

## **Supplementary Guidance Strategic Framework for Green Network Consultation Draft**

February 2019





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## 1 SESplan and the Strategic Development Plan

### SESplan and the Strategic Development Plan

**1.1** SESplan is the Strategic Development Planning Authority for the Edinburgh and South East Scotland region. The region covers the six member authority areas of the City of Edinburgh, East Lothian, Midlothian, West Lothian, the Scottish Borders and the southern half of Fife. The member authorities work in partnership through SESplan to prepare the Strategic Development Plan for the area.



**1.2** A Strategic Development Plan is a statutory planning document which is prepared or updated every five years and covers a twenty year time period. It communicates strategic level and cross-boundary planning policy, and applies national policy and guidance from the Scottish Government. It is used to inform the Local Development Plans prepared by each of the member authorities in the region.

**1.3** The second Strategic Development Plan for Edinburgh and South East Scotland was published for comments in October 2016. Following consideration of the comments received, SESplan submitted the Plan to the Scottish Government for independent examination in June 2017. The report of that examination was published in July 2018. Scottish Ministers are currently considering that report and will either approve the second Strategic Development Plan, approve it with modifications or reject it.

## Strategic Development Plan Supplementary Guidance 2

## Strategic Development Plan Supplementary Guidance

**2.1** This document forms the Strategic Framework for the Edinburgh & East and Edinburgh & West Cross-boundary Green Network Priority Areas. In preparing and publishing this Framework, SESplan are taking forward the requirement set out within Chapter 5 of the second Strategic Development Plan that green network guidance will be prepared for the cross boundary Green Network Priority Areas (Edinburgh & East and Edinburgh & West) and that that guidance will be approved within one year of the approval of the second Strategic Development Plan.

**2.2** This guidance has been prepared under Section 22 of the Planning etc. (Scotland) Act 2006 and once approved will form part of the statutory development plan.

## 3 Have Your Say

### Have Your Say

**3.1** We are inviting comments, known as representations, to be made on this draft guidance. Representations should seek to identify and explain any changes you consider should be made to the content of this Framework. Representations can be submitted through the [SESplan Consultation Portal](#) over an eight week period (12th February to 10th April 2019). Further details on how to submit a representation can also be found on the [SESplan website](#).

**3.2** Following completion of the publication period, SESplan will consider the representations and decide if any of them warrant modifications to the Strategic Framework. SESplan will then submit the Framework to Scottish Government for approval as supplementary guidance to the second Strategic Development Plan.

**3.3** The draft Strategic Framework can be viewed on the [SESplan website](#), in public libraries and at local planning authority offices. For more information please contact us at [contactus@sesplan.gov.uk](mailto:contactus@sesplan.gov.uk) or telephone Emma Hay at Midlothian Council on 0131 270 6753.

**3.4** To keep up to date you can sign up to our mailing list via the [SESplan website](#), follow us on [Twitter](#) or like us on [Facebook](#).

## What is the Green Network? 4

**What is the Green Network?**

**4.1** As set out in the second Strategic Development Plan, green networks are connected areas of green and blue infrastructure. Well designed, multi-functional green networks are a fundamental component of successful places providing a range of benefits: improving quality of place, providing opportunities for biodiversity, to get outdoors and lead healthier lives including safe and pleasant walking and cycling, strengthening landscape character and improving vacant and derelict land.

**4.2** Both the National Planning Framework and Scottish Planning Policy set out a strong policy context for green infrastructure within city regions emphasising the scope to deliver multiple benefits, improved quality of life, sustainability and resilience. The Central Scotland Green Network (a long term project working across the central belt of Scotland to restore and improve the urban and rural landscape) is identified in National Planning Framework 3 as a national development.

**4.3** The vision for the Central Scotland Green Network is that by 2050 *'Central Scotland has been transformed into the place where the environment adds value to the economy and*

*where people's lives are enriched by its quality.'* This vision is underpinned by ten principles:

