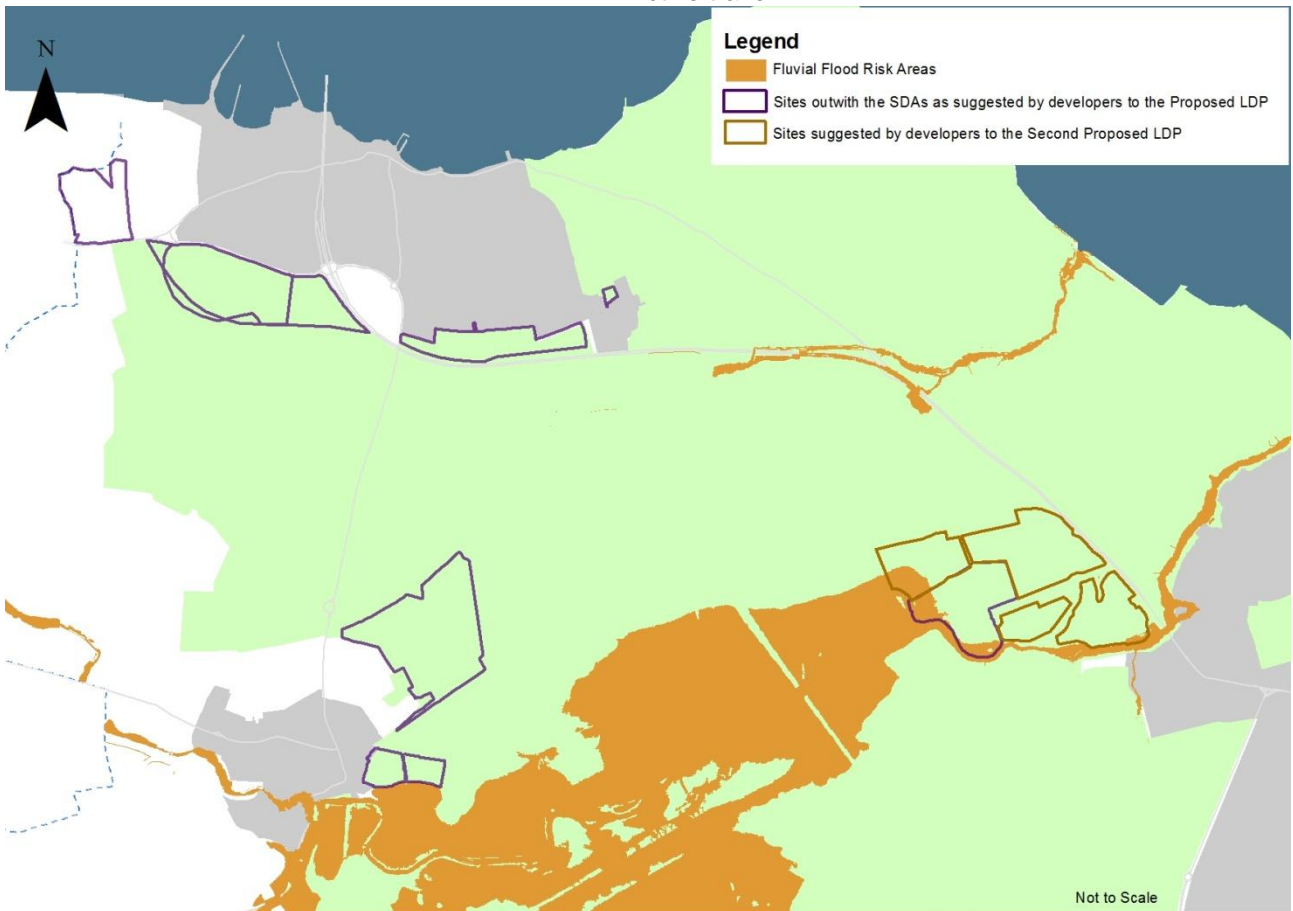
North West assessment areas



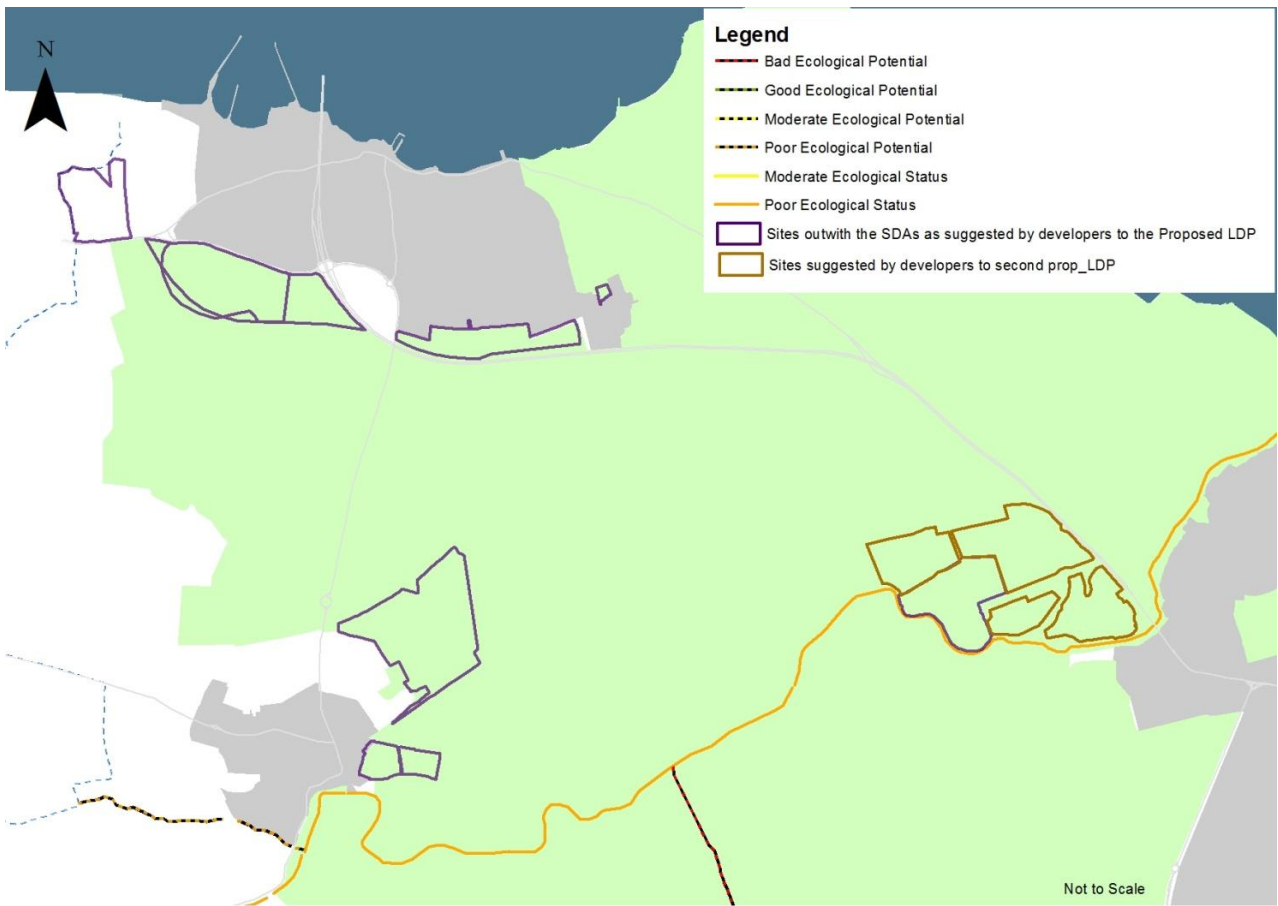
Biodiversity, Fauna and Flora



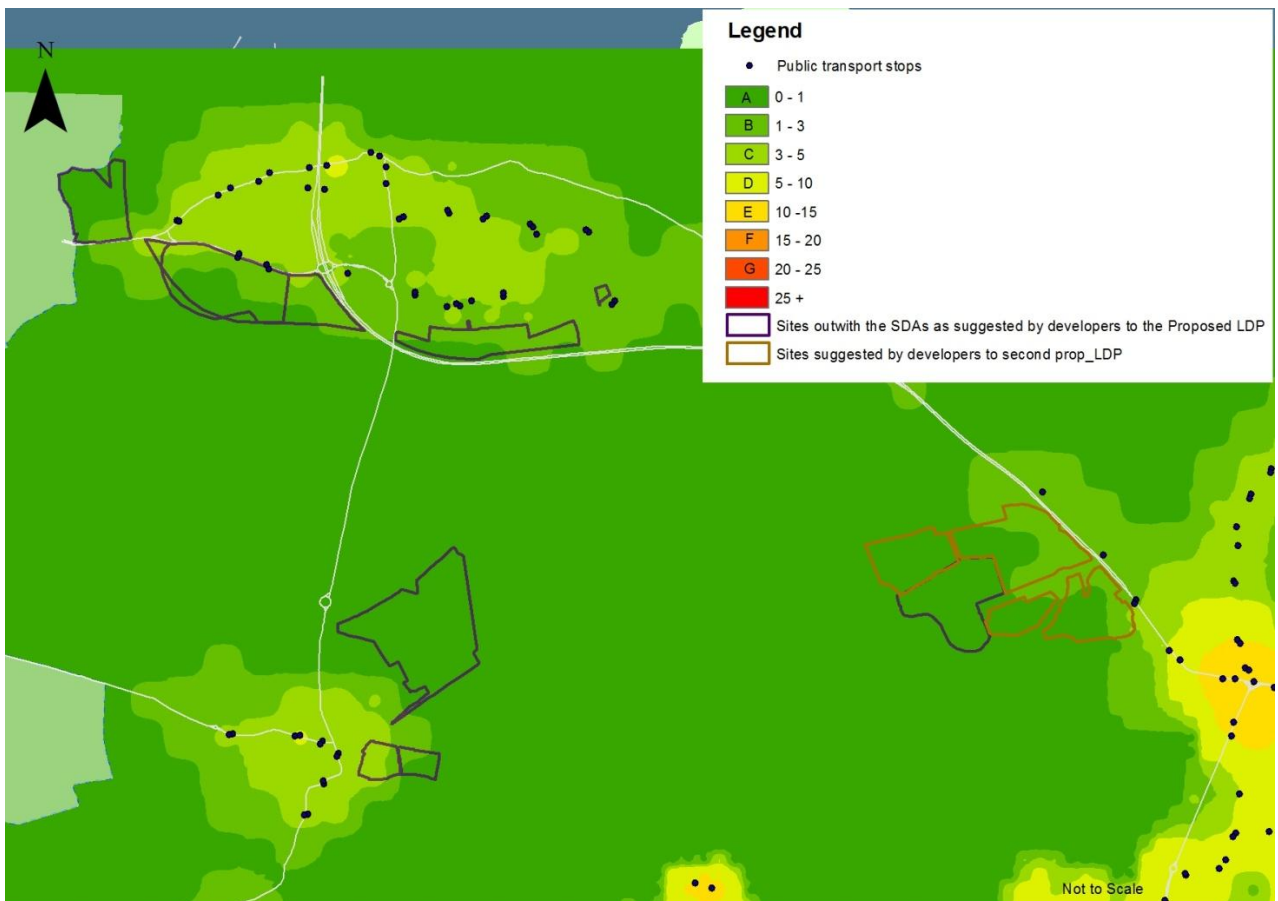
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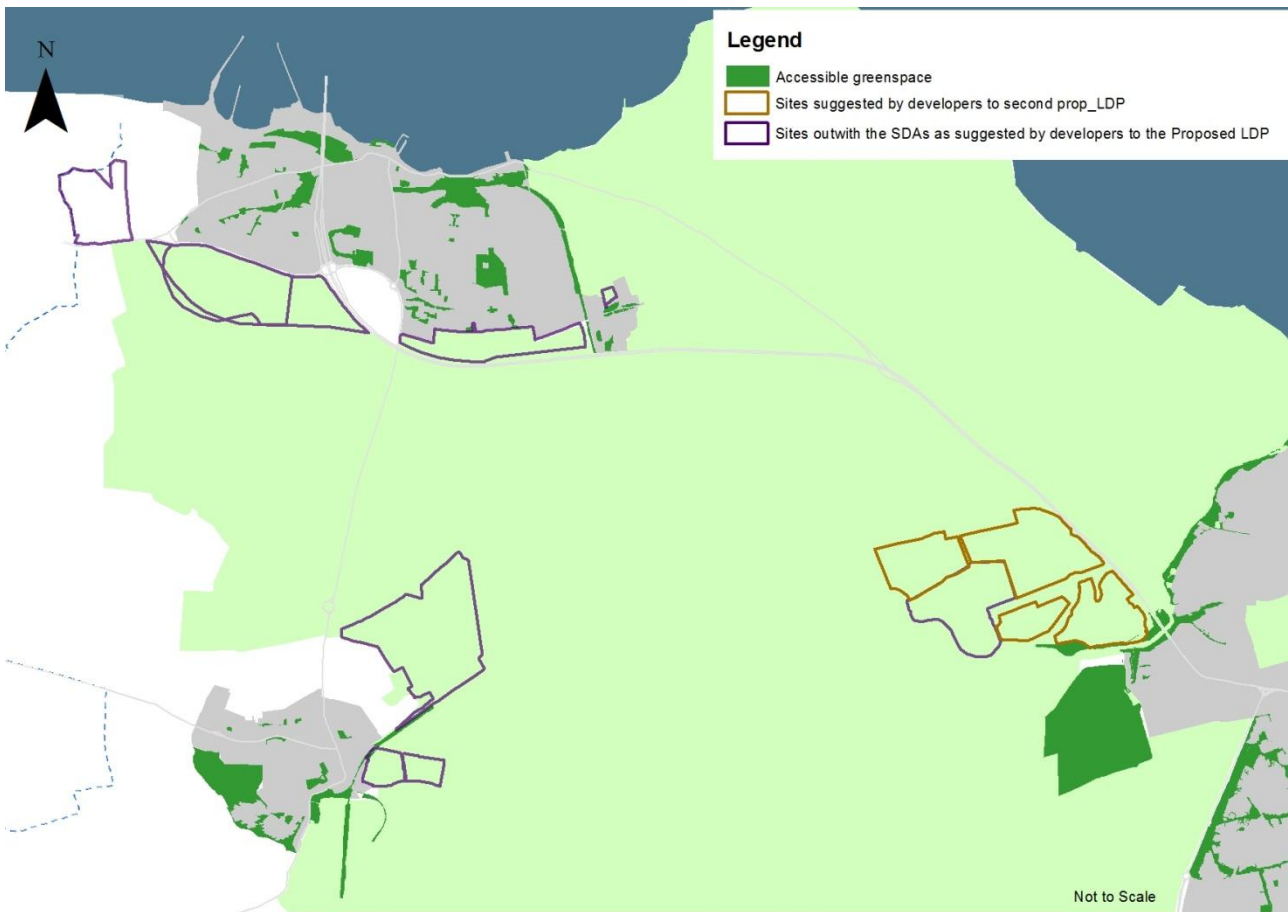
Fluvial Flood Risk Areas (updated using SEPA mapping, January 2014)



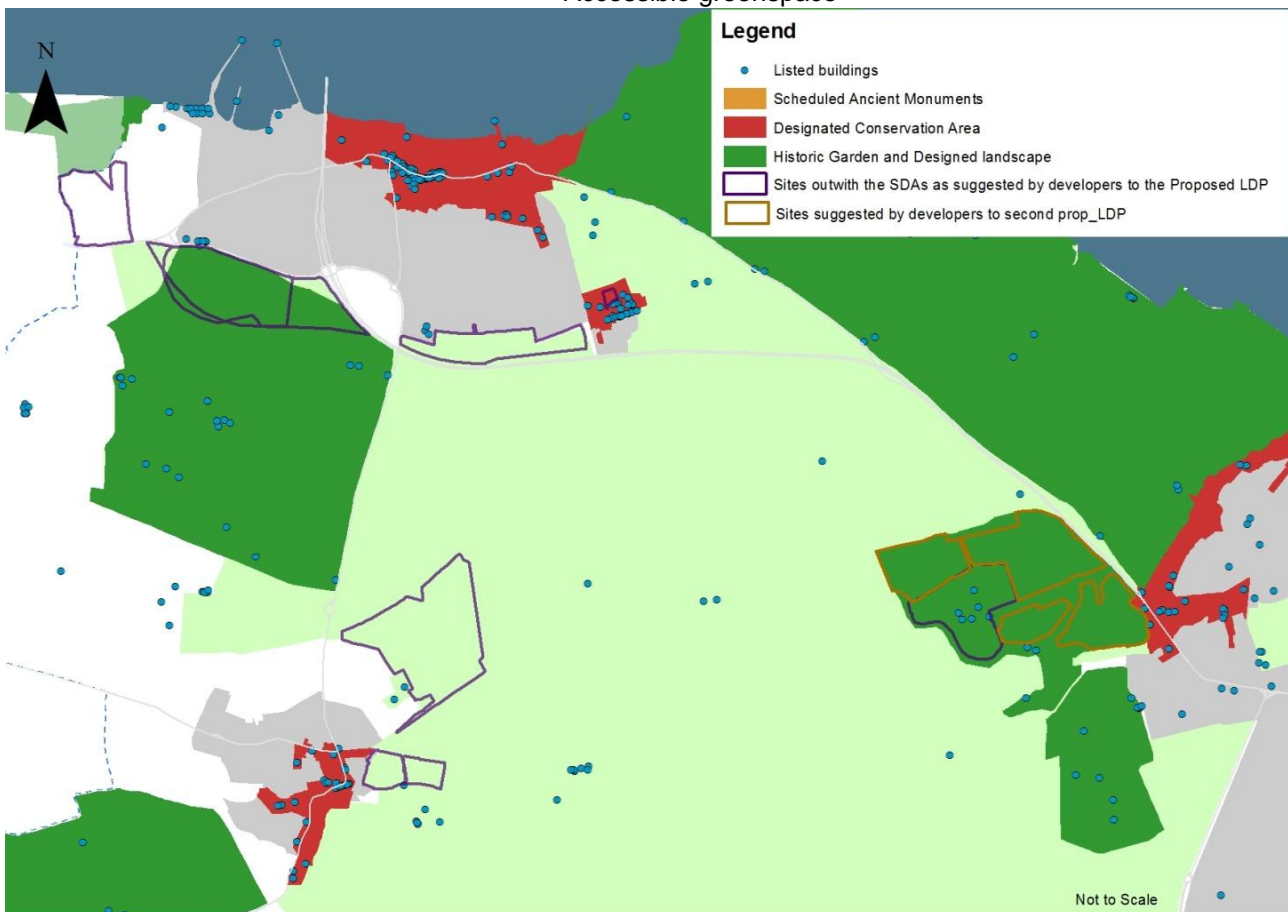
Quality of the Water Environment



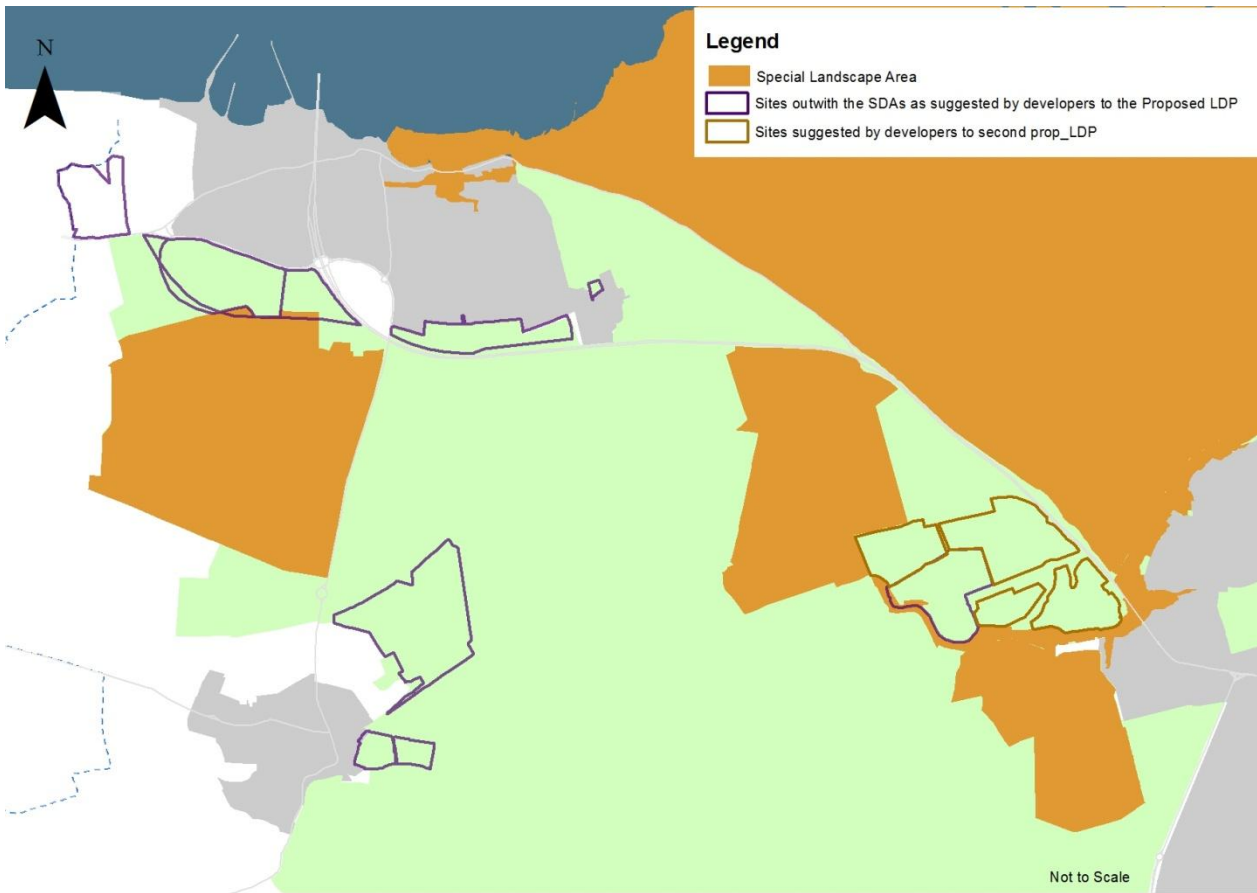
Public transport accessibility levels (band adjusted from first Proposed assessment)



Accessible greenspace



Cultural Heritage



Local Landscape Designation



## NORTH EAST OF CRAIGIEHALL Housing Site Assessment

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

Roseberry Estates (Strutt and Parker) \* MIR representation  
Hallam Land Management

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. Representation made to the Second Proposed Plan. Representation states a site capacity of over 1000 homes with 250 available within the 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 eastern part of the site having a score of B. Representation made to the Second Proposed Plan states that the scale of the development would enable the provision of additional public transport to improve accessibility of the site. There is no evidence to suggest that these measures are realistic or deliverable.
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 a 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.

<p>Can the site be integrated into and in keeping with the character of the settlement and local area?</p>	<p>N</p>	<p>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> <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. The addition of the farmed parkland to the west of the north avenue at Craigiehall does not offer the opportunity to address the separation of the site from the existing settlement.</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. The detrimental impact on the cities setting, lack of defensible Green Belt boundaries and inaccessibility of the site remain. The site is unsuitable for development.</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. Representation to the Second Proposed Plan includes the field of farmed parkland to the west of the north avenue at Craigiehall.

**Landscape/Townscape Character**

As Craigiehall assessment (refer to Environmental Report – Second Revision pp. 129-130)

Representation to the Second Proposed Plan includes an arable field of farmed parkland to the west of the north avenue at Craigiehall, which conforms to the character of the wider policy parkland described in the Craigiehall assessment. The site is bounded by broad tree belts to the north and west and avenue trees along the north drive to the east. A single gatehouse lies

within the wooded northern boundary to the site to the west of the north drive. To the south it is bounded by tree planting to car parking and fleet operations at the Barracks. The site has a relatively open boundary to sports pitches at the Barracks to the southwest with scrub vegetation and woodland lining a prominent meander to the River Almond.

### **Views and Visibility**

As Craigiehall assessment (refer to Environmental Report – Second Revision pp. 129-130)

Representation to the Second Proposed Plan includes an arable field of farmed parkland to the west of the north avenue at Craigiehall. The overall pattern of visibility is described in the Craigiehall assessment. The site forms part of perimeter woodland and flanking parkland which generally contain views to the Barracks in summer but form part of filtered foreground views towards Craigiehall from Burnshot Road in winter and the middleground of views from Craigie Hill.

### **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 lies beyond the north-west edge of the City and path connections exist 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?**

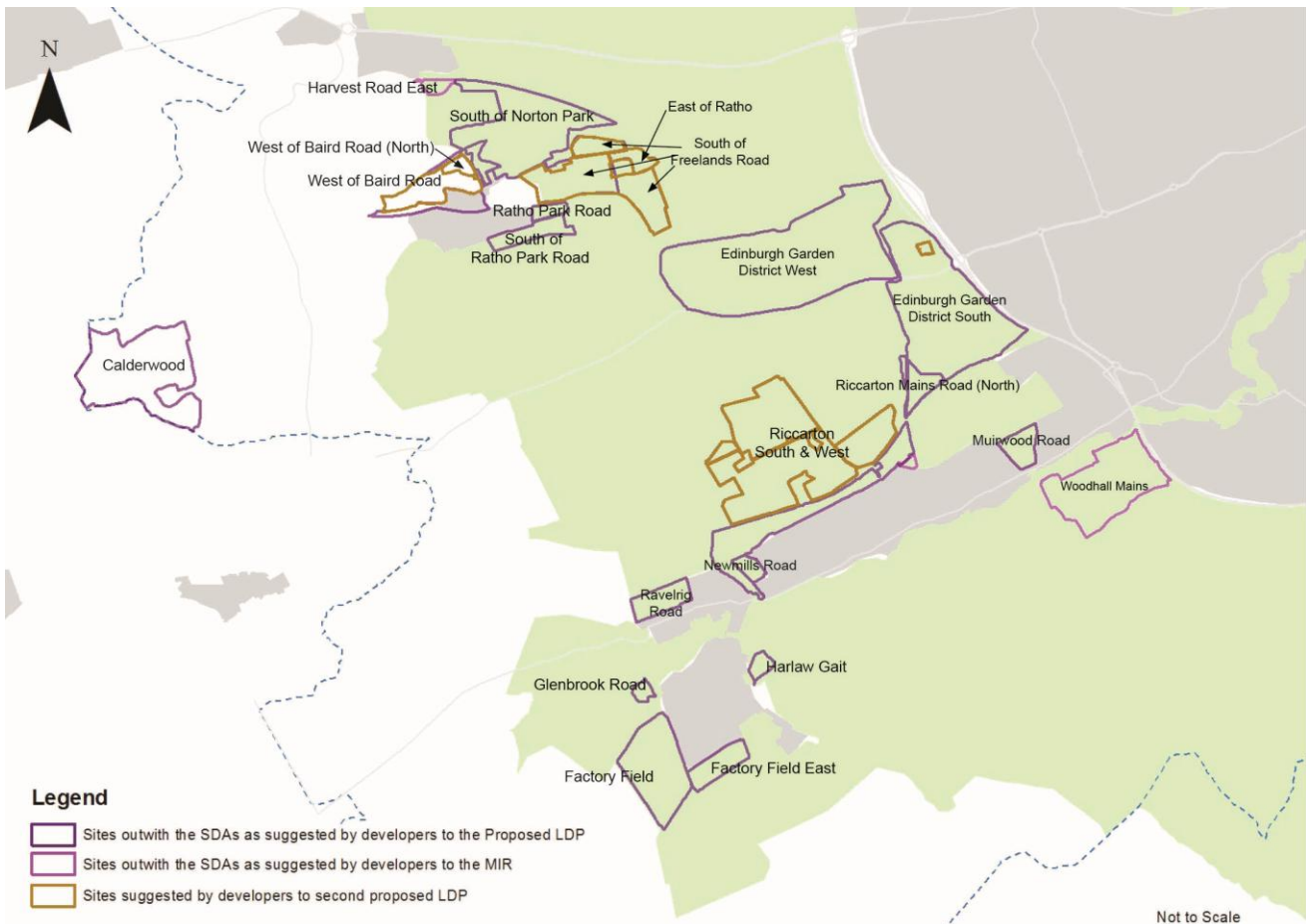
Development of the site would impact on the wider landscape setting of the City, altering the character and appearance of a nationally important designed landscape, which contributes to the landscape setting of the City from the arterial approach of the A90, views from secondary route within the Green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

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

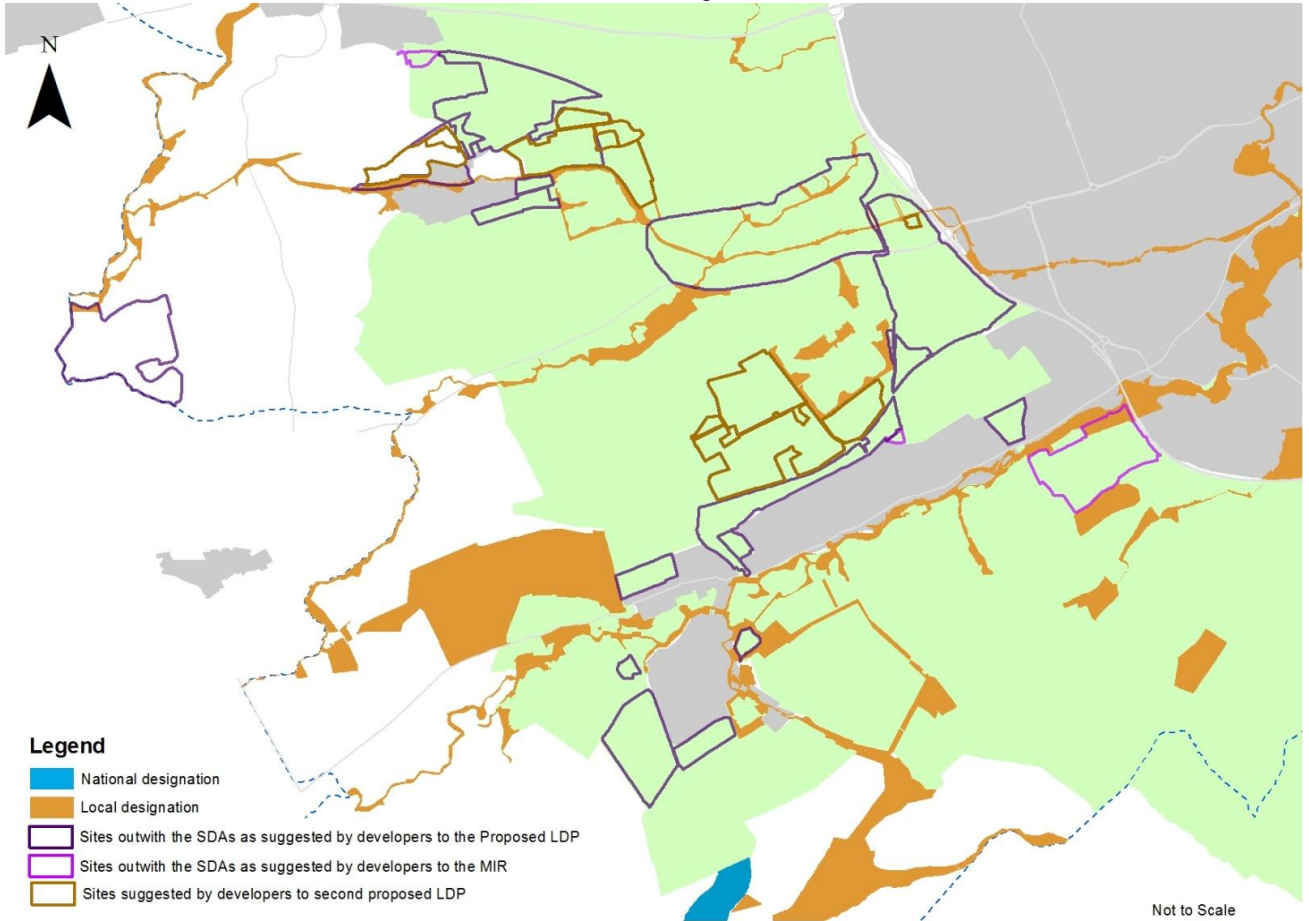
The existing Green Belt boundary to the northwest of the City is clearly formed by the strong physical and visual feature of the incised, wooded valley of the River Almond.

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.

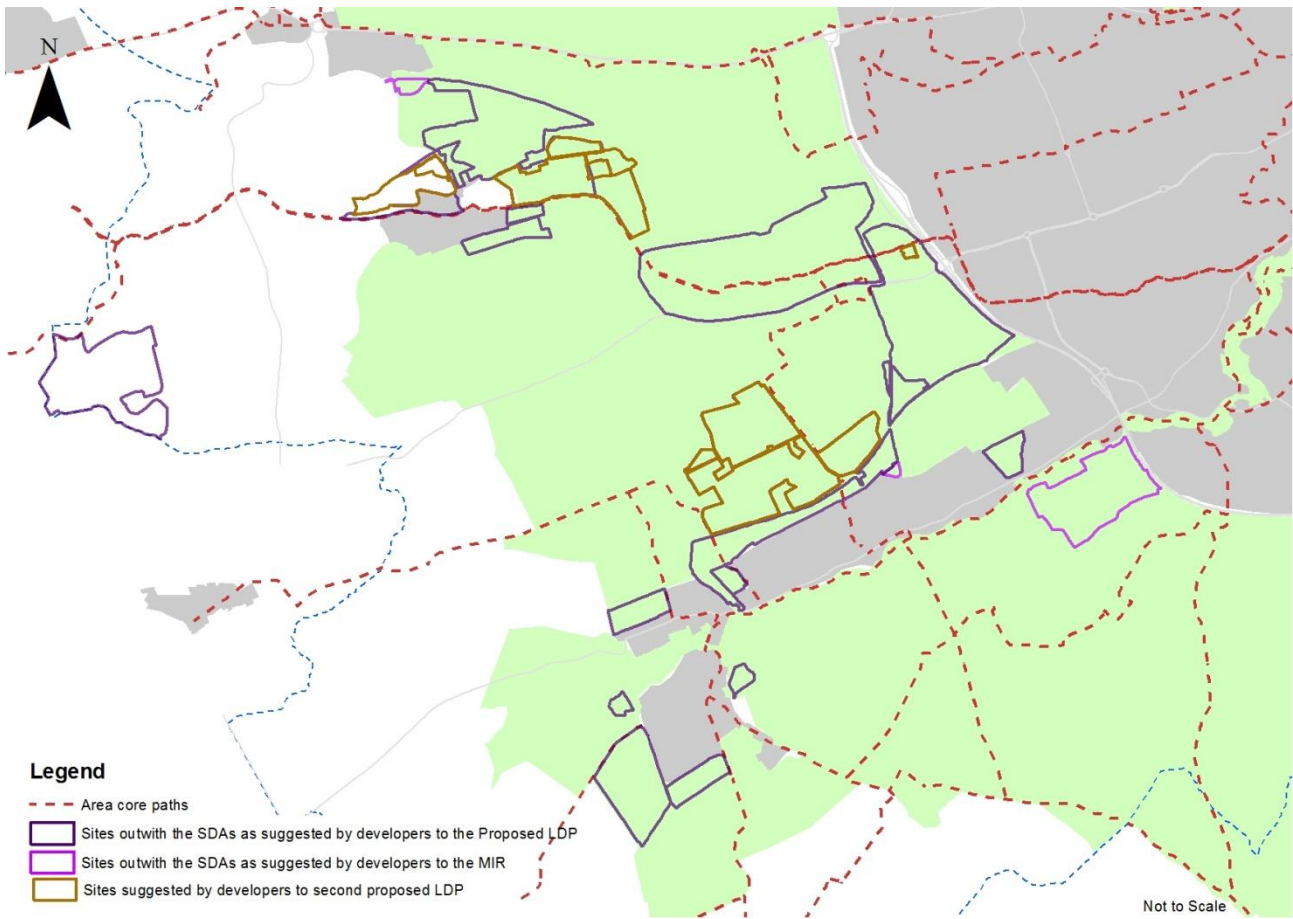
# SOUTH WEST EDINBURGH



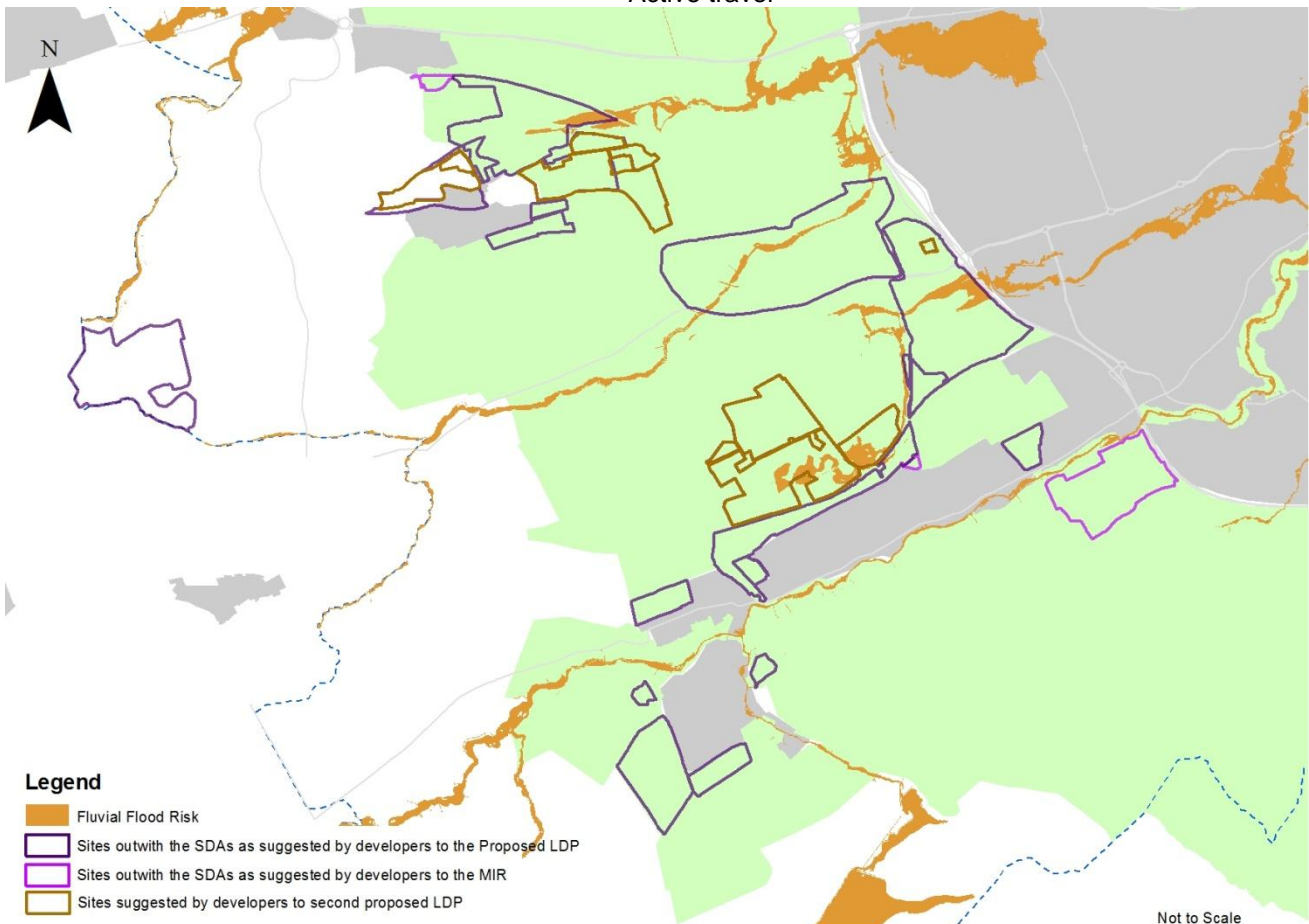
South West Edinburgh assessment area



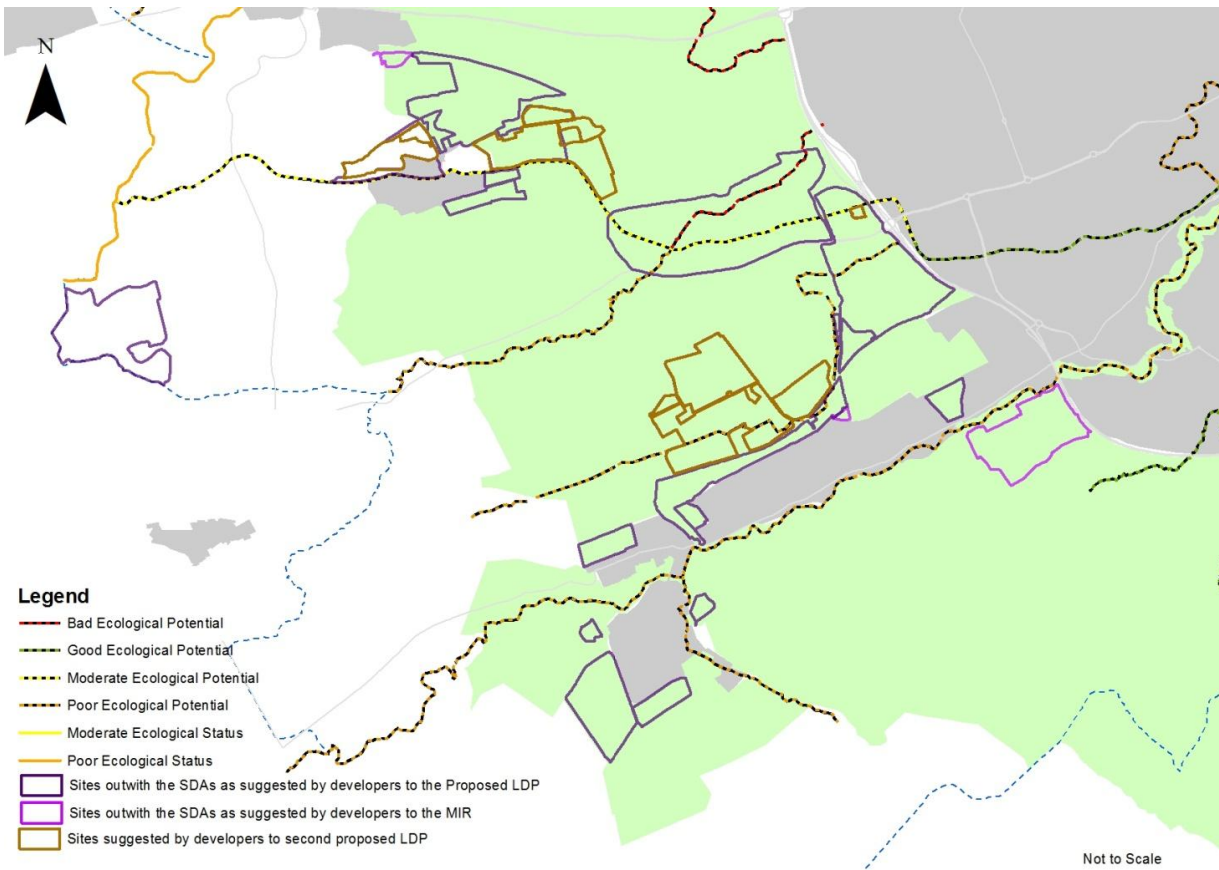
Biodiversity, Fauna and Flora



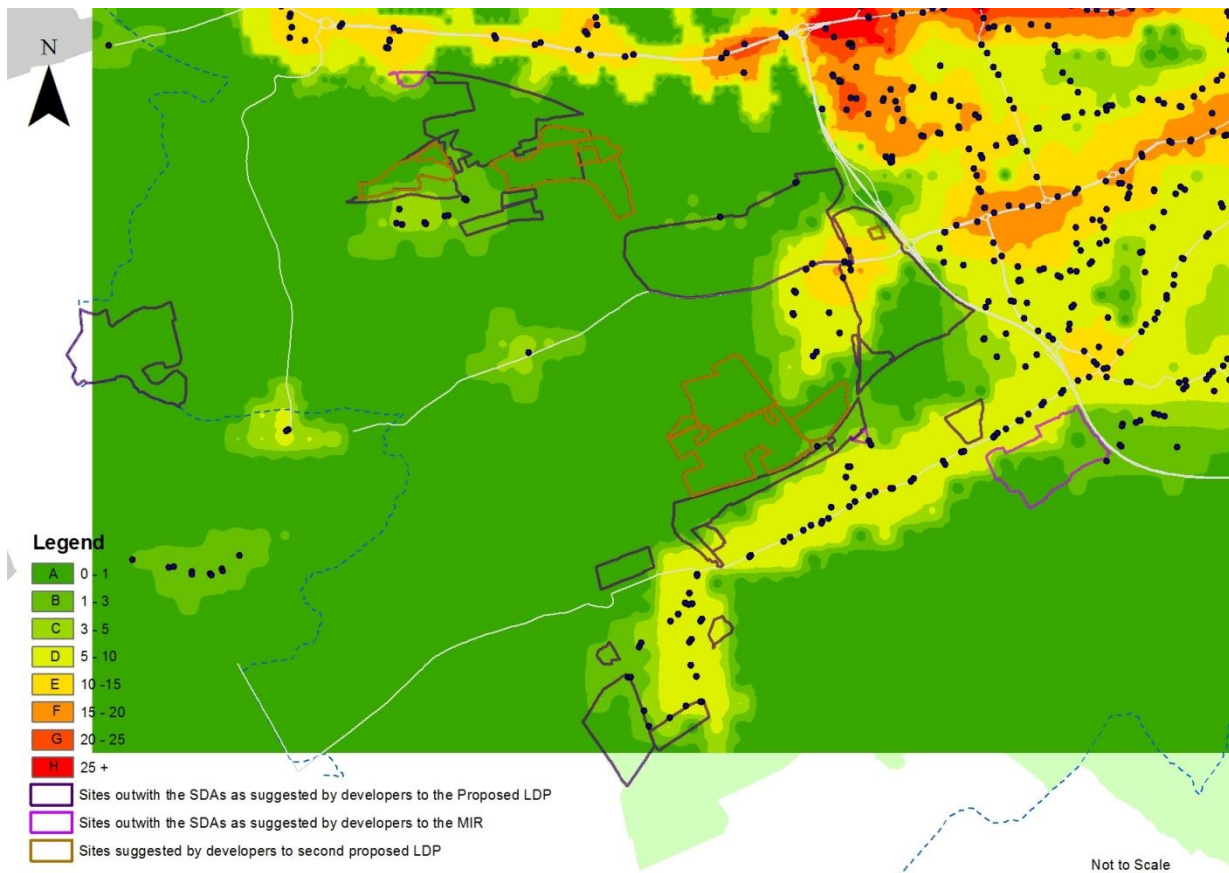
Active travel



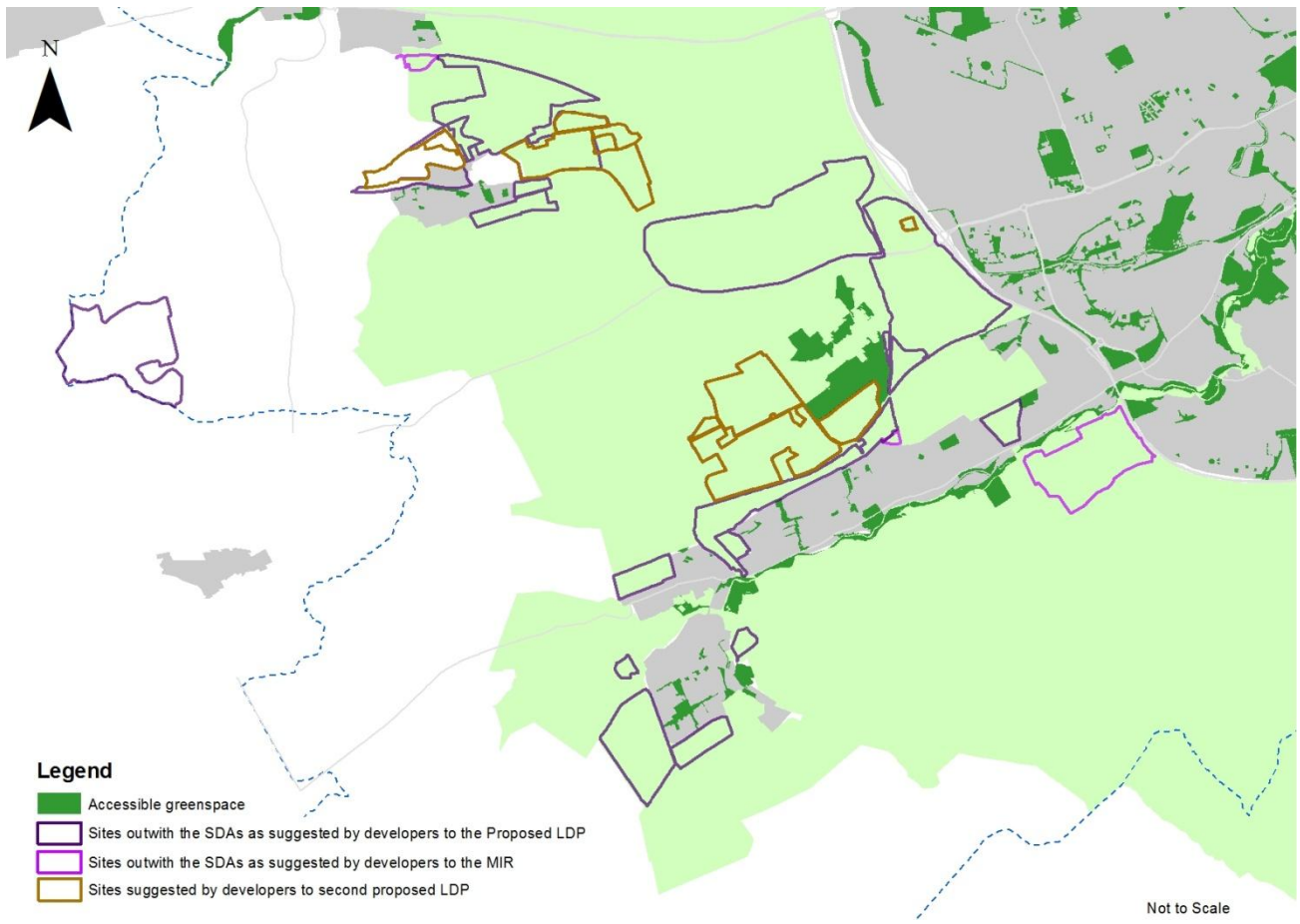
Fluvial Flood Risk Areas (updated using SEPA mapping, January 2014)