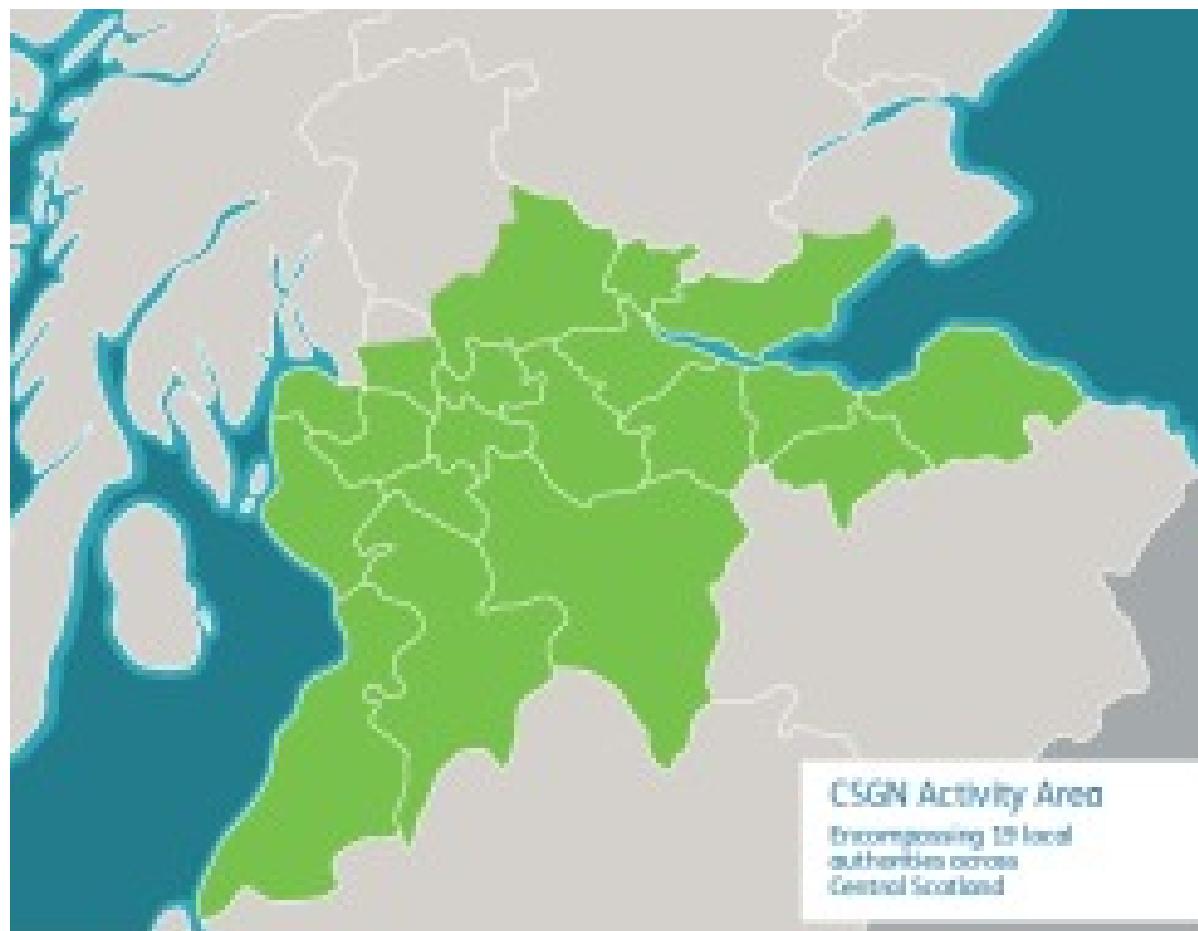
- grounded in nature;
- at scale;
- regenerative;
- life enhancing;
- connected
- functional and resilient;
- locally distinctive and respectful of the past;
- harnessing the potential of development;
- beyond carbon neutral; and
- adding value.

**4.4** The City of Edinburgh, East Lothian and Midlothian member authorities have all signed a concordat with the Central Scotland Green Network Trust to support green network improvements.

**4.5** The Scottish Forest Strategy 2006 also includes the ambitious target of expanding national woodland cover from 17 to 25% by the second half of the century. The [Edinburgh and Lothians Forestry and Woodland Strategy](#) sets out how the national Scottish Forest Strategy can be delivered, identifying areas for woodland expansion across Edinburgh, West Lothian, East Lothian and Midlothian.

## 4 What is the Green Network?

**Figure 4.1 Central Scotland Green Network**





## The Strategic Development Plan and the Green Network 5

### The Strategic Development Plan and the Green Network

**5.1** The vision for the South East Scotland city region set out within the second Strategic Development Plan is that by 2038, *'sustainable growth has been achieved by carefully managing those assets that provide the most benefits and by making well designed, successful places where people can thrive.....more people are cycling and walking to work.....and the region remains an outstanding place to live, work and visit.'* To deliver this vision, the spatial strategy for the city region directs most growth in and around Edinburgh and in long term growth corridors. This strategy will help to minimise commuting by car, reduce transport related carbon emissions and make best use of existing infrastructure.

**5.2** Placemaking over the next twenty years is a key element of the strategy. Good places play a fundamental role in attracting investment and supporting economic growth, promoting healthy lifestyles and providing a sense of identity and community. Of particular relevance to this guidance are the following principles:<sup>(1)</sup>

#### Distinctive

- Areas within and outside existing and proposed settlements that are important for maintaining their character, townscape, landscape setting and distinctive identity should be protected and enhanced, particularly where they are needed to prevent the coalescence of settlements.

#### Safe and Pleasant

- It should be easy for people to access green / open space, including places where they can enjoy nature.
- Developments should be located within a network of green and blue infrastructure that provides a pleasant outlook for the people living and working there.

#### Adaptable

- Green networks should be multi-functional. They should comprise infrastructure that provides a range of benefits and can be adapted and enhanced depending on the local need for growing spaces, play spaces,

natural spaces, public parks, sustainable drainage and the need to adapt to climate change.

#### Easy to Move Around

- There should be good walking and cycling networks close to where people live, providing safe and convenient access to local facilities and to public transport stops.

**5.3** The approach to green networks is set out within Chapter 5 of the second Strategic Development Plan. This position is underpinned by the analysis and research compiled within the [Green Network Technical Note](#) published alongside the Plan in October 2016. Discussions with member authorities and other stakeholders throughout the preparation of the Technical Note identified the benefits of a strong thematic approach. Development of the following themes was seen to offer a useful means of more simply communicating the priorities for the green network. The nine themes build on the relevant national context set by the National Planning Framework and Scottish Planning Policy.