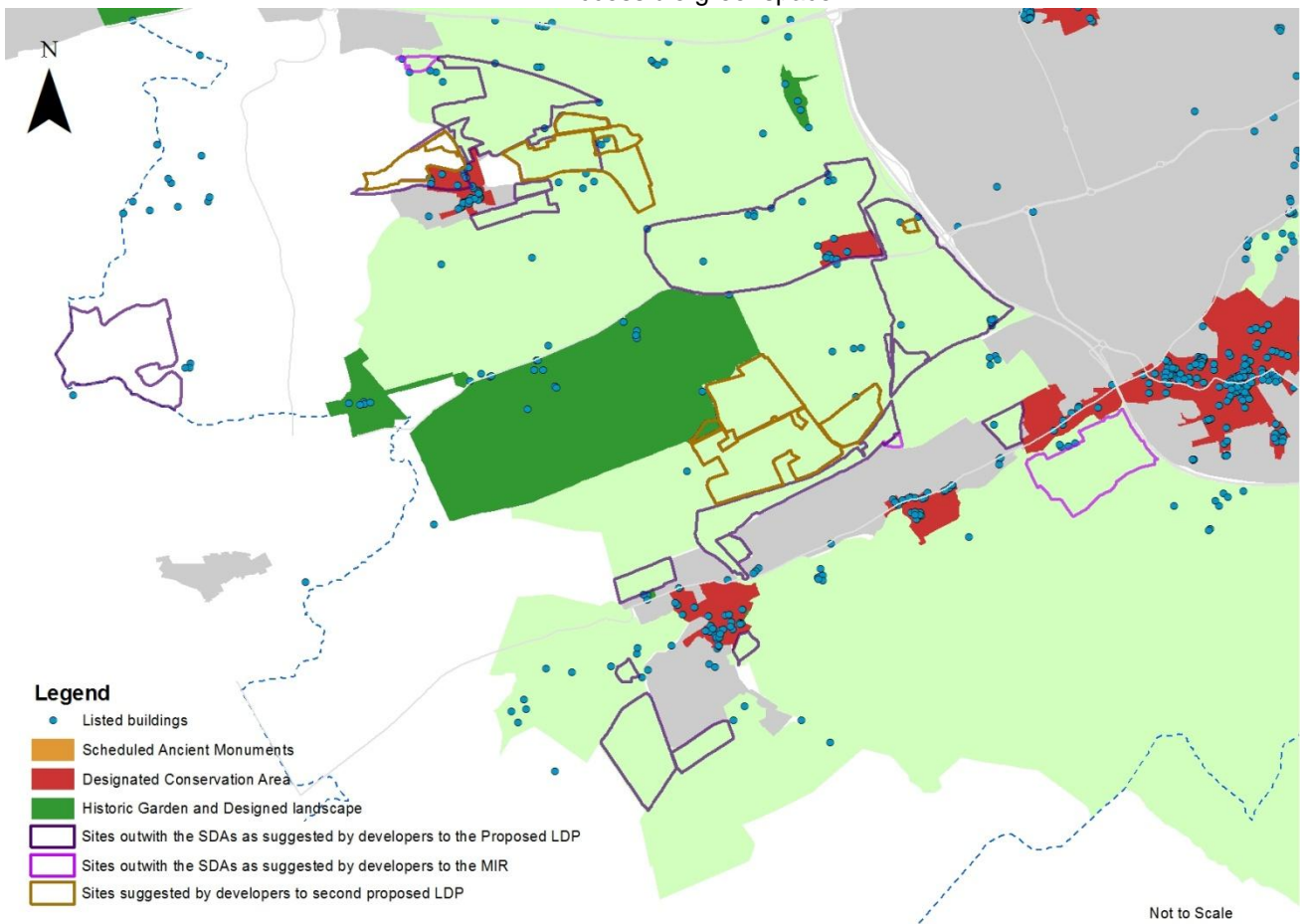
Quality of the Water Environment



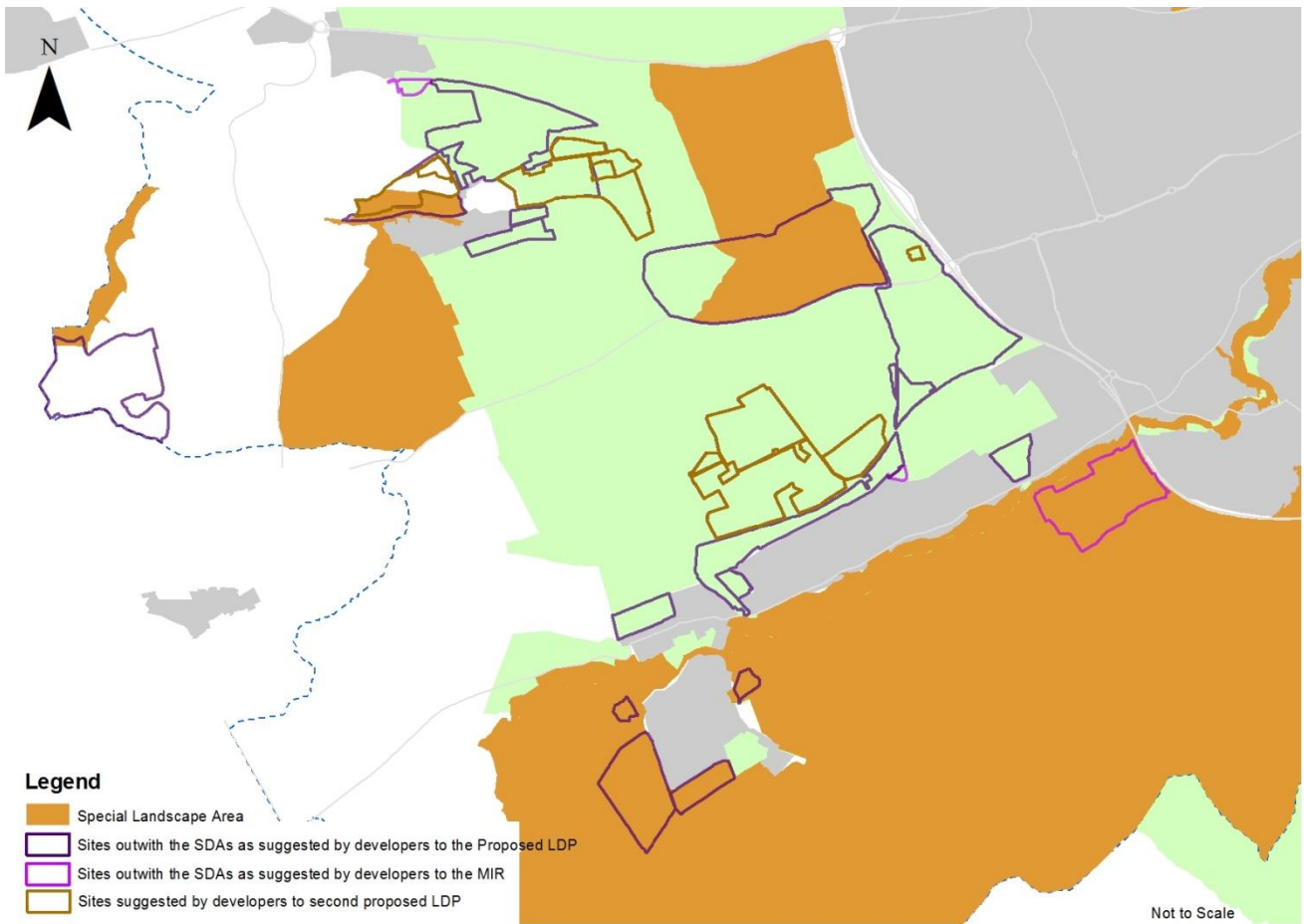
Public transport accessibility levels (band adjusted from first Proposed assessment)



Accessible greenspace



Cultural Heritage



Local Landscape Designation



## WEST OF BAIRD ROAD INCORPORATING WEST OF BAIRD ROAD (NORTH) Housing Site Assessment

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

Lafarge Tarmac (Yeoman McAllister)  
Lafarge (Fairhurst)  
A&D Brewster (Yeoman McAllister Architects)

Site assessment criteria		YES / NO		Comments / mitigation potential
<b>Appropriate Locations</b>				
Is the site located on brownfield land?		Y/N Y/N		Predominantly arable farmland but does include former cement works towards the north of the site. The site is mainly in agricultural use ( <b>Lafarge</b> ). The former cement works ( <b>A&amp;D Brewster</b> ) site is brownfield land.
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	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. The majority of the ( <b>Lafarge</b> ) site scores A and is not accessible. The ( <b>A&amp;D Brewster</b> ) site scores A and is not accessible.  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

		<p>Landscape Area in the plan. While the site area set out in the representation to the Second Proposed Plan is reduced the impacts on views and the character and visual appearance of the Conservation Area remain significant. <b>(Lafarge)</b>.</p> <p>The development of this site would form a parcel of housing in the countryside, detached from the settlement. The approach to Ratho, as a settlement within the countryside would be altered when approaching from the north. While there is a structure on the site at present the experience on Baird Road would be changed and would restrict views to the open countryside. <b>(A&amp;D Brewster)</b>.</p>
Would the site enable clear and defensible Green Belt boundaries to be formed?	Y N	<p>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. This site lies within the Countryside area which is considered to be of the same level of environmental sensitivity as green belt. The development would significantly encroach into an area of countryside which forms a key part of Ratho's characteristic settlement structure setting. Development of this land would not create a logical boundary to the existing settlement <b>(Lafarge) (A&amp;D Brewster)</b>.</p>
Can the site be integrated into and in keeping with the character of the settlement and local area?	N	<p>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. The site area set out in the representation to the Second Proposed Plan is reduced along its southern boundary. The revised site area will further isolate any development from the main settlement. <b>(Lafarge)</b>.</p> <p>The site area is restricted to the former cement works. Dwellings would be set apart from the existing settlement by open agricultural land. The revised site area will further isolate any development from the main settlement and would be at odds with the agricultural context <b>(A&amp;D Brewster)</b>.</p>
<b>Countryside recreation</b>		
Would development of the site avoid impacting upon existing access to countryside recreation?	Y	<p>The existing footpaths running through the site could be retained.</p>
<b>Overall assessment</b>		
<p>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. This site is not suitable as issues of poor accessibility, adverse impact on landscape setting of the city and local settlement character and lack of integration cannot be overcome <b>(Lafarge) (A&amp;D Brewster)</b>.</p>		

## 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 Freelands 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.

Representation to Second Proposed Plan omits land within the Conservation Area to the north of the Union Canal and west of Baird Road (**Lafarge**).

Representation to Second Proposed Plan refers to the former cement works to the northeast of the site (**A&D Brewster**).

### 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.

Reduced site area set out in the Representation to Second Proposed Plan is likely to reduce impacts on views to the site from the Union Canal, though housing may still be visible through woodland on the ridgeline. Whilst development has been omitted from the Conservation Area, it is likely to continue to impact upon its character and visual appearance. The site lies adjacent to the Conservation Area boundary and development would continue to impact on the wooded character of the Ratho Hills, which are proposed as a Special Landscape Area and form a distinctive backdrop to the Conservation Area in northward views from Ratho to the south. Development would continue to feature prominently on this ridgeline, particularly in winter months in absence of foliage cover. Development would remain detached from the existing built up area by steep landform, wooded character and dispersed nature of historic buildings within the Conservation Area **(Lafarge)**.

Land at former cement works to the northeast of the site was subject to a Proposal of Application Notice ref:11/03540/PAN. This was incorrectly referred to as consent for a care facility in the June 2014 housing site assessment. Notwithstanding this error, it is considered that whilst development of this land could assist in the remediation of its derelict condition, the introduction of housing in this location 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. Dwellings would be set apart from the existing settlement by open agricultural land and dispersed nature of historic buildings within the Conservation Area. Any application for a residential institution would not form part of the Council's housing site assessment and should be addressed through the planning application process **(A&D Brewster)**.

#### **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. Development of housing across the open fields will impact upon the setting of Ratho within the landscape and have a detrimental impact on the wooded character of the Ratho Hills and their contribution to the city's landscape setting **(Lafarge)**.

It is acknowledged that there is an existing structure over a modest area of the site and development on this scale could enhance the landscape setting of the city, particularly if extensive areas of hard surface were returned to countryside. Any application for development on this scale should not assume that residential use is supported and should be addressed through the planning application process **(A&D Brewster)**.

#### **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. This site lies within the Countryside area which is considered to be of the same level of environmental sensitivity as green belt. The development would significantly encroach into an area of countryside which forms a key part of Ratho's characteristic settlement structure setting. Development of this land would not create a logical boundary to the existing settlement **(Lafarge) (A&D Brewster)**.

## SOUTH OF FREELANDS ROAD Housing Site Assessment

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

Mr & Mrs Paton & Messrs J&J Muir (PPCA)  
David Wilson Homes & 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. Representations to the Second Proposed Plan promote additional land for 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. The additional land has a score of A and is inaccessible.  No measures available to increase accessibility for this site. The additional land offers no potential to improve accessibility.
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. The additional land would further impact on the setting of the Union Canal and the City's landscape setting between Ratho and Gogar.
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 Road to the north which is generally formed by a grassed verge and post and wire fencing. The additional land does not offer a robust boundary to the north east or south.

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. The additional land is remote from the existing settlement. The Union Canal and the Ratho Golf Club create significant barriers to integration.
<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. The additional land has no impact on access arrangements.
<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. The additional land is not a reasonable site having poor public transport accessibility with no scope for enhancements. In addition development would obscure important views and impact on landscape setting. Development would be at odds with 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.

The representation site boundary has been extended to the southeast and is bounded by the grounds of Ashley House to the north, a single row of field boundary trees to the northeast and a hedge to the south and east. To the south and west, the site is bounded by an agricultural track and hedge to the Union Canal.

### 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 policies of Ratho Park Golf Course<sup>1</sup> set to the south and east.

The extension to the March 2013 Proposed Plan representation site, is remote from the existing settlement and includes two fields which gently slope northwards from 70 m to 55 m AOD to the south of Ashley House. The fields lie between the Union Canal to the west and M8 to the east and form part of the relatively open pattern of rolling farmland between Gogar and Ratho.

### 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 Freeland Rd to the north.

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 Freeland 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 Freeland Farm. From the M8, there are brief views across the fields to the new housing at Freeland 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 Freeland 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.

The site is overlooked by recreational receptors from the Union Canal in winter views through hedging, where Ashley House and its grounds are sited on rising ground to the north. The field forms part of planned vistas from Ashley House and its formal avenue approach, which focus upon the Pentlands to the south. The site is set back by one field depth to Ransfield Road, where the wooded edge to Ratho Park forms the main feature of open views to the north. Similar views across rolling farmland to the woodland backdrop of Ratho Park and Ashley are gained by high volumes of vehicular travellers from the M8 to the east. There are outward views from the site to Corstorphine Hill, Castle Rock, Arthur's Seat, the Craiglockhart Hills, Braid Hills and Pentlands.

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

<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)



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.

Development in this location would continue to extend large scale urban residential development across rolling farmland, which is remote from the eastern edge of Ratho. In addition to temporary construction impacts, this permanent change would impact adversely on views from the Union Canal, enclosing views which provide a rural setting to this Scheduled Monument between Hermiston and Ratho to the west of the City. Views which form part of the setting to the Category B Listed Building of Ashley house and its formal drive through its grounds would be adversely affected by the introduction of residential development in the middle ground of views to the Pentland Hills (the northeastern extent of the site also impacts adversely on the character of open views from the drive to the west of Ashley House). The eastward extension of the site would also be visible to a much greater extent from the M8, where urban residential development would obscure views to the distinctive wooded boundary of Ratho Park and alter the character of the relatively open and rural landscape, which provides a sense of separation between settlements at Gogar and Ratho. Development would be relatively enclosed in views from Ratho Park Golf Course by the existing boundary woodlands.

#### **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.

The scale of development proposed would impact on views to features of the wider landscape which contribute to the appreciation and understanding of the city's context, both from the important recreational receptors along the Union Canal, the arterial route of the M8 and rural roads within the Green Belt, thereby giving rise to adverse effects on the 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 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.

This extension is bounded by agricultural field boundaries which lack strong visual definition and provide little distinction between the site and adjacent agricultural land.

**EAST OF RATHO  
Housing Site Assessment**

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

Colin Paton

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 to the Second Proposed Plan, 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 having poor access to public transport. 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		The site, and adjoining listed buildings, is fairly prominent in views from the M8 and has some scenic value. Development of the site would impact on views to the City's wider landscape setting from the important recreational viewpoint of the Union Canal towpath.
Would the site enable clear and defensible Green Belt boundaries to be formed?		N		The existing green belt boundary is clear. Development of the site would form an uncharacteristic isolated parcel of rural housing within the green belt.
Can the site be integrated into and in keeping with the character of the settlement and local area?		N		This site would not be integrated into the settlement of Ratho and would form an isolated pocket of housing within the countryside. The scale of change would impact adversely on the rural landscape to the west of the City including views from the Union Canal towpath.
<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 be isolated from Ratho's established settlement pattern.		

## Landscape and Visual Assessment

### Site Location

The site lies to the north and east of Ashley House, bordered by the M8 to the north and east.

### Landscape/Townscape Character

Ashley House, a Category B Listed Building with B Listed orangery, stable and kennels, lies approx. 800 m to the east of Ratho. The house stands on a low terrace and is enclosed by modest wooded policies, sited on rising ground to the south and west of the Gogar Burn at approx 55-60 m AOD. Although partly affected by construction of the M8 to its north and east, this mature policy woodland remains largely intact and the grounds of Ashley House have been subject to restoration works in recent times. Ashley's woodlands contribute to the rural character and scenic quality of the landscape between Gogar and Ratho, which is characterised by rolling farmland. The house is served by a tree lined driveway from its West Lodge on Freelands Road and overlooks a sunken lawn surrounded by mature broadleaved trees and shrubberies. A separate service drive links to the walled garden, stable block and offices to the southwest of the mansion. The site comprises the tree-studded parkland to the north and east of the house, which is used for grazing.

### Views and Visibility

Ashley's wooded canopy is visible from the M8 to large numbers of vehicular travellers with a passing interest in their surroundings, though its open parkland is generally concealed by landform. Parkland trees and its tree-lined driveway also contain views to the parkland to the north of the house from local traffic on Freelands Road. In winter there are views through hedging from the Union Canal towpath (Core Path 15), across rolling farmland to the north, Ashley's southern facade is clearly visible alongside its lawns, open parkland and parkland trees. This outlook would be experienced by recreational receptors with more prolonged viewing opportunities and a greater interest in the landscape.

The main vistas from Ashley House, lie to the south and east of the house, across tree studded parkland toward the backdrop of the distant Pentland Hills. The main drive sweeps round to the east of the house, allowing fine views over the adjacent parkland to the east and towards the Pentlands to the southeast. The drive also overlooks an area of parkland within the site to the north of the site, which would be visible from the north elevation of the house.

### 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 settlement of Ratho and would introduce urban residential development into the policy parkland of a non-Inventory designed landscape. This would form an isolated pocket of housing within the countryside rather than a well planned extension to an existing rural settlement. The scale of change would impact adversely on the relatively intact character of a modest-scaled, non-Inventory designed landscape, which forms the setting to a Category B Listed building. In addition to temporary construction impacts, views to the Pentland Hills from the formal approach to the house would be obscured or substantially altered in terms of composition and character by new development. Views to the site from the principal rooms of the house are likely to be constrained by existing plantings, however views to and from the rear elevation of the house would be adversely affected by development. The construction of roads and dwellings could impact adversely on existing mature tree cover if not informed by a full tree survey and constraints plan. However, views from the M8 would be unlikely to be affected as housing would be sited below the tree canopy. Development to the north of the site would be largely screened from view from surrounding roads and footpaths. However, development to the southeast of the site would impact adversely on winter views from the Union Canal towpath, altering perceptions of the rural landscape to the west of the City.

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

The house and grounds are relatively isolated between the M8 and Union Canal. The comparatively elevated position of the house and landscape coupled with the relatively sparse tree cover across the surrounding arable land, means that Ashley's mature policy woodland is fairly prominent in views from the M8 and has some scenic value. Development of the site would also impact on views to features of the City's wider landscape setting from an important recreational viewpoint, which could undermine 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. Whilst Ashley's wooded policies provide some containment in the landscape, development of the site would form an uncharacteristic isolated parcel of rural housing within the green belt.

## EDINBURGH GARDEN DISTRICT SOUTH Housing Site Assessment

This site was assessed as part of the land contained within Edinburgh Garden District South, Environmental Report – Second Revision, Volume 2 Appendix 8.

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

Murray Estates (Holder Planning)  
Goldsmith Brothers Limited

Site assessment criteria		YES / NO		Comments / mitigation potential
<b>Appropriate Locations</b>				
Is the site located on brownfield land?		Y/N Y		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. Site comprises a number of non-residential farm/industrial buildings and lies within the green belt.
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. Representation received to the Second Proposed Plan requesting that the Plan acknowledges the potential of the site at Calder Road for inclusion within the Edinburgh Garden District.
1. Does the site have good accessibility to existing public transport?	2. Would sufficient enhancements be feasible?	Y/N Y	Y/N 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. The site scores from B to D with the south west scoring best for accessibility. No measures available to increase accessibility for southern part of the site without large scale rerouting of public transport services. No measures identified to increase accessibility.
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 Y/N	<p>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.</p> <p>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.</p> <p>Small scale residential development closely related to the original curtailage of East Hermiston Farm would not impact on the wider landscape setting of the City. Larger scale redevelopment, which is not of a domestic scale, would impact on the rural setting to the Union Canal and existing settlement pattern at Hermiston Conservation Area.</p>	
Would the site enable clear and defensible Green Belt boundaries to be formed?	N Y/N	<p>The existing Green Belt boundary is clearly formed by the City Bypass and its wooded cutting to the east.</p> <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>An intensification of development would weaken existing green belt boundaries and form an isolated parcel of housing within the Green Belt. Smaller scale rural housing closely related to the original East Hermiston steading would not necessarily be out of accord with the area.</p>	
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, 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 exiting 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 Green.</p> <p>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.</p> <p>The site is set apart from Hermiston village and the city to the east and cannot be integrated.</p>
<p><b>Countryside recreation</b></p>	

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. 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. On its own the site is isolated within the green belt and would not be large enough to define a logical green belt boundary. Large scale redevelopment would impact on the setting to the Union Canal and Hermiston Conservation Area.</p>		

## 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. Representation to the Second Proposed Plan relates to a small part of the wider assessment area of approx 1.5 ha at East Hermiston, to the north of the Calder Road and south of the Union Canal.

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. Representation to the Second Proposed Plan relates to existing industrial buildings to the west of East Hermiston Farm, which form a relatively minor building group within the scale of the wider landscape.

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 steading 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.

Vegetation on its southern bank and industrial buildings feature in southward views from the Canal (including existing buildings forming part of the Representation to the Second Proposed Plan) enclosing this aspect for approx 200m to the west of the Bypass. The buildings are partly screened by hedges and tree planting from the A71 in summer but are visible across the arable land to the north in winter.

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 steading 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 curtilage. 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.

The site is set apart from Hermiston village by approx. 300 m and residential development would neither form an extension to this settlement or the city to the east. However, a small, close-knit group of rural housing closely related to original East Hermiston steading would not necessarily be out of accord with the surrounding character of the area. Scope exists to improve existing visual amenity from the Canal. Redevelopment of full site, including industrial sheds of non-domestic scale, would contrast with the rural character along the Union Canal to the west of the city and settlement pattern at Hermiston Conservation Area.

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 flatted 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.

Whilst the land is already developed for farm/industrial use, it is not located within the existing urban area. Development to the east of the site to form a close-knit group of dwellings around the original footprint of East Hermiston Farm would not be likely to impact on the wider landscape setting of the city. Redevelopment of the entire site for residential use would contrast with the existing rural character along the Canal to the west of the City and the pattern of settlement at Hermiston to the west, which comprises small-scale, vernacular terraced cottages.

#### **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. Development would weaken existing green belt boundaries and form an isolated parcel of housing within the green belt.

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.

## RICCARTON SOUTH AND WEST Housing Site Assessment

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

Wallace Land Investment

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		The site is in single ownership and is under the control of Wallace Land Investment & Management (Wallace Land). Representation received to the Second Proposed Plan promotes the immediate development of the site.
1. Does the site have good accessibility to existing public transport?	2. Would sufficient enhancements be feasible?	N	Y/N	The site has a score of A with poor accessibility. The provision of new bus facilities on Riccarton Mains Road and pedestrian links would improve the accessibility of the east most section of the site. It is not demonstrated that there are any realistic measures available to increase accessibility for the remainder 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> 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		While development would impact on local views, due to the enclosure of the land by woodland, development would not adversely impact on the setting of the city.
Would the site enable clear and defensible Green Belt boundaries to be formed?		N		Due to the configuration of the site boundary, exclusion of parcels of land, the constraints of the overhead power lines and flood areas the establishment of a logical and clearly defensible green belt boundary is undeliverable.
Can the site be integrated into and in keeping with the character of the settlement and local area?		N		Potential for integration is limited by the railway and powerlines which create a barrier to the northern edge of Currie and Balerno. Connection to the south of Riccarton is also restricted by overhead powerlines and the wide tree belt and sports fields.

<b>Countryside recreation</b>		
Would development of the site avoid impacting upon existing access to countryside recreation?	Y	No impact upon countryside recreation.
<b>Overall assessment</b>		
Not currently a reasonable site. Site has poor public transport accessibility with no scope for enhancements without major rerouting of public transport services. A meaningful development pattern, integrated into existing settlements, is not achievable. The site constraints would not provide suitable green belt boundaries.		

## Landscape and Visual Assessment

### Site Location

The southern edge of the site is formed by the Edinburgh - Glasgow via Shotts railway line, excluding Currievale Farm, Cottages and railway underpass. The eastern boundary of the site returns along the southern woodland edge of Heriot-Watt University's Riccarton Campus and follows Curriehill Road to the north. The northern boundary of the site generally follows Warriston Farm Road and Long Dalmahoy Road. The west edge of the site returns southwards along field boundaries and skirts properties at Gowanhill to join Gowanhill Farm Road at the railway line. A number of private residences within the overall site boundary are also excluded from the representation site.

### Landscape/Townscape Character

The site lies at between 115 – 90 m AOD to the north of the ridgeline upon which Juniper Green, Currie and Balerno are aligned. It extends to some 123 ha and forms part of the gently dipped valley of the Murray Burn, where terrain is flatter to the south but undulates further to the northeast towards Warriston Farm. Land cover predominantly comprises relatively large scale arable fields, subdivided by hedgerows and field boundary trees. The main parcels of woodland lie beyond the site, at Dalmahoy to the north and at Heriot-Watt University's Riccarton Campus to the east, where sports pitches and student accommodation are enclosed by broad tree belts of 30-50m width, hedging and estate boundary walling. The southeastern extent of the site, includes fields to the south of the university, enclosed to the north, east and west by tree belts and bounded by Curriehill Road and Curriehill Station and car park to the south. The landscape is traversed by a number of minor roads and settled with dispersed farms and cottages such as Currievale, Malcolmstone, Cocklaw, Gowanhill, with several subject to steading redevelopment. Warriston Farm lies just beyond the northern boundary of the site. The southern part of the site is crossed by up to three high voltage overhead powerlines, supported on pylon towers. These tend to run parallel to the scrub lined route of the railway to the south of the site and lead towards the large sub-station at Corslet. The Riccarton Core Path, runs along Curriehill Road to the east of the site between the Water of Leith and Union Canal. The Core Path to Kirknewton in West Lothian, runs from the Water of Leith via Newmills and Old Newmills Road approx 500 m to the west of the site. The landscape is of relatively rural character but is influenced in part by the presence of settlement at Currie and Balerno to the south, alongside the rail and electricity transmission lines.

### Views and Visibility

Views toward the site are contained by the ridgeline and existing built up area of Currie and Balerno to the south, rolling farmland to the north and policy woodlands at Dalmahoy and Riccarton to the north and east. The site is visible from minor roads passing through and along the perimeter of the site. Due to the relatively flat and open farmland, views are drawn to features of the wider landscape. There are some views to the backcloth of hills in Fife to the north beyond Dalmahoy and skyline of Corstorphine Hill and Arthur's Seat over Riccarton to the east. The profile of the Pentlands forms the main visual focus to the south, alongside the gradual rise of the Juniper Green – Currie - Balerno ridgeline towards Dalmahoy and Kaimies hills. The open slopes to the north of Currievale Drive and west of Old Newmills Road are visible beyond the railway with pylon towers also prominent. Similar views would be experienced by users of the Riccarton and Kirknewton Core Paths over a more prolonged duration and with a high interest in their surroundings. The land is additionally overlooked by private dwellings adjacent to and within the site boundary with a high sensitivity to visual change and from properties on the northern edge of Currie and Balerno, which would have a relatively elevated view across the site. The landscape is visible from Curriehill Station and its overbridge and there are open views to rail passengers across the site with a passing interest in their surroundings.

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

The introduction of residential development across this extensive 123 ha site would alter the pattern of open, arable farmland to the north of Currie and Balerno. The potential to integrate development with the existing settlement to the south is limited by the railway and powerlines, which would also fragment any urban layout across the southern extent of the site. The

existing railway underpass lies outwith the site and the northern edge of Currie and Balerno is defined by a relatively steep slope and private garden boundaries with relatively few opportunities to connect with the pattern of existing paths and streets. Development to the south of Riccarton could form a more logical extension to existing housing at Curriehill Road and the proposed allocation HSG 36, however, overhead powerlines to the north of the railway and Curriehill Road continue to pose a constraint upon development. Development would additionally have relatively little relationship with the Heriot-Watt University to north and east, which is enclosed by boundary walling and wide tree belts, with the periphery of the campus given over to sports fields and dispersed student accommodation blocks.

In addition to temporary construction impacts on views, these changes would result in permanent adverse impacts on views from local roads on the approach to Currie and Balerno to the west of Riccarton where the open farmland provides a rural setting to the settlement and prospect to features of the wider landscape, including: Curriehill Road, Long Dalmahoy Road, Warriston Farm Road and Gowanhill Farm Road. Development would impact adversely upon recreational users, in particular from the Riccarton Core Path on Curriehill Road by establishing a near continuous built up area between Currie and Hermiston, whilst views from the Kirknewton Path would remain set back from the site with open farmland to the west. Due to the scale of the site and relatively open embankment, a similar impact upon views across rural farmland would occur for rail passengers to the west of the city. Views experienced by residential receptors within the site would be adversely affected by the enclosure of surrounding development and views from properties on the northern edge of Currie and Balerno, would be also be adversely affected by the extensive scale of housing introduced in the middle ground.

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

Development would not impact on the wider landscape setting of the City from routes to the north and east such as the A71, City Bypass and Riccarton Mains Road, due to the relative enclosure provided by policy woodland. Whilst the site would impact on the character of the local settlement and landscape, due to the loss of a substantial area of rolling farmland to the north of Balerno and Currie, to the south of Lanark Road West (A70), the prevailing characteristics of the City's landscape setting would remain in terms of the wooded valley of the Water of Leith and farmed flanks of the Pentland Hills to the south.

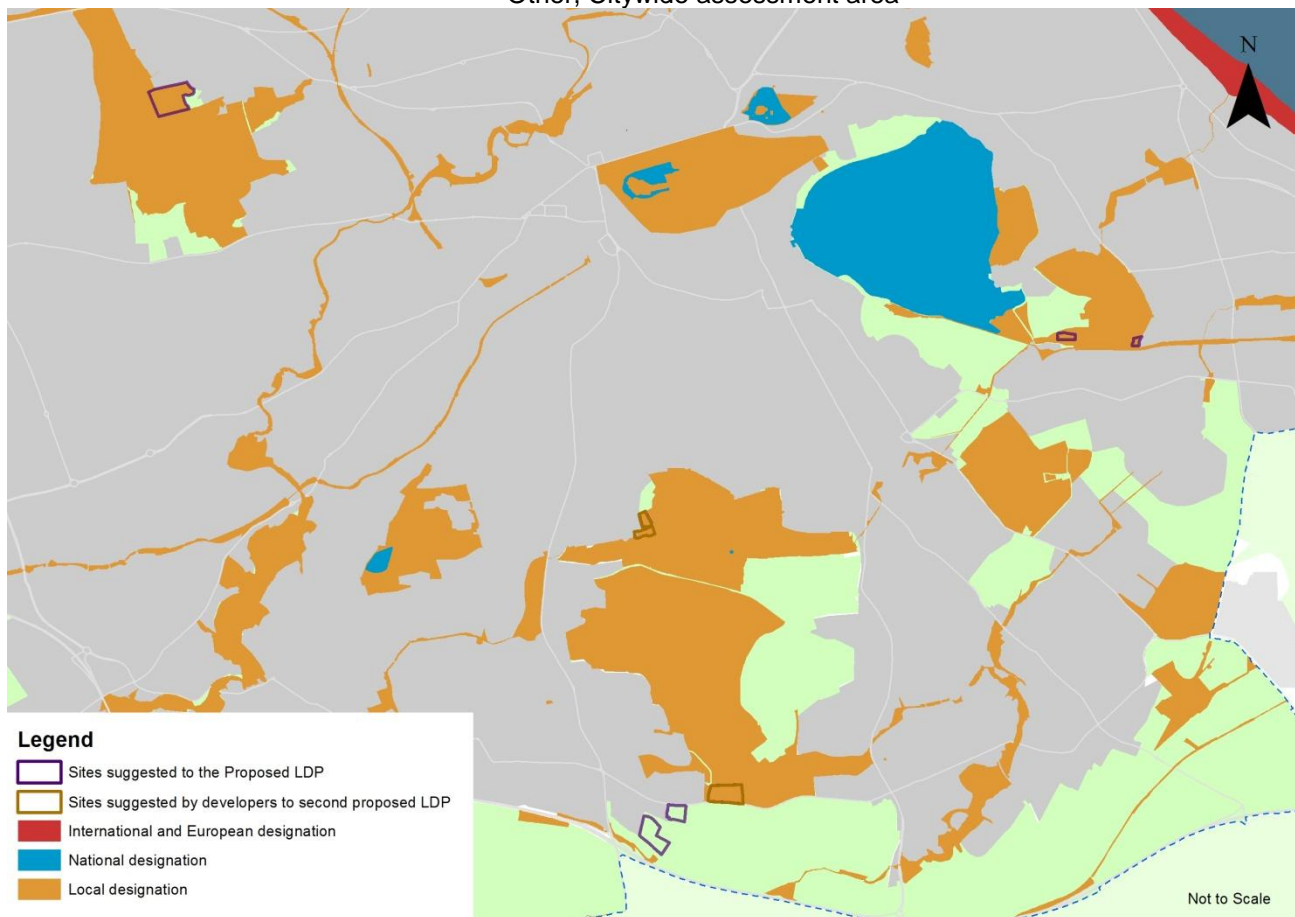
**Would the site enable clear and defensible Green Belt boundaries to be formed?**

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 break of slope to the north of their ridge-top settlement pattern.

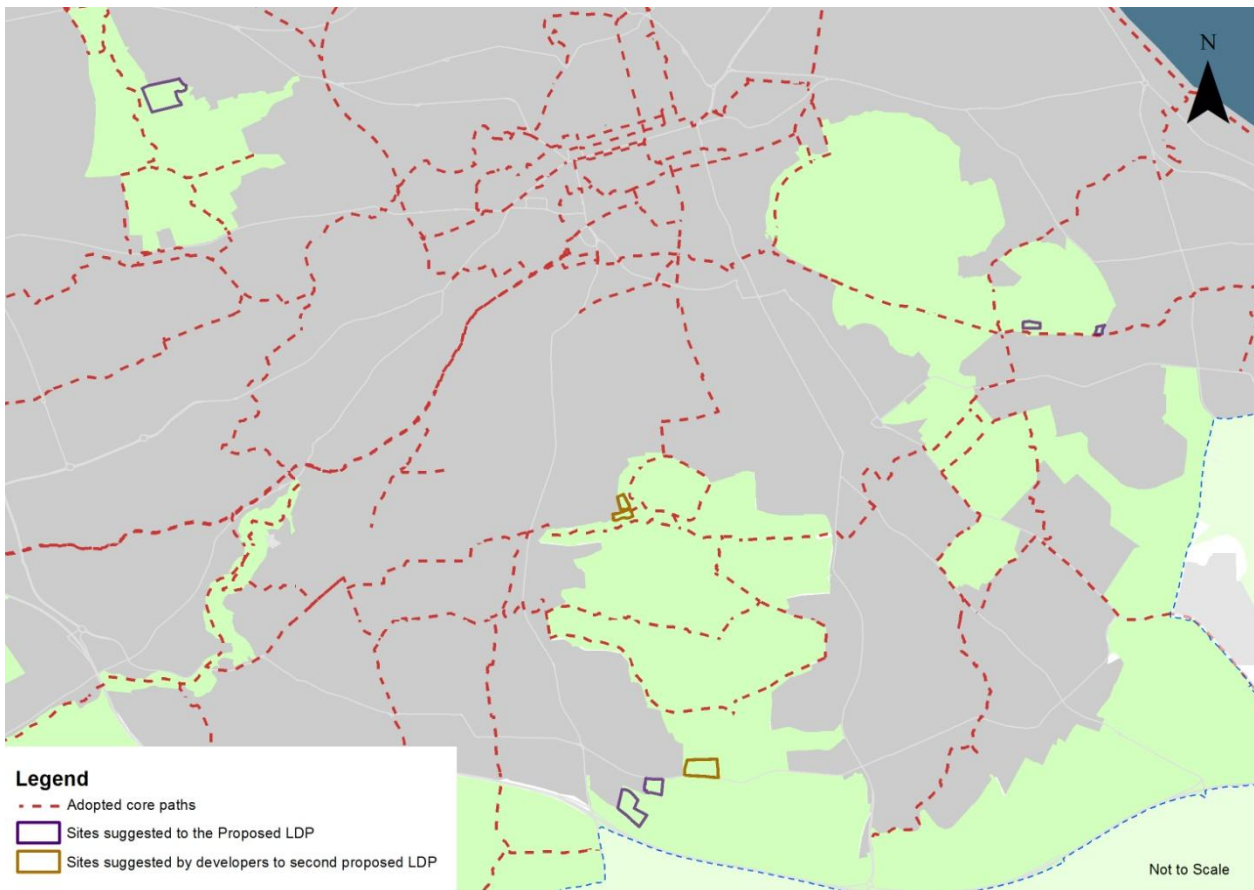
To the east of the site, Heriot-Watt University's Riccarton campus will be removed from the green belt as a major non-conforming use. The representation would effectively create a new area of settlement within the green belt. The site lies to the north of the railway line, which provides a strong physical constraint to development but lacks visual definition. Supplementary planting would not be effective in the short to medium term and is likely to be restricted by the three existing overhead powerlines along the southern section of the site. To the north and west, the site boundary is formed by minor roads and hedgerows, lacking the strong visual features required of a new green belt boundary. The site boundary to the north and west also follows a staggered arrangement, possibly relating to land ownership rather than a logical fit with the existing character of the landscape. The existing woodland belts at Riccarton to the east and northeast of Warriston Farm Rd provide strong visual features beyond the site boundary.



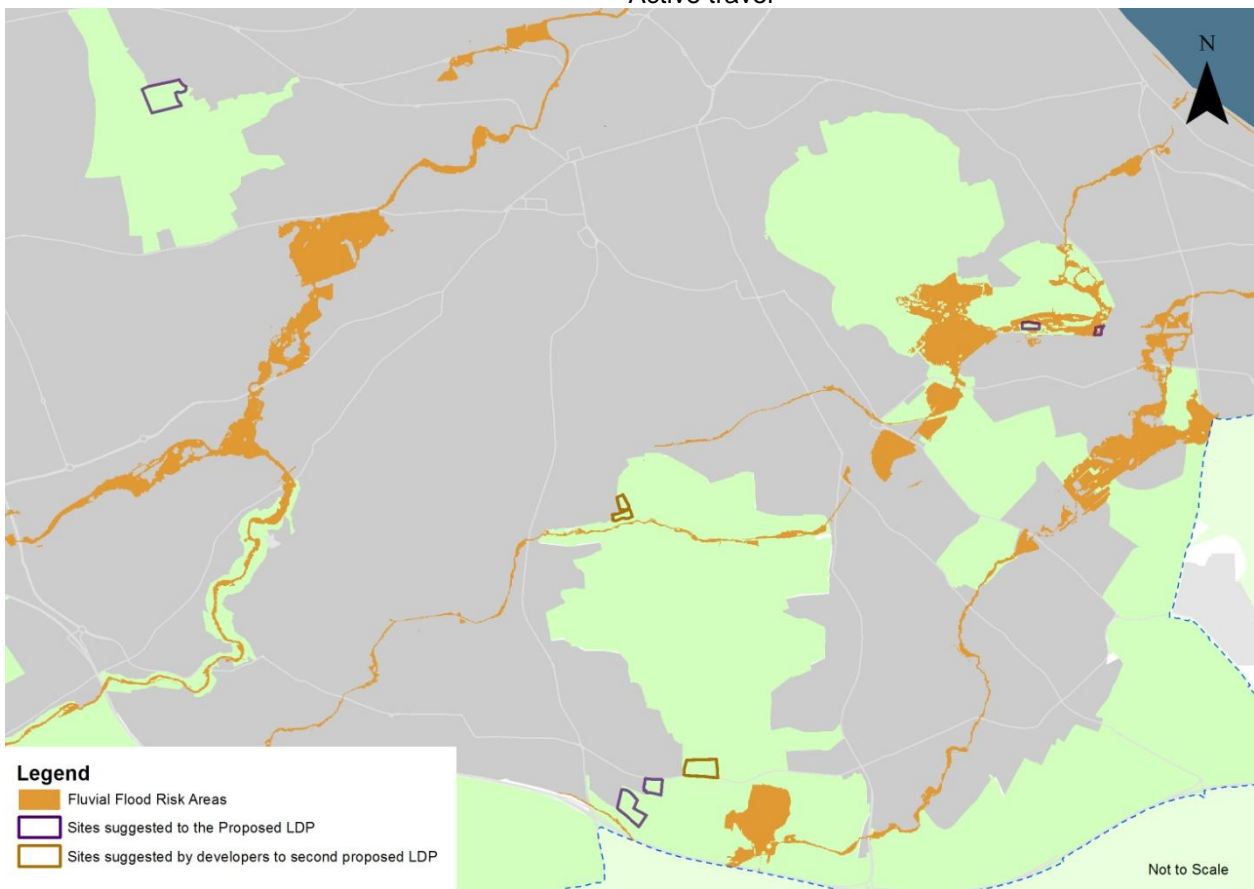
Other, Citywide assessment area



Biodiversity, Fauna and Flora

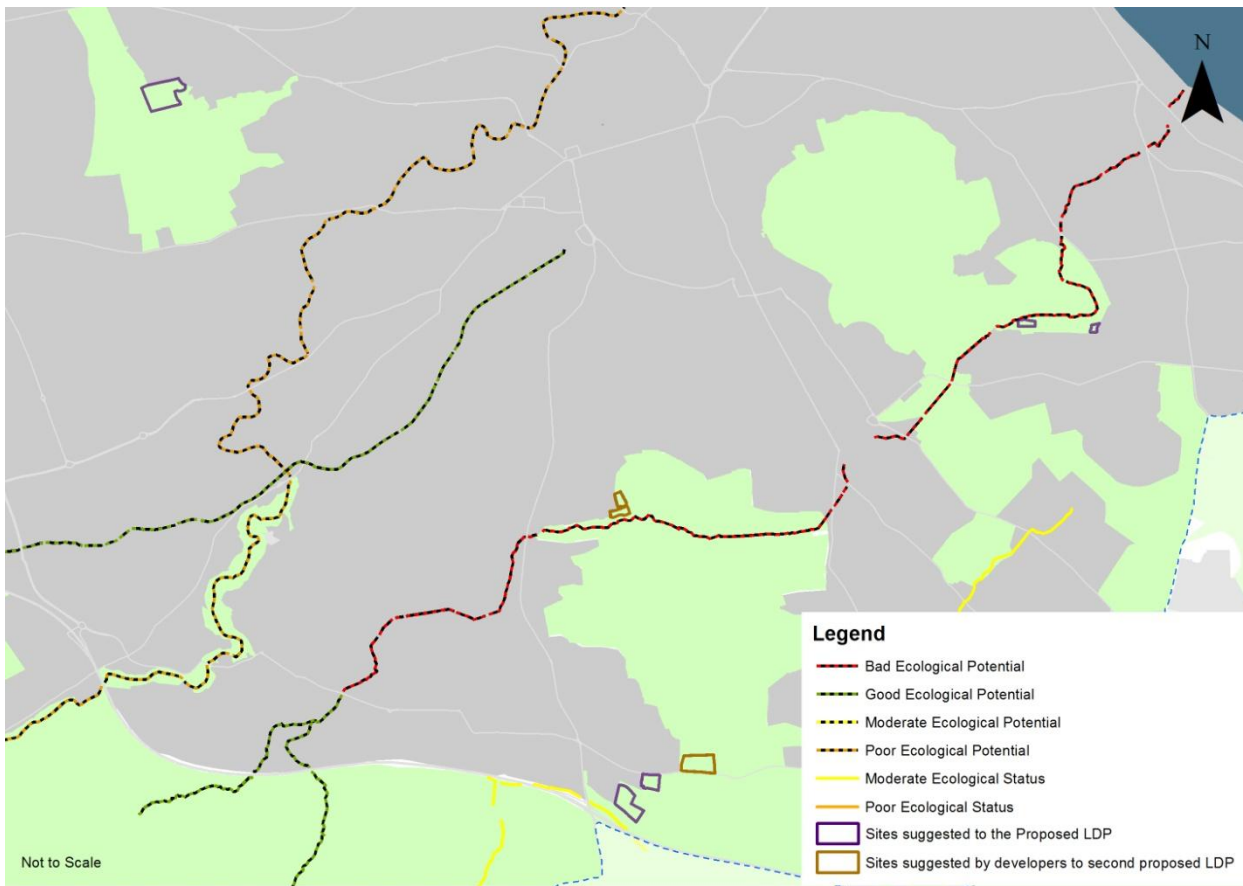


Active travel

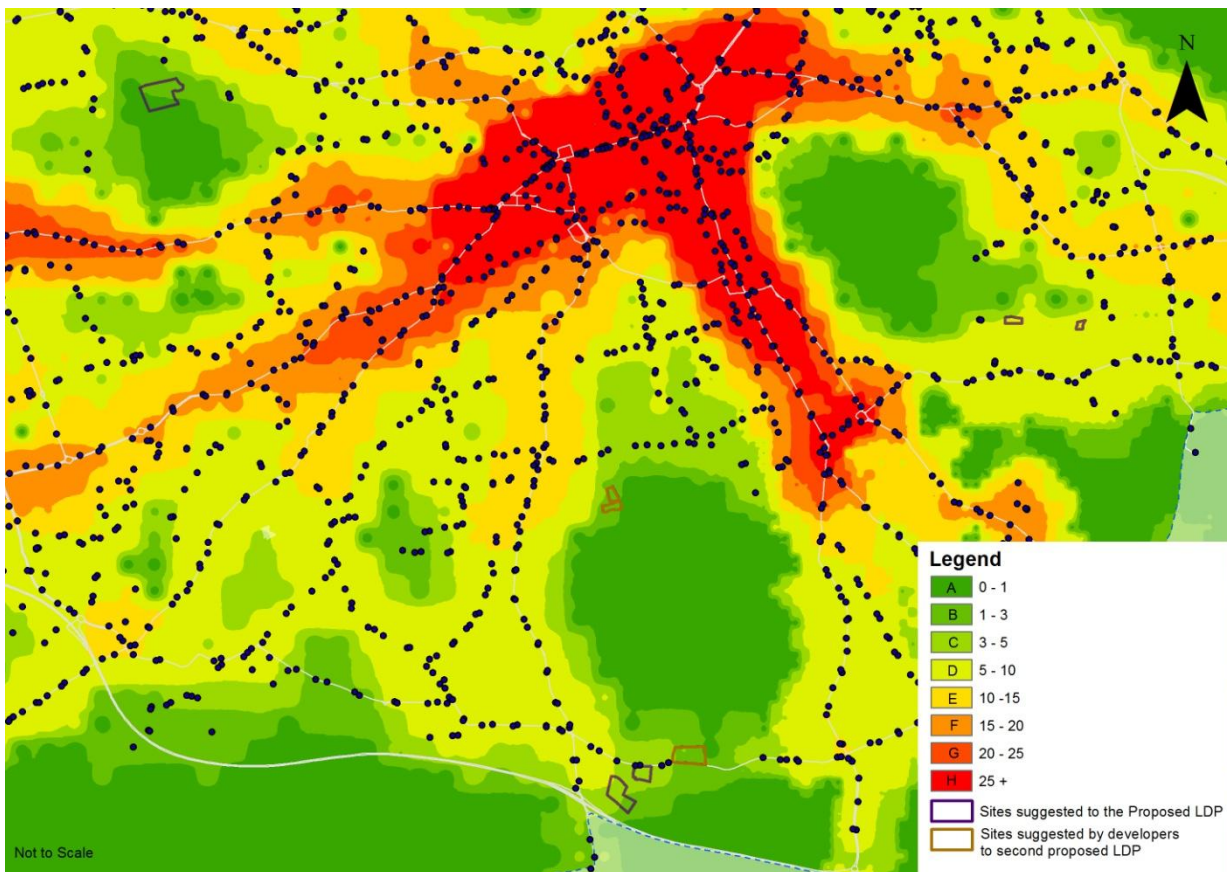


Fluvial Flood Risk Areas (updated using SEPA mapping, January 2014)