1 Table 3.1 of the second Strategic Development Plan (Placemaking Principles)

## 5 The Strategic Development Plan and the Green Network

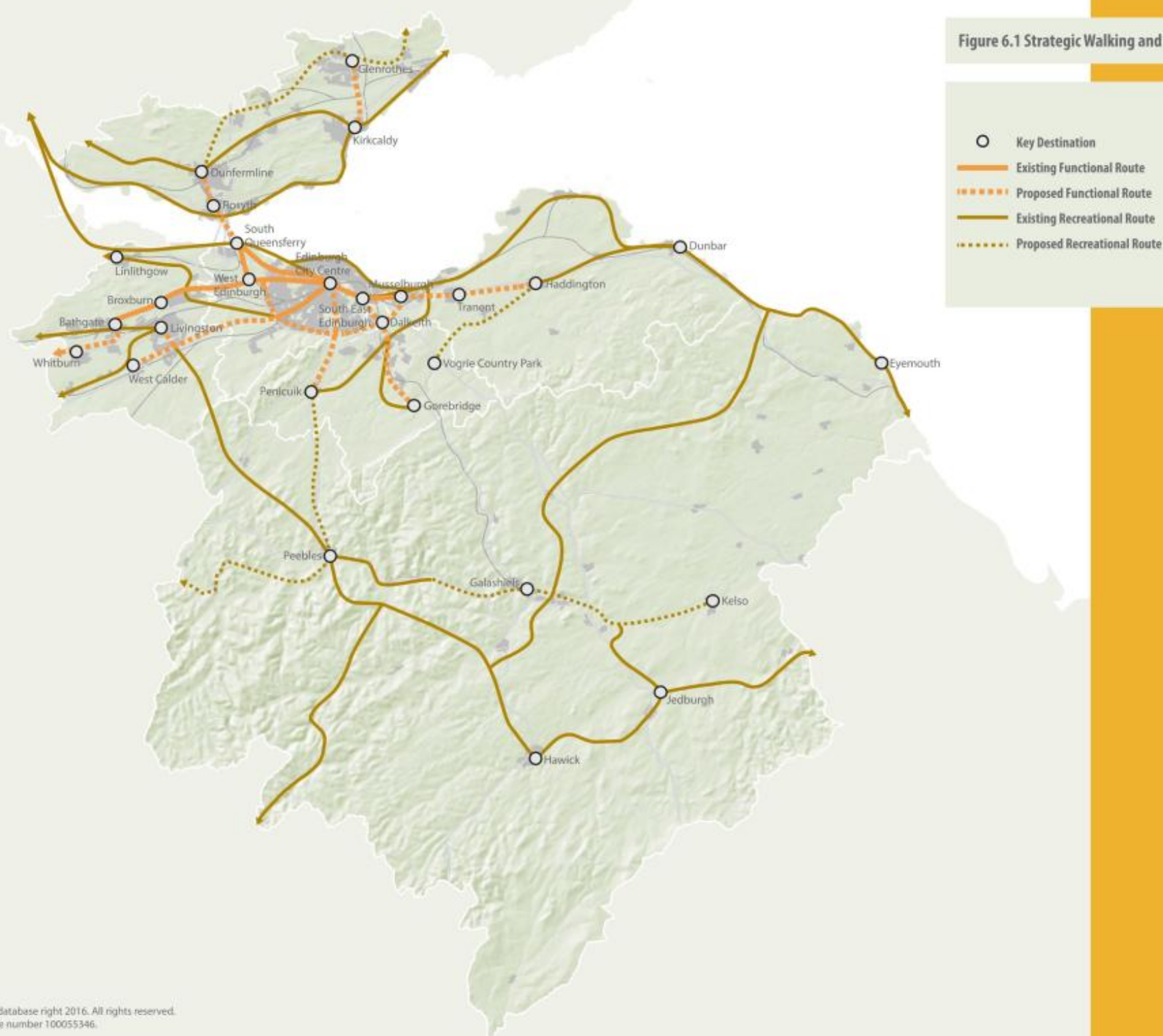
**Figure 4 Green Network Themes**

|   |   |
|---|---|
|    | <b>Improving quality of place</b><br><i>providing attractive and well integrated green networks close to existing and proposed communities</i>                                      |
|    | <b>Attracting inward investment</b><br><i>supporting the delivery of new business areas and improving the attractiveness of existing ones</i>                                       |
|    | <b>Enabling climate change adaptation</b><br><i>helping urban and rural areas adapt to flooding and extreme weather events</i>  |
|    | <b>Providing for higher levels of active travel</b><br><i>developing the walking and cycling network</i>  |
|    | <b>Facilitating people to lead healthier lives</b><br><i>enabling people to increase their activity levels by providing spaces for sport, recreation, play or community growing</i> |
|    | <b>Enabling bio-diversity to flourish</b><br><i>creating, enhancing and connecting sites for wildlife</i>   |
|   | <b>Strengthening landscape character</b><br><i>improving the existing character and quality of landscapes, including those designated as Special Landscape Areas</i>                |
|  | <b>Improving vacant and derelict land</b><br><i>enhancing environmental quality and enabling new uses for vacant and derelict land (VDL)</i>  |
|  | <b>Delivering action in disadvantaged communities</b><br><i>Addressing open space inequalities and maximising community and health benefits</i>                                     |

## The Strategic Development Plan and the Green Network 5

**5.4** Improving connectivity is also a key part of the overall SDP strategy for the next twenty years. Active travel routes are critical elements of the green network, with better cycling and walking networks making the region an easier place to do business and a better place to live. Figure 6.1 and paragraphs 6.4 and 6.8 of the second Strategic Development Plan direct Member Authorities to safeguard local routes with all developments to also include good access to walking and cycling networks. Major upgrades to walking and cycling infrastructure is needed to encourage more people to leave their car at home for journeys into and out of Edinburgh. Figure 6.1 is shown on the following page.