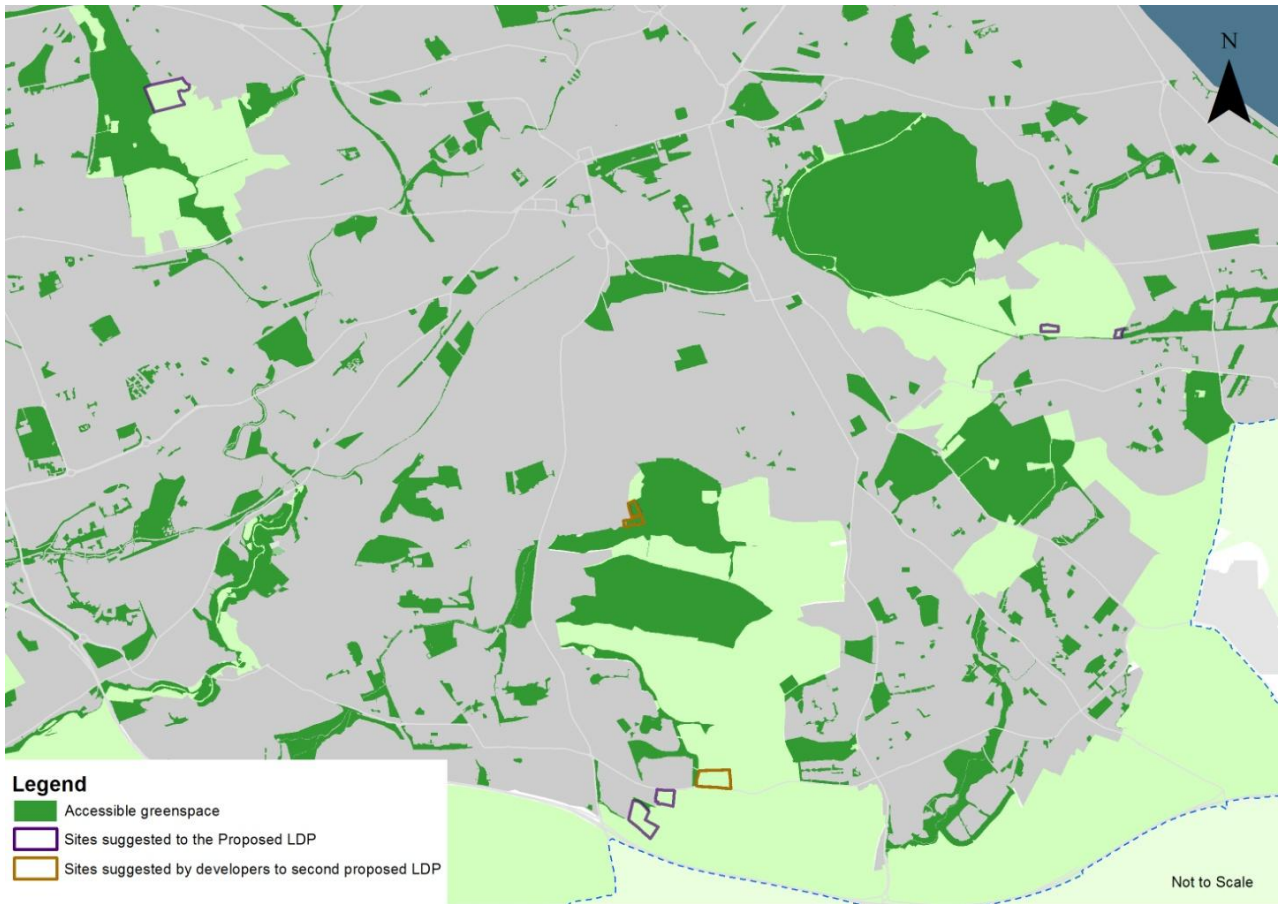




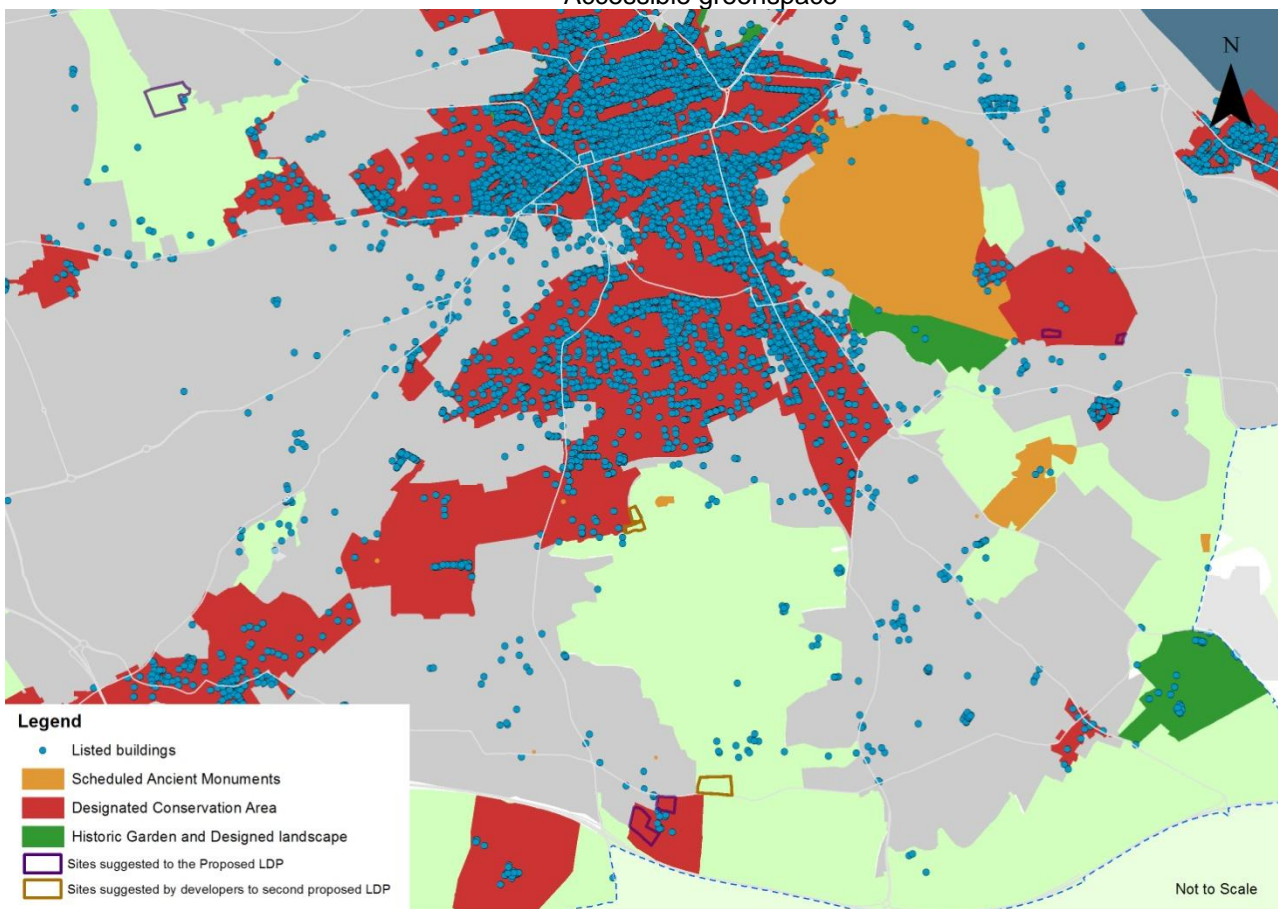
Quality of the Water Environment



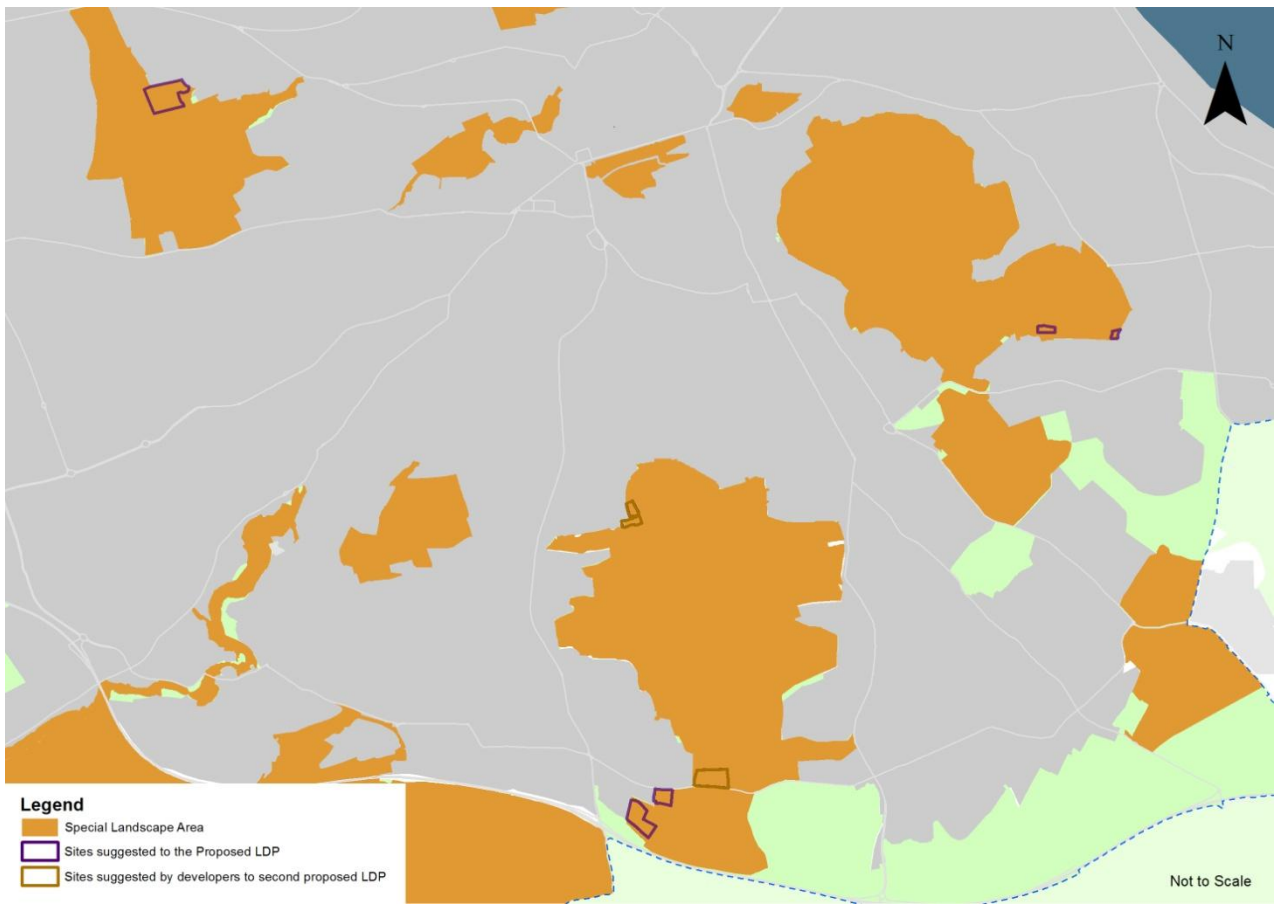
Public transport accessibility levels (band adjusted from first Proposed assessment)



Accessible greenspace



Cultural Heritage



Local Landscape Designation

**Other, Citywide****MIDMAR DRIVE  
Housing Site Assessment**

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

Blackford Hill Limited (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 to the Second Proposed Plan promotes the immediate development of the site.
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 and is well served by public transport.
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 would impact adversely on the landscape setting of the city due to the loss of landscape features and views of city-wide importance.
Would the site enable clear and defensible Green Belt boundaries to be formed?		N		The existing road is a clear green belt boundary allowing key city views. The development would result in a poorly defined 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 urban residential development into an area of open space on the western fringe of Blackford Hill thereby diluting the clear definition between the single sided urban street and the open landscape which define the boundary of the adjoining Morningside Conservation Area.
<b>Countryside recreation</b>				

Would development of the site avoid impacting upon existing access to countryside recreation?	N	The development would restrict view and informal access routes across the open space and enclose this approach to Blackford Hill. The development would therefore harm the experience of access to the countryside in this location.
<b>Overall assessment</b> Not a reasonable site. Development would affect the landscape setting of the city, would not enable suitable green belt boundaries to be formed and would harm the character and legibility of the adjoining conservation area.		

## Landscape and Visual Assessment

### Site Location

The site forms two rectangular parcels of land to the east of Midmar Drive and south of Hermitage Drive within Midmar Paddock, Morningside.

### Landscape/Townscape Character

The site is generally flat and lies at approx 100-105 m AOD. It occupies two rectangular parcels of land within a paddock, set upon the ridge top plateau to the north of the wooded valley of the Braid Burn. The remainder of the field to the east skirts the walled boundary at the foot of Blackford Hill, which rises to a summit of approx 164 m AOD. The hill's form, including its steep western 'crag', gently sloping eastern 'tail', alongside the scoured valleys to its north and south, reveals the formation of the landscape by volcanic activity and subsequent eastward glacial erosion, principles that were first discovered at Agassiz Rock (SSSI). The hill top is the site of a prehistoric hillfort of national importance as a Scheduled Monument. To its south lies a communications station with the 19<sup>th</sup> century Royal Observatory sited further to the east, served by Observatory Road. The hill's rocky outcrops, wooded slopes and semi-natural grassland confer a strong rural character despite its proximity to the built up area.

The land at Midmar Paddock is identified as protected open space and is used for grazing. It has a prominent, raised, central roundel of Beech and Sycamore trees edged by a remnant stone dyke and a further roundel nestles on the western edge of Blackford Hill. These tree groups both are subject to a Tree Preservation Order and are thought to be remnant features of the non-Inventory designed landscape at the Hermitage. Landform dips to the northeast and east of the site, where it adjoins boundary wall to Midmar Allotments, with the open spaces of Braid Tennis Club and Bowling Green situated further to the north and Blackford Pond to the northeast. The northern section of the site was identified in the Council's Allotment Strategy 2010-15 and South Central Neighbourhood Partnership Open Space Action Plan as a potential allotment site.

Midmar Drive and Hermitage Drive form the eastern edge of the Morningside Conservation Area. The west boundary of the site is defined by a timber post and rail fence along the grassed verge and banking to Midmar Drive, beyond which lies a single sided street mainly of 20<sup>th</sup> C brick built housing. The road, fencing and paddock continues westwards via a right angle bend, before giving way to housing along Hermitage Drive, characterised by large stone built 19<sup>th</sup> century villas set within large, treed gardens. The urban pattern follows a loose Victorian grid, though the area also contains a number of 20<sup>th</sup> Century developments. To the southwest of the site, consent was granted in 2010 for the erection of a new four bedroom villa on the original undeveloped second feu to 26 Hermitage Drive. The building is 'L' shaped in plan, clad in buff stone and timber and includes an angled upper block with a picture window across the site toward the City skyline.

The two parcels of land identified within the representation site lie to the north and south of the small public car park which is defined by a timber post and rail fence with a number of trees and shrubs. It provides one of the main entrances serving The Hermitage of Braid and Blackford Hill Local Nature Reserve (LNR), which form an important recreational resource within the city. The 18<sup>th</sup> century Hermitage House set within the secluded valley setting to the south is a visitor centre and headquarters of the Council's Natural Heritage Service. The wooded valley of the Braid Burn is recorded as Ancient Woodland of semi-natural origin. In addition to being sited within the green belt, the Hermitage and Blackford Hill form part of a longstanding Area of Great Landscape Value and proposed Special Landscape Area. A Local Nature Conservation Site applies to all but the Midmar allotments.

A network of informal paths cross the site leading from the urban area via the main field gate and a number of stiles to link to Blackford Hill and the Hermitage to the south. The main route from Midmar Drive car park to the iron gate on the west side of Blackford Hill is part of the Core Path Network, this path also runs around the foot of Blackford Hill to link to the Meadows to the north. A further path circumscribes the hills' wooded western face mid-way up the slope, with another leading to the summit of Blackford Hill from a set of steep steeples to the east of the

site. A footpath also runs along the southern boundary of the site, following the upper edge of the wooded valley of the Braid Burn to the east and leading to Hermitage House, doocot, walled garden, wildflower meadow and picnic area to the west.

### **Views and Visibility**

The site is prominent to a great many visual receptors from a number of orientations and provides an important open foreground from which to appreciate the city's landscape features and townscape. Blackford Hill forms a dominant backcloth feature in many views from the surrounding townscape with Midmar and Hermitage Drive providing rare uninterrupted views from the urban edge to this unique landscape feature of city-wide importance.

Though situated off the main north-south and east-west routes of Morningside Road and Cluny Drive, the streets of Midmar Drive and Hermitage Drive afford important vistas from the edge of the Morningside Conservation Area. For these reasons all receptors, including vehicular travellers, local residents and those heading to the Hermitage and Blackford Hill for recreation would be likely to be very susceptible to visual change. Midmar Paddock and Blackford Hill terminate eastward views along Hermitage Drive. On turning north onto Hermitage Drive, wide views are gained across the site and Midmar Allotments to Blackford Hill, the City skyline and Arthur's Seat to the north and east. In southbound views along Midmar Drive and rounding the corner onto Hermitage Drive, there are open views across the allotments and paddock to Blackford Hill and the wooded backdrop of the Hermitage and skyline of the Braid Hills.

The Hermitage of Braid also forms a wooded edge in northward views toward the Castle from Braid Hills Drive to the south. Many properties within the Grange Conservation Area to the north also have an open southern aspect towards Blackford Hill and The Braid Hills to benefit from views towards these features.

More prolonged views to Blackford Hill and the city skyline are available to allotment holders and those engaged in recreation at Midmar Paddock, crossing the site en route to the LNR, where the tree groups within the site and open paddock complement the rural character of woodland hillside to the east and in valley to the south. The lower footpath skirting Blackford Hill affords views over rising ground within the paddock to the street front of Midmar Drive, the backdrop of the Hermitage and skyline of the Braids, whilst views from the path midway upslope tend to be filtered by vegetation cover.

From the summit of Blackford Hill panoramic views exist across the city, most notably to the north across the Grange and Marchmont towards the Old Town ridge, New Town, Firth of Forth and Arthur's Seat. To the west there are open views across the site from the steps and upper eastern slopes of Blackford Hill, including from a popular seating area to the south of the summit. From these locations, the eye is drawn westwards across the open site and tree groups in the lower foreground to follow the wooded valley of the Braid Burn. To the southwest lies the Braids and backdrop of the Pentland Hills, whilst to the west, the townscape of Morningside and Plewlands Conservation Area are set against Easter and Wester Craiglockhart Hill.

Views to the site from the Hermitage are generally enclosed by its wooded valley slopes but there are filtered views from the woodland edge to the paddock and Blackford Hill from the path route running along the southern edge of the site.

### **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 an area of open space on the western fringe of Blackford Hill. The existing paddock would be subdivided with development to the west and open land retained to the east. Development would extend the pattern of built form along Hermitage Drive and alter the pattern of a single sided street to the west of Midmar Drive. The wooded roundel would remain but would be enclosed on its western edge by development, which would also restrict recreational access to the main gateway at the junction of Midmar Drive and Hermitage. Overall the rural characteristics of the site would be weakened.

These changes would impact adversely on views to and from Blackford Hill and the Hermitage, as the site provides an open foreground and setting to these important topographical features within the City.

In addition to temporary construction impacts, open views from the edge of Conservation Area along Midmar Drive and Hermitage Drive would be adversely affected by development. This would result in the permanent loss of an open foreground setting which enables views of Blackford Hill to the east, the City skyline and Arthur's Seat to the north and east and the wooded backdrop of the Hermitage and skyline of the Braids to the south. Open views to the city skyline would continue to be available from a reduced section of Midmar Drive to the north, across Midmar Allotments. From the allotments and lower path skirting the foot of Blackford Hill, two storey development sited upslope within the paddock would impact adversely on views experienced by recreational receptors by enclosing views towards the Hermitage and Braid Hills. Development would not impact to such a degree on views from the path mid-way up Blackford Hill, which tends to be enclosed by vegetation.

Views from the summit of Blackford Hill encompass the broad context of the city within the lower foreground of views and would be adversely affected by the proximity and scale of change resulting from new development and high susceptibility of those at the viewpoint to visual change. The greatest adverse impact on views would be experienced by large numbers of recreational visitors following the Core Path through the site, whereby new development would enclose open views to the city skyline, Hermitage and Blackford Hill across half the site, altering the composition and rural character of views. The loss of an open context to central wooded roundel would also diminish its appreciation in the landscape. Equally, views from the steps down the western face of the hill and seating area on the upper western slopes of Blackford Hill would be adversely affected by the introduction of new development across the western half of the site in the near foreground of views towards the Hermitage, Craiglockhart Hills, the Braids and Pentlands.

Development would impact adversely on views from the path following the northern edge of the Hermitage by enclosing filtered views through the woodland edge across the site to Blackford Hill. Development would not be likely to impact on views from the lower path within the valley which follows the banks of the Braid Burn due to the enclosure provided by the steep, wooded valley slopes. However, development may be visible in winter views from Braid Hills Drive towards the Castle in absence of screening foliage at the Hermitage. Development would also be likely to be overlooked by residential receptors from the Grange Conservation Area to the north, with principal elevations to the south and some susceptibility to visual change within the landscape.

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

Development would impact adversely on the landscape setting of the city due to its effect upon a set of distinct topographical features and views considered to be of city-wide importance in terms of landscape and recreation and gaining an understanding of the City of Edinburgh.

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

The existing road along Midmar Drive forms a strong visual boundary to the City whilst also permitting open views across to the city skyline, Blackford Hill and Hermitage. To the southwest of site, the erection of modern villa within an undeveloped feu at the east end of Hermitage Drive forms the urban edge. Its overall built form sought to delimit the urban area and reinstate the original stone boundary wall.

Whilst the wooded slopes of the Braid Burn Valley provide a strong landscape feature which contains residential development along Hermitage Drive to the west, with the exception of the roundel of trees in the centre of the field, the remainder of the site is open and lacks a suitable strong visual boundary feature to the east.

## NORTH OF FROGSTON ROAD WEST Housing Site Assessment

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

Catchelaw Trust and Cala Management

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 to the Second Proposed Plan promotes the immediate development of the site.
1. Does the site have good accessibility to existing public transport?	2. Would sufficient enhancements be feasible?	Y	Y	The majority of the site scores B in the Ptal assessment. The frequency of services along Frogston Road may be able to be increased and an additional bus stop at the south east corner of the site would improve access to public transport.
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		Development would adversely affect landscape characteristics by encroaching upon a structural wedge of green belt. Adverse impact on views which contribute to 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 boundary walling and a mature broad tree belt to the west of Mounthooly Loan. Features on site which could form the basis of green belt boundaries, however, the site is remote from the existing built up area and the line of the boundary would form a singular eastward projection of built form into the open landscape.
Can the site be integrated into and in keeping with the character of the settlement and local area?		N		The development would be set apart from the existing urban area by the broad tree belt to the west of Mounthooly Loan, which clearly defines the urban edge at Fairmilehead. The development would be an isolated pocket of development with limited connections to the existing housing to the west.
<b>Countryside recreation</b>				



Would development of the site avoid impacting upon existing access to countryside recreation?	Y/N	While the development would not restrict access to the countryside it would impact on views in and out of the city to the detriment of the enjoyment of the countryside.
<p><b>Overall assessment</b></p> <p>Not currently a reasonable site. Development would affect the wider landscape setting of the city and fail to enable clear and defensible green belt boundaries to be formed. The development would impact on the enjoyment of the countryside, particularly from the local path network.</p>		

## Landscape and Visual Assessment

### Site Location

The site is located to the east of Mounthooly Loan and north of Frogston Road West (B701) on the southern edge of the city.

### Landscape/Townscape Character

The site comprises a rectangular field of improved grassland of just under 5.5 ha. The land sits at between 160 and 135 m AOD on gentle south-east facing slopes of the Braid Hills. The land forms part of the wider parkland of the non-Inventory designed landscape of Mortonhall, a large country estate set around the category A Listed Mortonhall. This south-east facing mansion dates from the 18<sup>th</sup> century, comprises three storeys and a basement set across 5 bays and was converted into flats in the 1980s. It was originally set within an extensive 19<sup>th</sup> century parkland, which has been developed in part for residential use to the west at Buckstone/Frogston Rd West and to the east at Kaimes and Alnwickhill. However, many of the original features at the core of the estate remain intact, including the Arboretum to the west of the mansion and its parkland and walled garden to the northwest. The open parks to the south are in agricultural use and are delineated by mature tree belts. The northern policies survive as Mortonhall Golf Course and caravan park with Mortonhall Crematorium and Cemetery established along its eastern wooded approach. A high voltage overhead powerline runs from the sub-station at Burdiehouse to terminate at a pylon tower and substation to the south of the caravan park.

The site is bounded to its west by a grass verge and post and wire fence to Mounthooly Loan, which serves residential areas at Galachlaw and Buckstone to the northwest. On the west site of Mounthooly Loan, a broad tree belt of 30-50 depth and boundary wall enclose existing residential development and a hospice on the site of the former Princess Margaret Rose Hospital. This woodland is classified as Ancient Woodland of Long Established Plantation Origin.

To the south a 10-15 m wide tree belt and rubble stone boundary wall line Frogston Road West, including mature trees in decline and some juvenile planting. The boundary treatment of tree planting and walling extends eastwards along Frogston Road East, widening towards the southern driveway to Mortonhall, where a garden centre is located. Further to the east, the original boundary tree belt is incorporated within a broad grassed verge to housing at Kaimes. To the north and east, the site adjoins open fields of arable land and improved grassland. The site is bounded to the north by 30 m wide tree belt, again comprising a mix of mature and younger planting and boundary wall and 10 m wide tree line and wall to the east; both tree belts are subject to a Tree Preservation Order.

The site was used as a prisoner-of-war camp during World War II, with foundations and a track discernible on the ground. The west boundary of the site is underlain by water supply serving the City from the new water treatment works at Glencorse, which replaced the Scottish Water facility at Alnwickhill. The wayleave is set out to the east of Mounthooly Loan by a further post and wire fence within the site. Land surrounding Mortonhall has been developed with planned public access routes and the area is valued for its scenic qualities and recreational value. The Braids Core Path follows the estate's original western driveway approach from Braid Road along the southern edge of Mortonhall Golf Course, it then crosses parkland and runs to the across the north of the caravan park to at Alnwickhill at Stanedykehead.

Along the northern edge of the treebelt to the north of the site, a footpath connects eastwards from Mounthooly Loan to the Arboretum, forking to connect with the Braids Core Path to the north and Mortonhall Caravan Park to the east. The non-Inventory designed landscape has formed part of a long-standing Area of Great Landscape Value associated with The Braid Hills and is part of a proposed Special Landscape Area. The land at Mortonhall forms part of a broad wedge of Green Belt which extends from the city boundary at the Bypass to the south, via Morton Mains to Mortonhall, The Braids and to Blackford Hill to the north.

### Views and Visibility

From the northern slopes of the Pentlands at Hillend, elevated views across the non-Inventory designed landscape at Mortonhall and surrounding farmland, would be afforded to recreational receptors within a high interest in their surroundings and susceptibility to landscape change. Mortonhall forms part of a notable green wedge of open land extending into the city, in combination with Morton Mains, the Braid Hills and Blackford Hill. Part of the open field is visible beyond summer foliage of the surrounding tree belts, where the existing woodland at Mounthooly Loan, Morton Mains and Galachlaw form a strong wooded edge to the city. Winter views through dormant tree cover expose a greater extent of sloping farmed parks surrounding Mortonhall. The area also has a strong outward relationship with the Pentland Hills, which form a regional landmark to the southwest of the city.

There are westbound oblique views towards the site from the City Bypass to the southeast, which would be experienced by vehicular travellers with a passing interest in their surroundings. Woodland at Morton Mains, Mortonhall, Mounthooly Loan and Galachlaw give the impression of a low wooded hill, into which is nestled the suburb of Fairmilehead. The site is partially enclosed by woodland in the summer but in winter months there are open views across the sloping fields on the southern side of the Braid Hills at Mortonhall, with the urban edge set behind a framework of dormant woodland and understorey shrubs.

From Frogston Rd West, the tree belts and walling to the south of the site are prominent and recognisable features in roadside views, screening views to the site in summer but with filtered views through a framework of open stems and branches in winter. The roadside footway provides clearer and more prolonged views into the site.

From Mounthooly Loan, there are open views to the site across the verge and post and wire fence. To the east, land dips away towards further farmed parkland subdivided by tree belts and the woodland setting of Mortonhall Crematorium, set against the backdrop of Gilmerton and the Lammermuir Hills. To the south there are filtered views through tree planting to farmland to the south of Frogston Road and beyond the City Bypass in Midlothian, set against the backdrop of the Moorfoot Hills.

The site provides an open context to the Mortonhall Path network which runs to the north of the site and from which recreational receptors would have a high susceptibility to visual change and strong interest in the rural scenery at Mortonhall. From the Core Path to the north, where land rises towards the Braids, the site lies within the lower foreground of views across arable land to the wooded edge to the city at Mounthooly Loan and backdrop of the Pentland Hills. In winter months, the site would also be visible from the path network which runs between Morton Mains and Broomhills Rd. Glimpsed views from path routes elsewhere throughout the estate such as the main drive and Arboretum may be possible. Views from the Golf Course and Caravan Park are also contained by planting within the estate, however, there are winter views towards the site from the southern driveway, which are partly filtered by dormant tree belts and viewed in the context of the existing garden centre, which detracts from the rural character of views.

Views to the site from existing residential properties at Fairmilehead to the west are contained by the existing woodland edge to the west of the site, however, many residents with a high susceptibility to visual change would experience views across the site from Mounthooly Loan, which has an open aspect across farmland at Mortonhall to the east. There would be rear garden views towards the site from the estate cottages at the Kennels to the southwest of the walled garden. Views to the site from the mansion are unlikely due to its south-east orientation and screening effect of evergreen planting within the Arboretum.

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

Development of the site would introduce a moderate scale of urban residential development into an area of strong rural character forming part of the non-Inventory designed landscape of Mortonhall estate. Whilst development could continue the pattern of development along Frogston Road West and Frogston Road East, it would sit to the south of the existing estate boundary wall and planting. The development would also be set apart from the existing urban area by the broad tree belt to the west of Mounthooly Loan, which clearly defines the urban edge at Fairmilehead. The site is surrounded to the north, east and south by agricultural land and by woodland to the west. Development would form a singular eastward projection of built form into a distinct wedge of open landscape which extends from the urban edge to the south side of the city. This would impact adversely on landscape characteristics and qualities, which have been recognised as of city-wide value through the Council's Review of Local Landscape Designations. It is unclear what restriction the Scottish Water wayleave to the west of the site would place on development, site layout and landscape proposals.

These changes would result in permanent adverse impacts on views from the northern slopes of the Pentlands by altering the composition and character of the landscape in the middleground views towards Mortonhall and The Braid Hills. Development would also impact adversely upon visual receptors along Frogston Road, whereby development would be visible within the site during winter months; however, in summer vegetation cover would largely screen visual changes. Temporary construction impacts and permanent change to the rural character and enclosure of open views would impact adversely on closer range views across the landscape from Mounthooly Loan and the footpath to the north of the site. This would apply to both recreational receptors and local residents passing the site with a high susceptibility to visual change. Views from the Core Path to the north of the site would be screened in

summer months by foliage but views would be adversely affected in winter, where housing would be visible in the lower foreground, to the east of the strong wooded boundary of Mounthooly Loan. This could also apply to other sections of path leading from the Arboretum to the caravan park and walled garden and path network to the south of Frogston Road West in views back towards Mortonhall. Development of the site is unlikely to impact directly on main views from the mansion of Mortonhall, the caravan park or rear views from the Kennels due to distance from the site and presence of intervening Arboretum and other planting. Filtered views toward the site and Pentland Hills in winter would be possible from the main southern drive to Mortonhall but viewed in the context of the nearby garden centre, which detracts from views to this aspect.

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

Development of the site would adversely affect landscape characteristics and views which contribute to the landscape setting of the City, through encroachment upon a broad structural wedge of green belt and impact on rural views from well used recreational routes within the green belt.

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

The existing green belt boundary is clearly formed by boundary walling and a mature broad tree belt to the west of Mounthooly Loan.

Notwithstanding landscape and visual effects, the structure of tree belts within the designed landscape provide features capable of forming an alternative green belt boundary, subject to supplementary planting and management.

## **Edinburgh Local Development Plan Report of Conformity with Participation Statement May 2015**

### **What is a Report of Conformity?**

The City of Edinburgh Council is required by law to prepare a Report of Conformity setting out how we have conformed to our Participation Statements during preparation of the Edinburgh Local Development Plan.

### **What is a Participation Statement?**

Participation Statements set out the range of opportunities to engage in the key stages of preparing the Edinburgh Local Development Plan and form a key part of each of the Development Plan Schemes published during the preparation process.

### **What have been the key stages in preparing the Plan?**

#### **Main Issues Report**

Preparation of the Local Development Plan began with producing a Main Issues Report in October 2011. This document set out the main areas where the Council felt it needed to make a change to a policy or proposal. It sought views giving a choice of approach in each circumstance. Where existing policies were working well, no change was suggested.

#### **Proposed Plan**

The Proposed Plan was prepared in response to comments received during the consultation on the Main Issues Report. It set out the Council's agreed content of the required new policies and proposals. It was published in May 2013 with an opportunity to submit representations prior to the plan being submitted to Scottish Ministers for approval.

#### **Second Proposed Plan**

The Second Proposed Plan came about because the Local Development needed to provide more housing land in response to Scottish Ministers wanting a larger housing land requirement across South East Scotland. The content of the second proposed plan was informed by responses received on the first Proposed Plan. It was published in August 2014 with a further opportunity to submit representations prior to submission to Scottish Ministers.

#### **Submission to Scottish Ministers**

The Second Proposed Plan, along with a summary of all the unresolved representations received to it, is to be submitted to Scottish Ministers to start an examination dealing with those representations. This Report of Conformity forms part of that submission.

## Engagement Intentions and Activities Undertaken

### Main Issues Report - Participation Statement March 2011

The plan preparation process began with the publication of a Main Issues Report. This was the principal opportunity for consulting stakeholders, including the public, on the content of the plan. Specifically it involved stakeholders in assessing the Council's preferred approaches to issues and options for key changes from the previous Local Plans.

The Participation Statement for the Main Issues Report set out our engagement intentions to facilitate this. These intentions, and the subsequent actions taken to meet these intentions, are listed below.

<b>Participation Statement March 2011</b>	<b>Engagement Activity</b>
Provide paper copies of the documents available at all public libraries and the Council planning office.	<ul style="list-style-type: none"> <li>• Provided paper copies of the MIR, Monitoring Statement and Environmental Report at all public libraries and the Council planning office.</li> <li>• Distributed over 1,000 copies of the Main Issues Report.</li> </ul>
Post the documents on the Council website.	<ul style="list-style-type: none"> <li>• The Council website was used to post the documents, details of consultation events and other supporting information</li> <li>• A slide show video presentation of the MIR was provided on the Council's website and on screens in our Planning reception and public libraries.</li> </ul>
Send information out via e-mail and letters as well as making it available on the Council website.	<ul style="list-style-type: none"> <li>• Copies of the Main Issues Report and associated documents were sent out to statutory stakeholders.</li> <li>• Notification letters and emails were sent out to the engagement database including those registering on a Local Development Plan mailing list.</li> </ul>
Send information out through Community Councils and other local networks.	<ul style="list-style-type: none"> <li>• Copies of the Main Issues Report and associated documents were sent to all Community Councils</li> <li>• The team attended meetings of the Edinburgh Civic Forum and individual community council/ neighbourhood partnership meetings on request.</li> </ul>
Share information at staffed exhibitions at public events, markets and shopping centres.	<ul style="list-style-type: none"> <li>• Staffed exhibitions at shopping centres across the city, Telford College and Edinburgh Royal Infirmary to share information.</li> </ul>
Hold workshops where appropriate.	<ul style="list-style-type: none"> <li>• West Edinburgh: awareness raising</li> </ul>

	<p>event aimed at local residents in November followed by a housing sites workshop in January</p> <ul style="list-style-type: none"> <li>• South East Edinburgh: two community consultation events one in November and one in January. Awareness raising, sharing information and discussion.</li> <li>• Leith: consultation workshop involving local community and other stakeholders.</li> <li>• Retailing and Infrastructure provision: two topic based workshops involving a range of invited stakeholders.</li> <li>• Met with Key Agencies, Scottish Government and developer/landowners of housing site options.</li> <li>• Edinburgh Youth Issues Forum – presentation and discussion groups.</li> </ul>
Use the media to raise awareness including features in the Council's "Outlook" publication which is sent to every household.	<ul style="list-style-type: none"> <li>• Statutory advert and articles in Evening News and Planning Newsletter.</li> <li>• Used Twitter (@plannededin) to provide regular updates and raise awareness of consultation events.</li> </ul>
Online and freepost questionnaire.	<ul style="list-style-type: none"> <li>• Main Issues Report written with 20 questions included within the document. Opportunity to submit comments online or by post.</li> </ul>

### Proposed Plan and Second Proposed Plan

On publication of both the first and Second Proposed Plan the character of engagement changed to providing specific information and facilitating representations. The content of the relevant Participation Statements set out our intentions for each of these stages of engagement. These and the actions taken are detailed below.

### Proposed Plan - Participation Statement March 2013

<b>Participation Statement March 2013</b>	<b>Engagement Activity</b>
All those who submitted responses to the Main Issues Report and others on our mailing list will be notified about the Proposed Plan.	Notified all those who submitted responses to the MIR and others on our mailing list about the Proposed Plan.
We will also notify people living close to new proposal sites in the way required by legislation.	Notified people living close to new proposal sites in the way required by legislation.

<p>Copies of the LDP and supporting documents will be sent to community councils and groups and placed in public libraries and the Council's Planning Reception.</p>	<p>Provided paper copies of the Proposed Plan and supporting documents to community councils and groups and placed in public libraries and the Council's Planning Reception.</p> <p>Documents include:</p> <ul style="list-style-type: none"> <li>• Proposed LDP</li> <li>• Schedule of Consultation Responses</li> <li>• Proposed Action Programme</li> <li>• Revised Environmental Report</li> <li>• Habitats Regulation Assessment</li> <li>• Transport Appraisal</li> <li>• Education Appraisal</li> </ul> <p>Equalities &amp; Rights Impact Assessment</p>
<p>All documents will also be published online, in advance of the formal start date if possible.</p>	<p>All documents were provided online along with details of drop-in events.</p>
<p>Drop-in sessions to help the public understand the Proposed LDP and how they can make representations if they wish.</p>	<p>Ran drop-in sessions to help the public understand the Proposed LDP and how they could make representations if they wished. These were:</p> <ul style="list-style-type: none"> <li>• South East Edinburgh, Faith Mission Hall, Gilmerton May 9th, 4-7pm</li> <li>• West Edinburgh, Drumbrae Library Hub, May 15th, 4-7pm</li> <li>• General session, Urban Room, Waverley Court, East Market Street, May 16th, 4-7pm.</li> </ul> <p>Additional resources provided included:</p> <ul style="list-style-type: none"> <li>• Preparation of a Form for Representations along with a guidance note to aid completion.</li> <li>• Slide show video presentation on website.</li> <li>• Use of Twitter to provide updates and raise awareness of consultation events.</li> <li>• Statutory advert in Evening News and an article in the Council's Planning News.</li> </ul>

**Pre-Second Proposed Plan**

<b>Participation Statement October 2013</b>	<b>Pre-Second Proposed Plan Activity</b>
Make representations to Proposed Plan available online together with summary by issue and map of additional housing sites promoted by representations.	Used Council website to post representations, summary and map.
Carry out user feedback survey to gather views on how easy to use the Proposed LDP and its supporting information were.	Survey completed and results informed Second Proposed Plan.
Focused engagement with community councils and community groups to discuss process ahead of revised LDP.	Ran eight sessions with Community Council and community groups during February 2014 to discuss reasons and process for Second Proposed Plan.

**Second Proposed Plan Engagement - Participation Statement June 2014**

<b>Participation Statement June 2014</b>	<b>Second Proposed Plan Activity</b>
Everyone who submitted responses to the Proposed LDP or the Main Issues Report will be notified of when that period will start.	Notified all those who submitted responses to the Proposed Plan and the Main Issues Report and others on our mailing list about the Proposed Plan. Mailshot involved over 500 letters and 1,700 emails. Period ran for 6 weeks from 23 August to 3 October.
We will also notify properties neighbouring the proposals in the revised LDP in the way required by legislation.	Notified people living close to new proposal sites in the way required by legislation. Notification mailshot involved over 12,500 letters.
Copies of the revised LDP and its supporting documents will be sent to Community Councils and groups and placed in libraries and in the Council's planning reception.	Provided paper copies of the Proposed Plan and supporting documents to community councils and groups and placed in public libraries and the Council's Planning Reception. Documents include: <ul style="list-style-type: none"> <li>• Second Proposed Action Programme</li> <li>• Environmental Report – Second Revision</li> <li>• Housing Land Study</li> <li>• Revised Education Appraisal</li> <li>• Transport Appraisal – Addendum</li> <li>• Revised draft Habitats Regulation Appraisal (web only)</li> <li>• Equalities and Rights Impact Assessment update (web only)</li> </ul>
All documents will also be published online, in advance of the formal start date	All documents were provided online along with details of drop-in events by 23

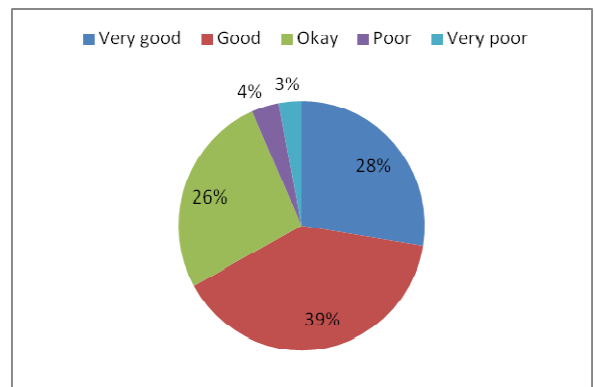


if possible.	August 2014, the start of the representation period.
Drop-in sessions to help the public understand the Second Proposed Plan and how they can make representations if they wish.	<p>Ran drop-in sessions to help the public understand the Proposed LDP and how they could make representations if they wished. These were:</p> <ul style="list-style-type: none"> <li>• North West Edinburgh, Rosebery Hall, Queensferry, 26 August, 3.30-6.45pm</li> <li>• West Edinburgh, Drumbrae Library Hub, 28 August, 4 - 7pm</li> <li>• -South East Edinburgh, Kings Manor Hotel, Milton Road, 1st September, 4-7pm</li> <li>• South West Edinburgh, Gibson Craig Hall, Currie, 3 September, 4-7pm</li> <li>• South East Edinburgh, Faith Mission Hall, Gilmerton, 4 September, 4 - 7pm</li> <li>• General session, Urban Room, Waverley Court, East Market Street, 22 September, 4-7 pm</li> </ul> <p>Feedback surveys were collected at each event. Overall findings are given below.</p>

**All Drop-in Sessions combined (Total: 137 feedback forms)**

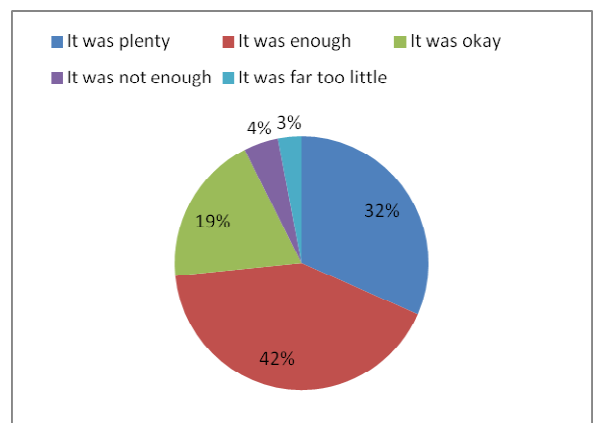
1) How useful did you find the information given?

<b>27.6%</b>	<b>39.4%</b>	<b>26.4%</b>	<b>3.6%</b>	<b>3%</b>
Very good	Good	Okay	Poor	Very poor



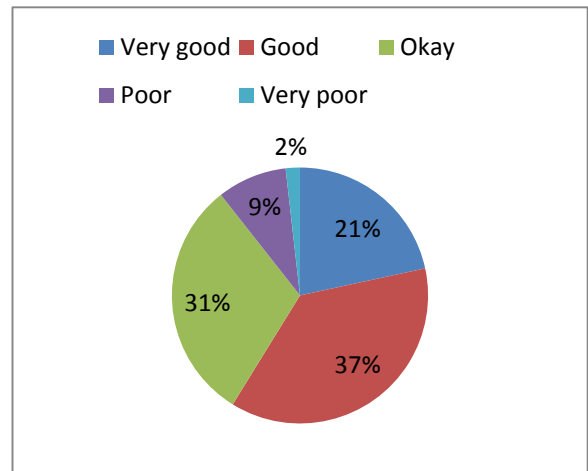
2) What did you think of the amount of time given?

<b>31.6%</b>	<b>41.8%</b>	<b>19.2%</b>	<b>4.4%</b>	<b>3%</b>
It was plenty	It was enough	It was okay	It was not enough	It was far too little



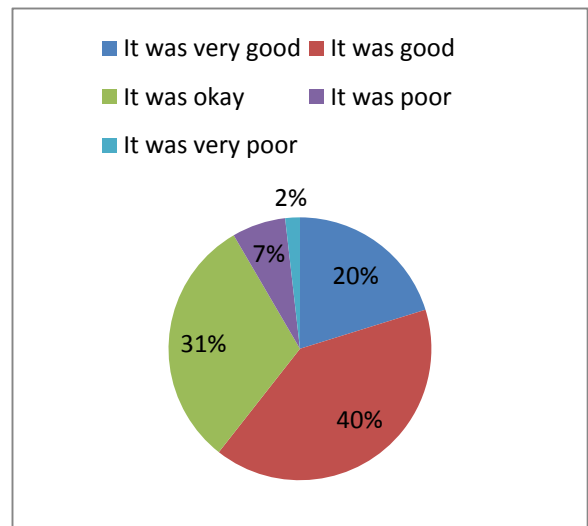
3) How useful were the information posters at the event?

<b>21.6%</b>	<b>37.2%</b>	<b>30.6%</b>	<b>8.8%</b>	<b>1.8%</b>
Very good	Good	Okay	Poor	Very poor



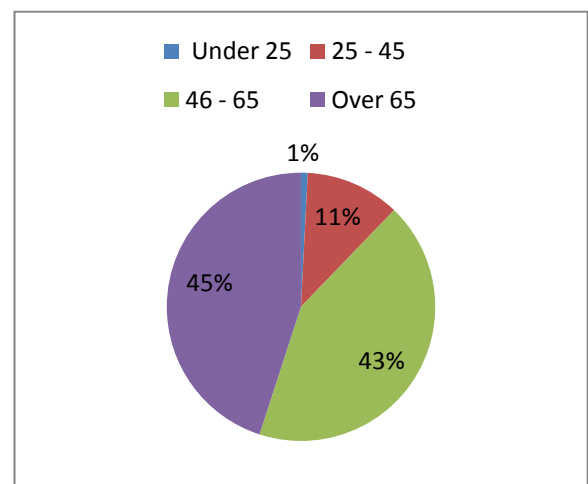
4) In general, what did you think of how the drop in session was delivered?

<b>20.2%</b>	<b>40.4%</b>	<b>31%</b>	<b>6.6%</b>	<b>1.8%</b>
It was very good	It was good	It was okay	It was poor	It was very poor



5) What is your age group?

<b>0.8%</b>	<b>11.4%</b>	<b>42.8%</b>	<b>45%</b>
Under 25	25 - 45	46 - 65	Over 65



## **Conclusion**

The above assessment of Participation engagement intentions and the activity undertaken demonstrates that the Council has fully met its commitments made within the relevant Participation Statements, including the one operative when the Second Proposed Plan was published for representations.