Figure 6.1 Strategic Walking and Cycling Routes



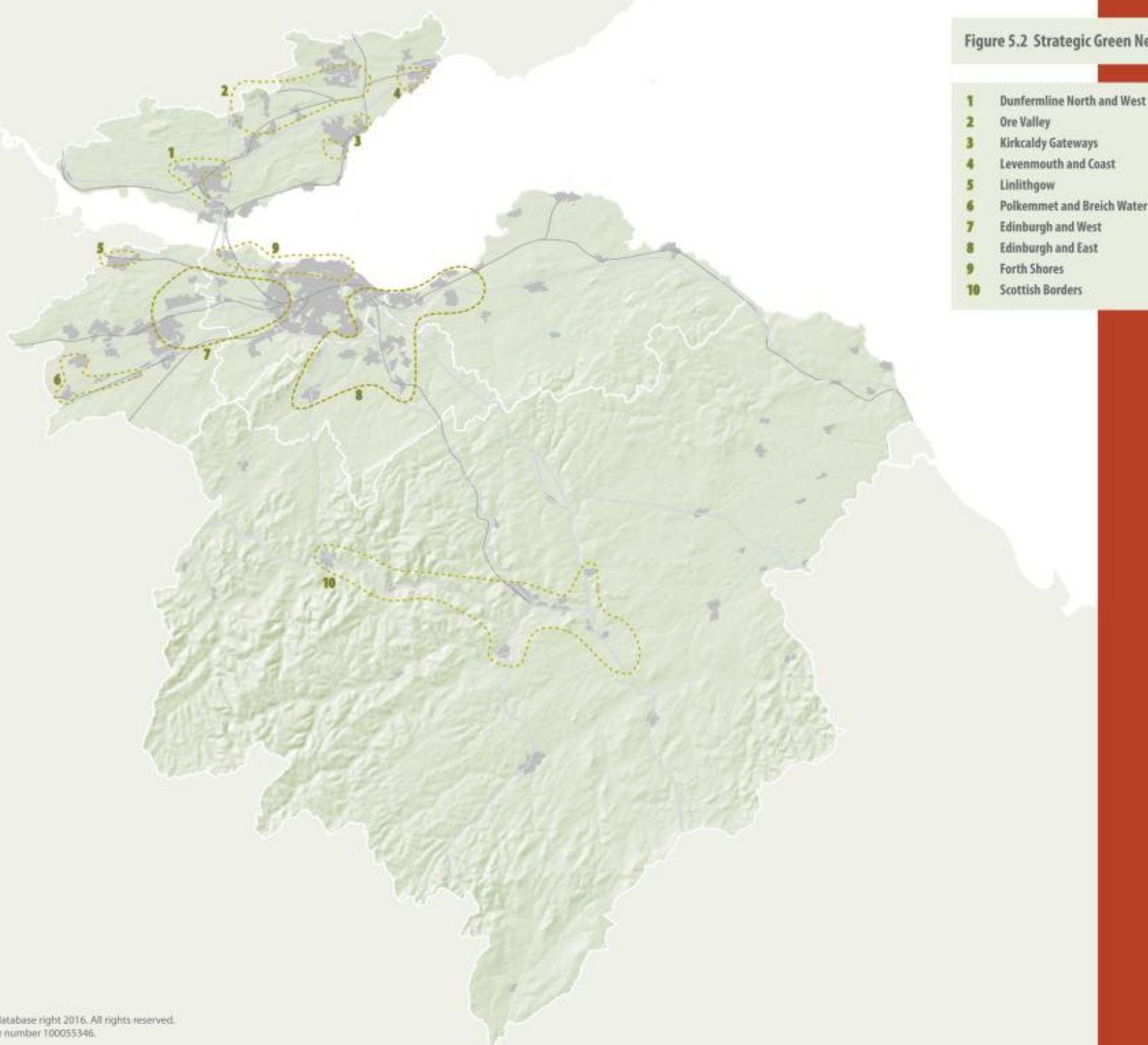
## Strategic Green Network Framework 6

## Strategic Green Network Framework

**6.1** Building on the work done to inform the Green Network Technical Note and recognising the importance of the green network to creating good places and delivery of the spatial strategy, Figure 5.2 of the Strategic Development Plan identifies two cross boundary Green Network Priority Areas and eight additional Green Network Priority Areas. These areas have been identified as they indicate broad areas of greatest strategic importance for the green network. They also represent a significant component of the Central Scotland Green Network. Figure 5.2 is shown on the following page.



Figure 5.2 Strategic Green Network Priority Areas



## Strategic Green Network Framework 6

**6.2** This guidance relates to the two cross boundary Green Network Priority Areas - Edinburgh & East and Edinburgh & West. Member authorities have committed to preparing non-statutory frameworks for the other priority areas.

**6.3** The approach encouraged within the Plan is to ensure that strategic green network infrastructure is maintained, connected and prioritised ensuring multiple benefits.

**6.4** The City of Edinburgh, Midlothian and East Lothian across the east of Edinburgh and City of Edinburgh and West Lothian to the west of Edinburgh will continue to work together to take a plan-led approach to supporting the ongoing development and establishment of the strategic green network, enhancing key green infrastructure. The key priority to the East is removing the barriers to active travel including walking and cycling along the Edinburgh City Bypass and upgrading existing cycle routes along the A199 to a continuous strategic route providing linkages between East Lothian and the City. To the West, the priority is to enhance placemaking and landscape character at and around settlement gateways and to recognise the value of green infrastructure within and beyond the green belt.

**6.5** The Green Network Technical Note sets out summary statements for both the Edinburgh & East and Edinburgh & West priority areas. These are included as Appendix 1 and set out objectives across the nine green network themes. These statements are the result of extensive engagement with the SESplan member authorities and key agencies throughout the preparation of the second Strategic Development Plan.