# **Local Development Plan Transport Appraisal**

## **East of Milburn Tower Transport Appraisal**

**Final**

**January 2015**

## **Introduction**

A strategic transport appraisal to support Edinburgh's emerging Local Development Plan (LDP) was undertaken during 2012-2013, with production of the final report (TA) in March 2013. The TA focused on a number of new housing sites to be included in the Proposed LDP in addition to sites identified in previous local plans (Edinburgh City Local Plan and Rural West Edinburgh Local Plan).

Following the publication of Supplementary Guidance by SESplan, and in response to the Scottish Government's approval of the SESplan Strategic Development Plan, City of Edinburgh Council (CEC) requested an Addendum be prepared to reflect a number of proposed changes to the LDP, including change in capacity of a number of original sites considered within the TA and inclusion of some further proposed housing sites. The Addendum considered the cumulative impact of all the proposed sites and was produced in April 2014.

## **Additional East of Milburn Tower Site**

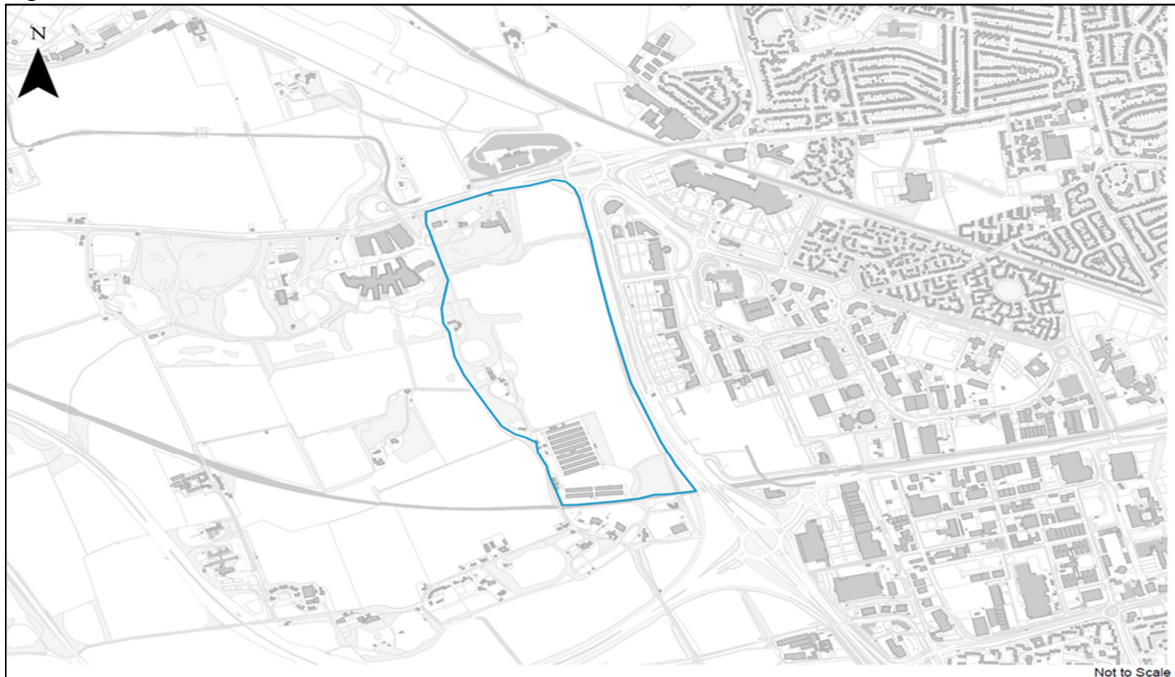
In September 2014, CEC confirmed that an additional development site, located to the east of Milburn Tower required to be assessed as requested in a decision of the Planning Committee (19 June 2014). The location forms part of the larger site regularly referred to by the landowner as the 'Garden District'. The site, called East of Milburn Tower, is subject to flood risk and a flood assessment has been undertaken to establish a suitable area for development and provide an estimate of likely number of units that can be accommodated. From the outcome of the flood assessment, completed at the end of November 2014, it is proposed that the East of Milburn Tower site, for the purposes of this report, can accommodate up to 1,320 units. This number of units was confirmed by CEC for use in the assessment.

CEC require an individual site report but with the development assessed cumulatively with all the other sites considered previously. The assessment was undertaken during November and December 2014.

The East of Milburn Tower site is located within West Edinburgh, at Gogarburn. It lies to the west of the A720 City Bypass, which forms the eastern boundary of the site. The A8 Glasgow forms the northern boundary, with Gogar Station Road being the western boundary. The main Edinburgh - Glasgow railway line forms the southern boundary.

Figure 1 shows the site location.

Figure 1 - East of Milburn Tower Site



## **Demand Analysis**

Demand analysis for the East of Milburn Tower site follows the methodology undertaken for the main sites, together with the additional Addendum sites, as set out in the TA report. The following paragraphs give a summary of the process and more detail is set out in the Main Report. Analysis was undertaken using Microsoft Excel spreadsheet tool, developed specifically for the transport appraisal.

A daily person trip rate per unit of housing was generated from TRICS (Trip Rate Information Computer System), with values of 8.8 for privately owned houses and 7.2 for rented houses, respectively, calculated. It was not possible to differentiate between flats and house size at this point, as this aspect is still to be determined definitively through the planning application process. These trip rates were then applied to the East of Milburn Tower site, with 25% of units allocated to affordable housing, in line with current CEC policy, for two time periods – units implemented by 2020 and the remaining units implemented by 2025.

Once the estimated number of person trips were generated for the site, it was necessary to assign these trips by mode. This was done by applying modal splits. Modal split was assigned based on an estimated modal share for 2010. This estimated modal split was based on a baseline of modal share from 2001 Census data from 'travel to work' statistics for five edge-of-city wards, which was then adjusted with more recent Scottish Household Survey data (in the absence of 2011 Census data, not published at the time of writing of the TA report). (*Note – whilst some 2011 Census data is now available, the East of Milburn Tower site has been assessed in a consistent manner with the other sites previously assessed.*)

For the Baseline (Do Nothing) scenario, a uniform set of modal splits was applied to the site, as across all developments. For the Do Minimum scenario and the Do Something scenario, different modal splits were applied to the site to reflect a more realistic

scenario of how the transport system might look in future years with, firstly, (i) “committed” and, secondly, (ii) site-specific transport interventions in place, respectively, affecting the East of Milburn Tower site.

In order to both distribute trip demand spatially across the transport network and to provide a spatial structure for the development of multi-modal solutions, a broad spatial framework was developed for this study. This focused on a set of strategic corridors, produced in line with the SDP strategy, and key road and public transport routes were identified within these corridors.

Trip demand forecasts were also generated for ‘committed’ housing sites to provide estimated additional trips on strategic corridors from committed development alone and then additionally from the new housing sites. In addition, the forecast demand from the potential housing sites is set against the background of moderate growth in overall traffic levels which may happen in the absence of the LDP proposals.

The calculated demand was then distributed across the spatial framework. To assist with this, gravity models were developed and applied. The gravity models produced a distribution of trips by broad spatial corridor for the potential housing sites and committed residential sites. This distribution was applied to the trip demand within the demand analysis. A further distribution of these trips was carried out within corridors by mode, by peak hour (10% of all trips) and, finally, for car trips, by road. Professional judgement was used to assign proportions of peak car trips across individual key roads within the strategic corridors. Finally, the peak hour trip demand was assessed in terms of its impact on the transport network, in both quantitatively and qualitatively ways.

It should be noted that, due to the limitations of the spreadsheet tool, vehicular trips were allocated to relevant adjacent strategic corridors. It should be noted that some traffic will be likely to use nearby alternative secondary routes, so some impact on a strategic corridor may be higher than would actually occur. In addition, traffic on an initial strategic corridor may connect to a subsequent strategic corridor, for example the Orbital Corridor (which includes the A720 City Bypass and the local Inner Orbital route), meaning that overall impact across the whole network is not provided and may be slightly under-estimated for sections of some routes. However, such under-estimates are probably offset by use of full build-out estimates for 2024/25. Whilst computer modelling would provide clarity on this subject, budget and timescale constraints prevented such an assessment being undertaken.

With regard to main corridor allocations, the following routing assumptions have been made for the East of Milburn Tower site:-

Corridor 1 West (A8)	50%
Corridor 4 North West (A90)	5%
Corridor 5 South West (A71)	35% (A71 80% and A70 20%)
Corridor 7 Orbital	10%

The analysis does not identify direction of flow.

## **Baseline Scenario**

The Baseline Scenario (also considered as Do Nothing) assesses demand from all of the LDP housing sites, including the East of Milburn Site, assuming background traffic growth in the network and the delivery of committed residential development. In terms of modal share, it assumes a baseline (2010) modal split of trips, based on existing values. The scenario assumes no improvements will be made in terms of modal shift to more sustainable transport modes and the baseline modal split observed currently continues.

Throughout this report, sustainable modes are defined as those trips undertaken by walking, cycling, public transport (bus, train and tram), motorcycle and as a car passenger. Taxi trips are excluded, as they tend to have at least as much of an impact on the road network and emissions as a car trip.

For the baseline scenario, a common modal split is used across all sites, with values as set out in Table 1. Realistically, there may be some variation for individual sites but the applied values are considered reasonable for this generalised use. With regard to the East of Millburn Tower site, the assumptions can be viewed as being quite optimistic and are not likely to be achieved. However, it is important that this report is consistent with the methodology used for the original report.

*Table 1 - Baseline (Do Nothing) scenario – % modal splits by site (uniform)*

<b>Mode</b>	Car Driver +taxi	Car pax	Train	Bus	Cycle	Walk	Other	<b>Total Sustainable</b>
<b>Share</b>	58.9	6.0	1.7	21.6	2.0	7.8	2.0	<b>41.1</b>

The impact analysis results for Scenario 1 – Baseline are shown below. Table 2 shows the cumulative impact, by corridor, for all sites including East of Milburn Tower, whilst Table 3 shows the impact arising from the East of Milburn Tower site alone, on the assumption of a common mode split.



Table 2: Scenario 1 – Baseline Case – Corridor Impact (All Sites) including East of Millburn Tower site.		CORRIDOR 1 - West Edinburgh		CORRIDOR 2 - South East Edinburgh				CORRIDOR 3 - East Edinburgh		CORRIDOR 4 - North West Edinburgh	CORRIDOR 5 - South West Edinburgh		CORRIDOR 6 - South Edinburgh	CORRIDOR 7 - Orbital Edinburgh	
		A8 Glasgow Road	Stenhouse / Broomhouse	A701 Liberton Road	A772 Gilmerton Road	A7 Old Dalkeith Road	Lasswade Road	A1	A6095	A90 Queensferry Road	A71 Calder Road	A70 Lanark Road	A702 Biggar Road	A720 - Outer orbital	Inner Orbital
Baseline peak hour flow		4,447	1,333	1,500	1,102	1,874	740	5,329	875	3,832	2,000	2,465	1,000	6,265	886
2019/20	Corridor impact - by car (peak car trips) (figures in brackets – previous impact)	335 (272)		370				167		89 (82)	232 (188)		0	125 (113)	
2019/20	LDP only	319	16	104	149	73	44	67	100	89	110	122	0	109	16
	LDP only as % over baseline peak hour flow	7.2%	1.2%	7.0%	13.5%	3.9%	6.0%	1.3%	11.5%	2.3%	5.5%	4.9%	0.0%	1.7%	1.8%
	Background growth 2019/20	44	13	15	11	19	7	320	9	230	20	25	10	376	9
	Committed residential 2019/20	156	20	48	71	16	25	17	26	33	34	51	53	55	7
	LDP only as % over baseline peak hour flow plus background plus committed	6.9%	1.2%	6.7%	12.6%	3.8%	5.7%	1%	11.0%	2.2%	5.4%	4.8%	0.0%	1.6%	1.8%
	LDP and committed residential and growth 2019/20	520	49	168	231	108	76	404	135	352	164	197	63	540	32
	% over 2011 baseline peak hour flow	11.7%	3.7%	11.2%	20.9%	5.8%	10.3%	7.6%	15.4%	9.2%	8.2%	8.0%	6.3%	8.6%	3.6%
2024/25	Corridor impact - by car (peak car trips)	2162 (1758)		906				910		601 (561)	489 (232)		0	549 (475)	
2024/25	LDP only	2006	120	313	342	134	118	364	546	601	298	191	0	492	57
	LDP only as % over baseline peak hour flow	45.1%	9.0%	20.8%	31.0%	7.1%	15.9%	6.8%	62.4%	15.7%	14.9%	7.7%	0.0%	7.8%	6.4%
	Background growth 2024/25	89	27	30	22	37	15	533	18	383	40	49	20	627	18
	Committed residential 2024/25	245	40	51	66	12	28	17	26	54	38	57	107	72	9
	LDP only as % over baseline peak hour flow plus background plus committed	42.0%	2.7%	15.3%	28.7%	7.0%	15.0%	6.2%	59.5%	14.1%	14.4%	7.4%	0.0%	7.1%	6.2%
	LDP and committed residential and growth 2024/25	2340	186	394	430	183	160	914	589	1038	377	297	127	1190	84
	% over 2011 baseline peak hour flow	52.6%	14.0%	26.3%	39.1%	9.8%	8.5%	17.2%	67.3%	27.1%	18.8%	12.1%	12.7%	19.0%	9.4%

**Table 3: Scenario 1 – Baseline Case – East of Milburn Tower Site – Individual Impact**

NUMBER OF PEAK HOUR TRIPS GENERATED	INTERIM			INTERIM			INTERIM			FULL			FULL			FULL		
	2019/20	2019/20	2019/20	2019/20	2019/20	2019/20	2019/20	2019/20	2019/20	2019/20	2019/20	2019/20	2019/20	2019/20	2019/20	2019/20	2019/20	2019/20
LDP site	Committed sites in the vicinity of LDP sites			LDP site only			LDP site plus committed sites			Committed sites in the vicinity of LDP sites			LDP site only			LDP site plus committed sites		
	peak hour daily trips by car	peak hour daily trips by bus	peak hour daily trips by rail	peak hour daily trips by car	peak hour daily trips by bus	peak hour daily trips by rail	peak hour daily trips by car	peak hour daily trips by bus	peak hour daily trips by rail	peak hour daily trips by car	peak hour daily trips by bus	peak hour daily trips by rail	peak hour daily trips by car	peak hour daily trips by bus	peak hour daily trips by rail	peak hour daily trips by car	peak hour daily trips by bus	peak hour daily trips by rail
<b>East of Milburn Tower</b>	0	0	0	126	46	4	126	46	4	0	0	0	739	271	21	739	271	21

## **Results**

Comparison of Table 2 observations with Addendum Table 4, in terms of the impact of the East of Milburn Tower site:-

- Noticeable increases in LDP 2019/20 and 2024/25 peak period trips on Corridor 1 (West) A8 route. Impact of site would be noticeable in 2024/25 against 2011 baseline flows.
- Slight increase in LDP 2024/25 peak period trips on Corridor 4 (North West) but not noticeable against 2011 baseline flows.
- Noticeable increase in LDP 2019/20 peak period trips on Corridor 5 (South West) and major increase by 2024/25, relating to the A71. Noticeable against 2011 baseline flows.
- Noticeable increase in LDP 2024/25 peak period trips on Corridor 7 (Orbital). But very minor compared to 2011 baseline flows.
- Slight increase in 2019/20 LDP values and decrease on Committed values on Corridor 3 (East) is due to a minor correction within spreadsheet from Addendum assessment (a committed site double-counted)
- Slight increase in 2019/20 Committed values on Corridor 5 (South West) is due to a minor correction within spreadsheet from Addendum assessment (a committed site not included).

Caution needs to be exercised when considering some of the results. For example, a road with a low existing baseline flow may experience a significant % increase but this may be accommodated without requiring major enhancements. Conversely, a small % increase on a road with a high baseline flow may cause a disproportionately large increase in congestion.

It should be noted that these increases assume:-

- (i) full build-out by 2024/25, which is unlikely;
- (ii) do not allow for vehicles using secondary roads;
- (iii) do not identify use of just a short section of the corridor, which would have limited impact. But
- (iv) make an optimistic assumption re use of sustainable modes for this particular site.

In terms of the East of Milburn Tower site, it is forecast to generate an additional 739 vehicular trips during the 2024/25 one-hour peak period, with approximately half routing via the A8 Glasgow Road but also impacting on the A71. The site would also generate a significant number of potential peak period trips (271) by bus that would need to be accommodated but current bus service arrangements and walking distances would probably not be attractive enough to achieve these.

## **Do Minimum Scenario**

The Baseline Scenario took no account of transport interventions that can be classified as “committed” for the purposes of this study. These are interventions which are broadly assumed to have a moderate or high degree of certainty of delivery over the assessment period of the LDP housing scenario.

The Do Minimum scenario therefore takes into account potential modal share impacts of these “committed” schemes on the LDP housing sites including the East of Millburn Tower site. (This is effectively the 'Reference' case, in transport appraisal terms.)

A largely qualitative analysis has been carried out on the potential modal share impacts that a set of relevant committed transport interventions could have on the East of Millburn Tower site and are shown in Table 4. Edinburgh tram is assumed to have a noticeable impact, even within the Do Minimum scenario and the majority of the site being some walking distance from tram stops.

*Table 4 - Do Minimum scenario – estimated adjusted % modal share for East of Millburn Tower site*

<b>Mode</b>	Car Driver +taxi	Car pax	Train/ Tram	Bus	Cycle	Walk	Other	<b>Total Sustainable</b>
<b>Share</b>	56.9	6.0	5.0	19.6	2.5	8.0	2.0	<b>43.1</b>

The impact analysis results for Scenario 2 – Do Minimum are shown below. Table 5 shows the 2024/25 cumulative impact, by corridor, for all the sites, whilst Table 6 shows the impact arising from the East of Millburn Tower site.

Table 5: Scenario 2 – Do Minimum Case – Corridor Impact (All Sites) Incl East of Millburn Tower		CORRIDOR 1 - West Edinburgh		CORRIDOR 2 - South East Edinburgh				CORRIDOR 3 - East Edinburgh		CORRIDOR 4 - North West Edinburgh	CORRIDOR 5 - South West Edinburgh		CORRIDOR 6 - South Edinburgh	CORRIDOR 7 - Orbital Edinburgh	
		A8 Glasgow Road	Stenhouse / Broomhouse	A701 Liberton Road	A772 Gilmerton Road	A7 Old Dalkeith Road	Lasswade Road	A1	A6095	A90 Queensferry Road	A71 Calder Road	A70 Lanark Road	A702 Biggar Road	A720 - Outer orbital	Inner Orbital
Baseline peak hour flow		4,447	1,333	1,500	1,102	1,874	740	5,329	875	3,832	2,000	2,465	1,000	6,265	886
2024/25	Corridor impact - by car (peak car trips) (figures in brackets – previous impact)	1830 (1474)		878				882		564 (525)	470 (222)		0	517 (446)	
2024/25	LDP only	1746	83	302	332	130	114	353	529	564	287	183	0	466	51
	LDP only as % over baseline peak hour flow	39.3%	6.3%	20.1%	30.1%	6.9%	15.4%	6.6%	60.5%	14.7%	14.4%	7.4%	0.0%	7.4%	5.8%
	Background growth 2024/25	89	27	30	22	37	15	533	18	383	40	49	20	627	18
	Committed residential 2024/25	219	27	50	65	12	27	17	26	52	37	56	107	70	9
	LDP only as % over baseline peak hour flow plus background plus committed	36.7%	1.9%	14.7%	27.9%	6.8%	14.5%	6.0%	57.6%	13.2%	13.8%	7.1%	0.0%	6.7%	5.6%
	LDP and committed residential and growth 2024/25	2055	138	382	419	180	156	903	572	999	364	287	127	1163	78
	% over 2011 baseline peak hour flow	46.2%	10.3%	25.5%	38.0%	9.6%	21.8%	16.9%	65.4%	26.1%	18.2%	11.7%	12.7%	18.6%	8.8%

**Table 6: Scenario 2 – Do Minimum Case – East of Milburn Tower Site Impact**

**NUMBER OF PEAK HOUR TRIPS  
GENERATED**

	<b>FULL 2024/25</b>	<b>FULL 2024/25</b>	<b>FULL 2024/25</b>	<b>FULL 2024/25</b>	<b>FULL 2024/25</b>	<b>FULL 2024/25</b>	<b>FULL 2024/25</b>	<b>FULL 2024/25</b>	<b>FULL 2024/25</b>
<b>LDP sites</b>	<b>Committed sites in the vicinity of LDP sites</b>			<b>LDP site only</b>			<b>LDP site plus committed sites</b>		
	peak hour daily trips by car	peak hour daily trips by bus	peak hour daily trips by rail	peak hour daily trips by car	peak hour daily trips by bus	peak hour daily trips by rail	peak hour daily trips by car	peak hour daily trips by bus	peak hour daily trips by rail
<b>East of Milburn Tower</b>	0	0	0	714	246	63	714	246	63

## **Results**

Comparison of Table 5 observations with Addendum Table 7, in regard of the East of Milburn Tower site:-

- Noticeable increases in LDP 2024/25 peak period trips on Corridor 1 (West) A8 route. Impact of site would be probably be noticeable in 2024/25 against 2011 baseline flows.
- Slight increase in LDP 2024/25 peak period trips on Corridor 4 (North West) but not noticeable against 2011 baseline flows.
- Major increase in LDP 2024/25 peak period trips on Corridor 5 (South West), particularly on the A71. Probably noticeable against 2011 baseline flows.
- Noticeable increase in LDP 2024/25 peak period trips on Corridor 7 (Orbital). But very minor compared to 2011 baseline flows.

In terms of the East of Milburn Tower site, it is forecast to generate an additional 714 vehicular trips during the 2024/25 one-hour peak period, routing via the A8 Glasgow Road but also impacting on the A71. This is a slight reduction from the 739 trips forecast in Scenario 1.

The site would still generate a significant number of potential trips by bus (246) that would need to be accommodated. Again, the challenges of the site means it is unlikely all these bus trips would be achieved. There is a noticeable change forecast to be due to a transfer to rail, particularly tram, access and walking distances may prevent these all being achieved.

## **Do Something Scenario**

For all the LDP housing sites, potential transport interventions were identified that would accommodate significant proportions of person trips generated by the new housing and mitigate their impact on the existing transport network. The proposed scale of an individual development site has influenced the extent of suggested interventions while focusing on envisaged impact on the adjacent local transport network and also the Key Corridor deemed to be most affected by a particular site.

Table 7 sets out the estimated modal share assigned to the East of Milburn Tower site which reflect the impacts of the site-specific transport interventions considered appropriate and necessary.

*Table 7 - Do Something scenario – estimated adjusted % modal share for East of Milburn Tower site*

<b>Mode</b>	Car Driver +taxi	Car pax	Train Tram	Bus	Cycle	Walk	Other	<b>Total Sustainable</b>
<b>Share</b>	45.0	6.0	11.1	23.4	3.5	9.0	2.0	<b>55.0</b>

The impact analysis results for Scenario 3 – Do Something are shown below. Table 8 shows the cumulative impact, by corridor, for all the sites, whilst Table 9 shows the impact arising from the East of Milburn Tower site.



Table 8: Scenario 3 – Do Something Case – Corridor Impact (All Sites)		CORRIDOR 1 - West Edinburgh		CORRIDOR 2 - South East Edinburgh				CORRIDOR 3 - East Edinburgh		CORRIDOR 4 - North West Edinburgh	CORRIDOR 5 - South West Edinburgh		CORRIDOR 6 - South Edinburgh	CORRIDOR 7 - Orbital Edinburgh	
		A8 Glasgow Road	Stenhouse / Broomhouse	A701 Liberton Road	A772 Gilmerton Road	A7 Old Dalkeith Road	Lasswade Road	A1	A6095	A90 Queensferry Road	A71 Calder Road	A70 Lanark Road	A702 Biggar Road	A720 - Outer orbital	Inner Orbital
Baseline peak hour flow		4,447	1,333	1,500	1,102	1,874	740	5,329	875	3,832	2,000	2,465	1,000	6,265	886
2024/25	Corridor impact - by car (peak car trips) (figures in brackets – previous impact)	1572 (1290)		815				821		482 (452)	408 (212)		0	453 (397)	
2024/25	LDP only	1496	75	276	309	123	107	328	493	482	242	166	0	407	46
	LDP only as % over baseline peak hour flow	33.6%	5.6%	18.4%	28.0%	6.5%	14.4%	6.2%	56.3%	12.6%	12.1%	6.7%	0.0%	6.5%	5.2%
	Background growth 2024/25	89	27	30	22	37	15	533	18	383	40	49	20	627	18
	Committed residential 2024/25	202	25	46	65	14	26	17	26	45	36	54	107	66	9
	LDP only as % over baseline peak hour flow plus background plus committed	31.6%	1.7%	13.5%	26.0%	6.4%	13.7%	5.6%	53.7%	11.3%	11.6%	6.5%	0.0%	5.8%	5.0%
	LDP and committed residential and growth 2024/25	1787	127	352	396	174	148	878	536	910	318	270	127	1099	72
	% over 2011 baseline peak hour flow	40.2%	9.5%	23.5%	35.9%	9.3%	20.0%	16.5%	61.2%	23.8%	15.9%	11.0%	12.7%	17.5%	8.1%

**Table 9: Scenario 3 – Do Something Case – East of Milburn Tower Site Impact**

**NUMBER OF PEAK HOUR TRIPS  
GENERATED**

**FULL FULL FULL FULL FULL FULL FULL FULL FULL**  
 2024/25 2024/25 2024/25 2024/25 2024/25 2024/25 2024/25 2024/25 2024/25

LDP sites	Committed sites in the vicinity of LDP sites			LDP site only			LDP site plus committed sites		
	peak hour daily trips by car	peak hour daily trips by bus	peak hour daily trips by rail	peak hour daily trips by car	peak hour daily trips by bus	peak hour daily trips by rail	peak hour daily trips by car	peak hour daily trips by bus	peak hour daily trips by rail
<b>East of Milburn Tower</b>	0	0	0	564	293	139	564	293	139

## **Results**

Comparison of Table 8 observations with Addendum Table 10:-

- Still noticeable increases in LDP 2024/25 peak period trips on Corridor 1 (West) A8 route. Impact of site would have a minor noticeable impact in 2024/25 against 2011 baseline flows.
- Slight increase in LDP 2024/25 peak period trips on Corridor 4 (North West) but would not be noticeable against 2011 baseline flows.
- Still a major increase in LDP 2024/25 peak period trips on Corridor 5 (South West), particularly on the A71. Probably still noticeable against 2011 baseline flows.
- Noticeable increase in LDP 2024/25 peak period trips on Corridor 7 (Orbital). But not noticeable compared to 2011 baseline flows.

In terms of the East of Milburn Tower site, it is forecast to generate an additional 564 vehicular trips during the 2024/25 one-hour peak period, routing via the A8 Glasgow Road or the A71. This is a reduction from the 739 trips forecast in Scenario 1 and the 714 trips forecast in Scenario 2.

The site would generate a very high level of potential peak period trips (293) by bus, which is likely to be mainly accommodated only as a result of the proposed site-specific intervention of the site being directly served by bus services running within the site. There would also be an increase in trips by rail (mainly to nearby tram stops but also the Gogar Gateway rail station) as a result of site-specific enhanced access.

## **Summary of Demand Analysis**

This report has presented a summary of the appraisal of the envisaged impact of the East of Milburn Tower site being considered as a potential housing site. As was used for the main TA report and subsequent Addendum, the analysis has not extended to the use of transport computer modelling packages but is based on a proportionate and more appropriate 'first principles' analysis to establish the impact on the existing transport network.

The main objective of the appraisal has been to identify transport interventions deemed necessary to support the potential East of Milburn Tower housing site, with a focus on encouraging sustainable travel and reducing use of the private car.

Three scenarios have been assessed:-

1. Baseline (Do Nothing) Scenario;
2. Do Minimum Scenario; and
3. Do Something Scenario.

The results suggest the proposed transport interventions will reduce the detrimental impact of development of this site on the key corridors and routes the site is likely to impact upon, on the basis that they will achieve the suggested mode share targets.

The analysis undertaken suggests the A8 Glasgow Road corridor would still experience potentially noticeable increases in traffic flows that site-specific interventions are unlikely to address sufficiently to avoid increasing existing congestion. This is to be expected, given the proposed scale of the site and its proximity to the A8. Traffic would use the A8 in both directions. After the Gogar Junction, routing is likely to split onto other roads.

The analysis also suggest the East of Milburn Tower site will have a noticeable impact on the A71 corridor. The A71 is accessed from the site via Gogar Station Road. Although this is not considered a main road, it is likely site-generated traffic would use the road as an alternative to the congested A8 corridor and the Gogar Junction.

The analysis estimates the East of Milburn Tower site will see less than 1% impact (48 vehicular trips) against 2011 baseline peak period flows on the A720 City Bypass, although this is unlikely to occur along the full length of the road. However, it should be noted that, as per the Main TA report and subsequent Addendum, it is likely the analysis may have underestimated the numbers of Edinburgh-based vehicular trips that might use various short sections of the Orbital Corridor, which comprises the A720 City Bypass and Inner Orbital Route, to travel between different parts of the city.

It should be remembered that the 2024/25 results assume full build-out for the site.

The main TA report (Section 8.4) considered the impact the new LDP housing sites would have in terms of cross-boundary trips as people travel from the sites to locations outwith Edinburgh. In general, these are minimal impacts, with the most number of new cross-boundary trips coming from (as expected) those larger developments. For the East of Milburn Tower site, peak period impact from cross-boundary traffic is estimated to be in the order of 13 trips, which would have negligible impact on the wider transport network. This also suggests that the majority of the 48 vehicular trips forecast to use the

A720 is generated by traffic travelling between different Edinburgh wards and using the City Bypass as a route option.

Table 10 shows how estimated total modal share by sustainable modes (that is walking, cycling, public transport which includes bus, train and tram, motorcycle and car passenger trips) across the three scenarios that have been applied for the East of Milburn Tower site. It is suggested the figures set out in the Do Something scenario could be used as the starting point for agreeing Travel Plan targets for the site. It should be noted the values are purely estimates/targets at this time and actual achieved figures would need to be monitored.

*Table 10 - Comparison of sustainable modal splits by scenario*

<b>Site</b>	<b>Corridor</b>	Baseline	Do Minimum	Do Something	Do Something over Baseline - change
<b>East of Milburn Tower</b>	<b>SW &amp; W</b>	<b>41.1</b>	<b>43.1</b>	<b>55.0</b>	13.9

The East of Milburn Tower site is forecast to achieve a mode shift change of approximately 14%. Significant mode shift is considered feasible as a result of the relevant proximity of trams, although pedestrian and cycle access to the tram stops would need to be enhanced in order to achieve the potential shift. In addition, bus services that directly served the site by running either internally around or through site should also deliver noticeable mode shift. However, it should be recognised that the recommended site-specific public transport interventions are likely to be expensive to deliver, as would the suggested necessary pedestrian and cycle infrastructure interventions.

## **Assessment of Interventions**

As was used in the main TA report and Addendum, the following criteria have been used to assess potential interventions for the East of Milburn Tower site:-

- 1. To facilitate reliable and convenient access to the city and movement within it, in particular by reducing congestion.
- 2. To reduce the need to travel, especially by car.
- 3. To reduce the adverse impacts of travel, including road accidents and environmental damage.
- 4. Promote walking and cycling to reduce use of the private car.
- 5. Integrated public transport to provide for all medium and longer distance movement demands to, from and around Edinburgh.

In addition to the above five criteria, the interventions have also been considered in terms of technical delivery, which considers how difficult implementation might be and if there are any particular relevant issues that might influence implementation of the proposed intervention. This additional criterion also takes account of the standard tests for a planning condition – (i) necessary, (ii) relevant, (iii) enforceable, (iv) precise and (v) reasonable, as it envisaged that developers may be expected to fund some of the proposed interventions and contribute to others.

For all six criteria, the appraisal scoring has been based on following:-

- +3 major compliance with the criteria
- +2 moderate compliance with the criteria
- +1 minor compliance with the criteria
- 0 neutral performance against the criteria
- -1 minor conflict with the criteria
- -2 moderate conflict with the criteria
- -3 major conflict with the criteria

For the Technical Delivery criterion, scoring is undertaken but supported with text as this criterion is considered to be more subjective and, therefore, more difficult to score.

Table 11 sets out the appraisal scoring for the East of Milburn Tower.

Table 11: Proposed Interventions Assessment

Corridor	Site	Interventions proposed	Reduce congestion	Reduce travel by car	Reduce adverse impacts of travel	Promote walking and cycling	Integrated public transport	Technical delivery	Apply - Yes/No
1 West & 5 South West	East of Milburn Tower 1,320 units	Public transport – upgrade existing bus stops on Gordon’s Way. Review condition of existing bus stops on A8 adjacent to site and upgrade in agreement with CEC.	+0	+1	+1	+1	+1	+2 Not complicated Need agreement with Edinburgh Park as Gordon’s Way is a private road	Yes
		Public transport – Option 1 - extend bus services to run internally around site – essential to achieve reasonable PT mode share	+1	+1	+1	+1	+2	-3 Need operator agreement Cost implication – almost certainly need initial pump-priming	Yes
		Public transport – Option 2 – extend bus services to run through site – essential to achieve high PT mode share (requires bridge under/over of A720)	+2	+2	+2	+1	+3	-3 Need operator agreement Cost implication – may need pump-priming Requires suitable vehicular access across A720 (see below)	Yes (as alternative to Option 1)

Table 11: Proposed Interventions Assessment

Corridor	Site	Interventions proposed	Reduce congestion	Reduce travel by car	Reduce adverse impacts of travel	Promote walking and cycling	Integrated public transport	Technical delivery	Apply - Yes/No
		Public transport – Option 3 – shuttle bus service between bus and key locations – essential to achieve high PT mode share	+3	+2	+1	+1	+3	-3 Need operator Cost implication – likely to require operating subsidy Should have single fare structure	No (unless alternative to Option 1 or 2)
		Active travel – high quality pedestrian/cycle routes within site – linking with suitable exit points on site boundary	+1	+1	+1	+1	0	+3 Not complicated as within site	Yes
		Active travel – upgrade existing north A720 underpass vehicular/footpath/cycle track into Edinburgh Park on east side of site, providing some access to tram stop and bus stops (but note long walk and low personal security)	+1	+1	0	+1	+1	+2 Not complicated if not enhancing vehicular access of existing underpass (Personal and Road safety)	Yes



Table 11: Proposed Interventions Assessment

Corridor	Site	Interventions proposed	Reduce congestion	Reduce travel by car	Reduce adverse impacts of travel	Promote walking and cycling	Integrated public transport	Technical delivery	Apply - Yes/No
		Active travel – upgrade existing south A720 underpass footpath/cycle track into Edinburgh Park on east side of site (but note long walk and poor personal security)	+1	+1	0	+1	+1	-3 Major technical challenge to enhance existing underpass structure. River culvert (Personal safety)	Yes
		Active travel – provide new pedestrian/cycle overbridge or underpass to cross A720, to give direct link to Edinburgh Park tram stop	+3	+2	+1	+3	+1	-3 Major structure required Transport Scotland & Edinburgh Park agreements required Visual impact	Yes
		Active travel – upgrade existing pedestrian/cycle route in south east corner of site, to east section of Gogar Station Road. May require new/upgraded rail bridge. Provide new footway on this section of Gogar Station Road	0	+1	+1	+2	0	-2 Not complicated for section within site. New footway may require 3 <sup>rd</sup> party land (Road safety)	Yes

Table 11: Proposed Interventions Assessment

Corridor	Site	Interventions proposed	Reduce congestion	Reduce travel by car	Reduce adverse impacts of travel	Promote walking and cycling	Integrated public transport	Technical delivery	Apply - Yes/No
		Active travel – contribute to improvements of external pedestrian/cycle routes adjacent to site, as agreed with CEC	+2	+2	+1	+3	+1	-1 Cost implication (Highly desirable to help achieve PT mode share)	Yes
		Travel Plan – implement travel plan (agreed MST, monitoring, soft & hard measures)	+2	+2	+1	+2	+1	+1 Potential future measures have cost implications.	Yes
		Road improvements – use of RBS access road	+1	-1	0	0	+1	-1 May need some road layout adjustments and signage and road markings Need RBS agreement as currently private road and not adopted	Yes

Table 11: Proposed Interventions Assessment

Corridor	Site	Interventions proposed	Reduce congestion	Reduce travel by car	Reduce adverse impacts of travel	Promote walking and cycling	Integrated public transport	Technical delivery	Apply - Yes/No
		Road improvements – provide enhanced vehicular access across A720 to accommodate public transport, walking and cycling only – new underpass or overbridge	+3	+2	+1	+3	+2	-3 Major technical challenge High cost Transport Scotland & Edinburgh Park agreements required	Yes
		Road improvements – widen existing narrow bridge structure on Gogar Station Road to south of RBS, currently with traffic signals, to improve pedestrian and cycle facilities.	+1	0	+1	+1	+1	-2 May require 3 <sup>rd</sup> party land Existing access junction (Road safety)	Yes
		Road improvements – widen existing railway bridge on Gogar Station Road to accommodate pedestrians and cyclists	+1	0	+1	+1	+1	-3 Technical challenge with rail line (Significant cost) (Road safety)	Yes
		Road improvements – widen existing narrow section of Gogar Station Road to south of Daltons to better accommodate pedestrians and cyclists	+1	0	+1	+1	0	-2 Requires 3 <sup>rd</sup> party land (Road safety)	Yes

Table 11: Proposed Interventions Assessment

Corridor	Site	Interventions proposed	Reduce congestion	Reduce travel by car	Reduce adverse impacts of travel	Promote walking and cycling	Integrated public transport	Technical delivery	Apply - Yes/No
		Road improvements – provide vehicular access to site using east section of Gogar Station Road (Provide together with improved pedestrian/cycle access)	+1	-1	+1	+1	0	+1 Not complicated if land in control of developer and existing road still public Road safety	Yes
		Road improvements – provide Gogar Junction enhancement scheme	+2	-1	0	0	+1	-3 Cost implication Scale of impact Other developments	No
		Road improvements – help provide Gogar Junction enhancement scheme	+2	-1	0	0	+1	+1 Reduced cost implication (contribution) Relevant	Yes

## **East of Milburn Tower Site Summary Sheet**

Following the interventions appraisal, a summary sheet has been prepared for the East of Milburn Tower site, as was prepared for the other sites considered in the main TA report and Addendum. The summary sheet contains the following information:-

- Site number, site name and suggested unit capacity;
- Key Route Corridor(s);
- Any relevant committed transport intervention;
- Commentary on vehicular site access; and
- The recommended site-specific interventions, under separate headings (public transport, active travel, travel plan and road improvements).

The East of Milburn Tower summary sheet is set out below. It is considered that the recommended interventions are appropriate for this site and will mitigate significant proportions of the new generated development trips and encourage travel by sustainable modes of travel.

Figure 2 summaries where the mitigation measures are required in relation to the site.

**Site Name: East of Milburn Tower**

Capacity: 1,320 units

(Note: may be developed as part of a larger site, but currently assessed on its own merits)

Route Corridor: 1 - West Edinburgh and 5 South West Edinburgh

Relevant Committed Interventions:

- (i) City-wide ATAP measures – minor impact
  - (ii) Edinburgh Gateway train/tram interchange at Gogar – minor impact (PT users)
  - (iii) Edinburgh trams (Airport to City Centre) – medium impact in absence of further improvements (PT users)
  - (iv) Hermiston P&R extension – minor impact
  - (v) WETA Active Travel measures – minor impact
  - (vi) Gogar Junction capacity enhancements (initial) – minor impact
  - (vii) Newbridge Junction capacity enhancements – minor impact
- 

1 Vehicular Access

- (a) Access from Gogar Station Road along east boundary of site – number of accesses required
- (b) Potential use of RBS access road (likely to require some upgrading)
- (c) Potential access from east section of Gogar Station Road at south east corner of site
- (d) Consider bus only access across A720 City Bypass to Edinburgh Park

2 Public Transport

Bus

(a) Bus infrastructure – upgrade existing facilities on Gordon’s Way (need Edinburgh Park agreement, as private road). Review existing bus stops on A8 adjacent to site and upgrade in agreement with CEC, as deemed necessary.

(b) Bus services to serve site, with associated bus stop infrastructure – three potential options (constraint – agreeing existing service(s) to alter current route to serve site or seeking new commercial services

- Option 1 – extend bus services from RBS access road to run internally around site
  - Option 2 – provide arrangement allowing bus services to run through site from RBS access road into Edinburgh Park (may require upgraded vehicular access under/over the A720)
  - Option 3 – provide shuttle bus service between site and key locations (this option should only be considered if Option 1 or 2 were not provided)
-

## Train

- (a) Enhance pedestrian/cycle links with train/tram interchange at Edinburgh Gateway – potential major PT facility
- (b) Enhance pedestrian/cycle link with Edinburgh Park Station (train and tram)

## Tram

- (a) Pedestrian/cycle links with tram stop at Edinburgh Park – significant PT facility
- (b) Pedestrian/cycle link with tram stop at Gogarburn

## 3 Active Travel

- (a) High quality pedestrian and cycle routes within site, to link to suitable exit points around site boundary
- (b) Improve existing north A720 underpass connecting site into Edinburgh Park
- (c) Improve existing south A720 underpass connecting site into Edinburgh Park
- (d) provide new pedestrian/cycle overbridge to cross A720 to provide direct access link to Edinburgh Park tram stop
- (e) upgrade pedestrian/cycle access on east section of Gogar Station Road from south east corner of site
- (f) Measures to ensure safe cycling/walking along Gogar station Road including upgrading existing narrow sections of Gogar Station Road
- (g) Contribute to improved pedestrian/cycle links to key surrounding locations, including Edinburgh Gateway train/tram interchange, Gogarburn tram stop and other routes, as agreed with the Council

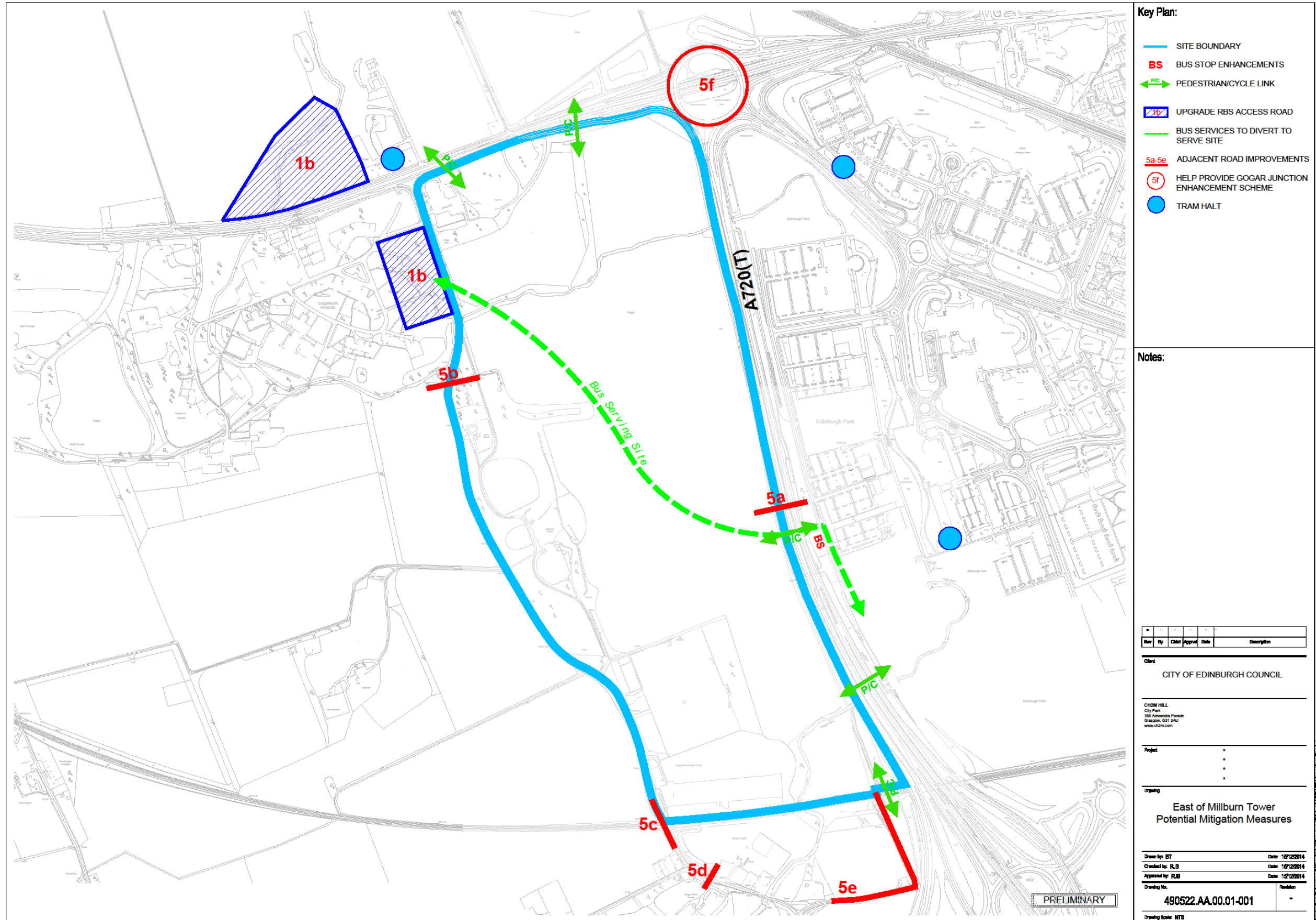
## 4 Travel Plan

- (a) Implement residential travel plan, with agreed mode share targets, monitoring regime and potential additional mitigation measures.

## 5 Road Improvements

- (a) Provide enhanced vehicular access across A720 from site into Edinburgh Park (likely to restrict to buses, cyclists and pedestrians)
  - (b) Widen existing road at narrow bridge on Gogar Station South immediately south of RBS site
  - (c) Widen existing railway bridge on Gogar Station Road
  - (d) Widen existing narrow section of Gogar Station Road near Daltons site
  - (e) Upgrade existing east section of Gogar Station Road to link with new south east vehicular access to site
  - (f) Help provide Gogar Junction enhancement scheme
-

Figure 2: Proposed Mitigation Measures





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## Edinburgh Local Development Plan

### East of Millburn Tower Education Infrastructure Appraisal

January 2015

#### **Pupil Generation**

1. Table 1 shows the estimated pupil generation for the East of Millburn Tower Site based on the pupil generation ratios used for the Education Infrastructure Appraisal prepared for the Second Proposed Local Development Plan (LDP) in June 2014. It takes as its input a notional upper housing capacity of 1,540, minus 50 units to allow 2ha of land to be safeguarded for a primary school.

**Table 1: Estimated Pupils from East of Millburn Tower housing site**

	Higher End Capacity	House/Flat Ratio	ND primary school pupils	RC primary school pupils	ND secondary school pupils	RC secondary school pupils
East of Millburn Tower	1490	80/20	388	60	254	45

#### **Primary School Provision**

2. It is anticipated that approximately 388 additional non-denominational pupils and 60 RC pupils will be generated from this housing site.

#### Non-Denominational Primary School Provision

3. The site is currently covered by 3 Non-Denominational (ND) primary school catchment areas being Corstorphine Primary School to the North, Hillwood Primary School for the middle section of the site and Currie Primary School to the south. All of these schools have been subject to rising rolls or will require additional capacity due to the existing sites in the second proposed LDP. The location of the East of Millburn tower site also results in the pedestrian routes from the site being extremely limited as it is surrounded by major roads and motorways. Therefore, the only suitable education infrastructure to cater for the significant ND primary school pupil generation from this site would be a new 14 class double stream school. Catchment changes to the existing school catchment areas would be required to create a catchment area for the new school.

#### Denominational Primary School Provision

4. St Cuthbert's RC Primary School is the denominational primary school that serves most of the site with a small part to the north of the site in Fox Covert RC Primary School's catchment. The existing actions associated with the second proposed LDP include an action for a 2-class extension to Fox Covert RC Primary School. A similar 2-class extension to St Cuthbert's would therefore also be recommended as a result of this development.

## **Secondary School Provision**

5. It is estimated that 254 non-denominational and 45 RC secondary school pupils will be generated from this housing site.
6. The majority of the proposed new housing site lies within the current Craigmount High School catchment area and the southern part of the site lies within the Currie High School site. Both of these schools are expected to fill up to capacity or beyond as a result of rising rolls, committed development and all the other proposed developments in the LDP. The whole site lies within the St Augustine's RC High School catchment area which again is predicted to be at capacity in the future for the same reasons.
7. Within the Education Infrastructure Appraisal associated with the LDP, contributions based on the new capacity required for both ND and RC pupil generation were identified based on the cost of providing the recommend m<sup>2</sup> per pupil. It was also identified that for the ND sector a feasibility study, to determine where best to provide the new capacity, would be required. If actions for this housing site require to be added to the action programme then the same approach would be adopted.

## **Summary**

8. In summary, the education infrastructure required for the East of Millburn Tower site, which would be in addition the infrastructure required for all the other development already included in the second proposed LDP, would be:
  - A new double stream 14 class primary school (with a fully remediated and serviced site for its delivery)
  - A 2 class extension at St Cuthbert's RC Primary School
  - Additional ND High School capacity for 254 pupils with a feasibility study required to determine the best location for its delivery
  - Additional RC High School capacity for 45 pupils at St Augustine's RC High School
9. If this site were to be allocated in the LDP, these actions should be added to the West Edinburgh Cumulative Assessment area within the LDP Action Programme. The boundaries for this assessment area should be reworked to ensure the full development site is included and at the point where the action programme requires to be updated the estimated cost of the infrastructure based on the best market intelligence would be made available.