## 6 Strategic Green Network Framework

**6.6** Local Development Plans will identify and safeguard those elements of the green network within the Edinburgh & East and Edinburgh & West Cross Boundary Green Network Priority Areas which provide, or have the potential to provide the greatest benefits for people and nature as highlighted below and on Figure 5 and 6.

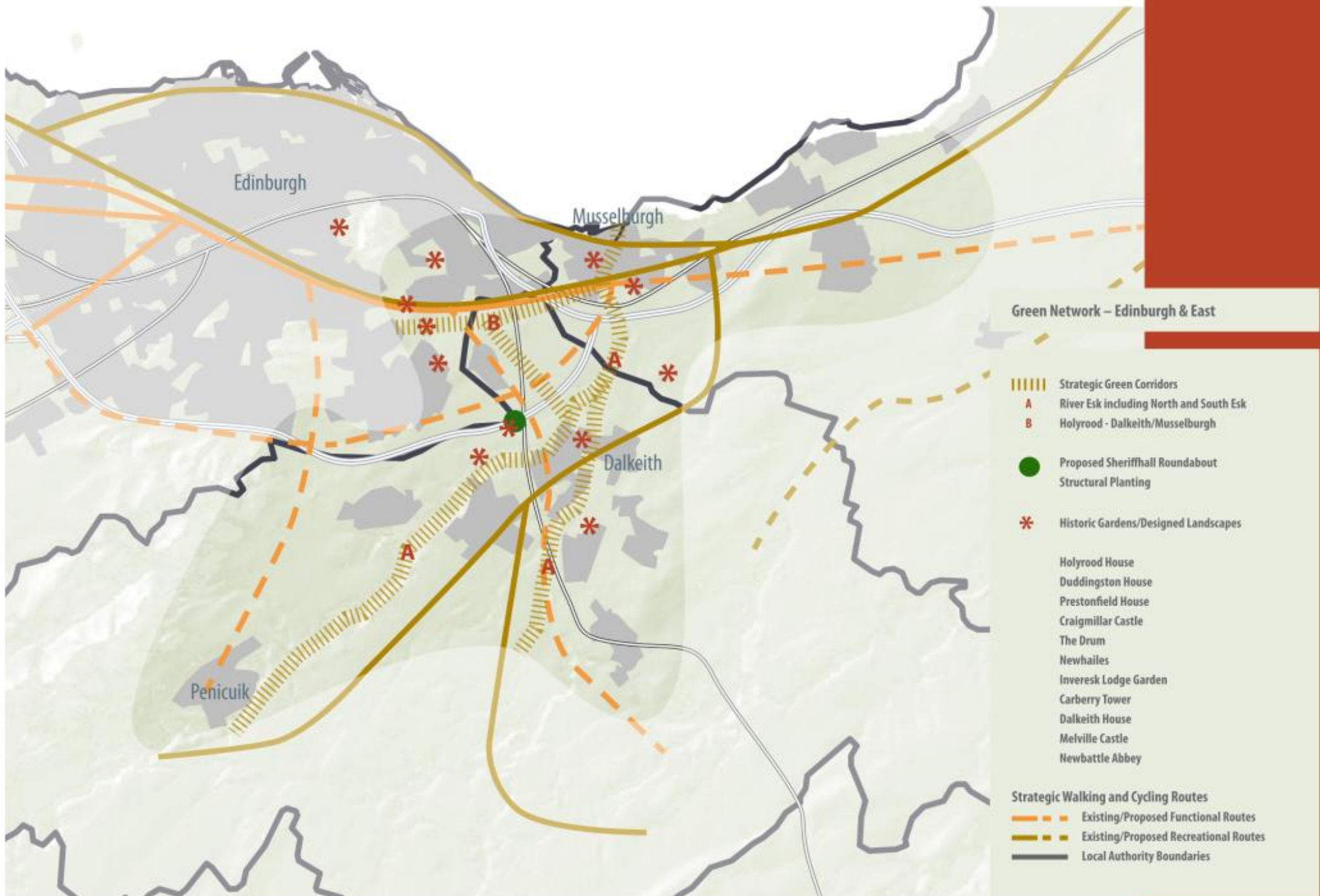
**6.7** SESplan member authorities will ensure that strategic enhancements to green networks and the walking and cycling network are considered when preparing Local Development Plans, including in the identification and allocation of sites and when making planning decisions.

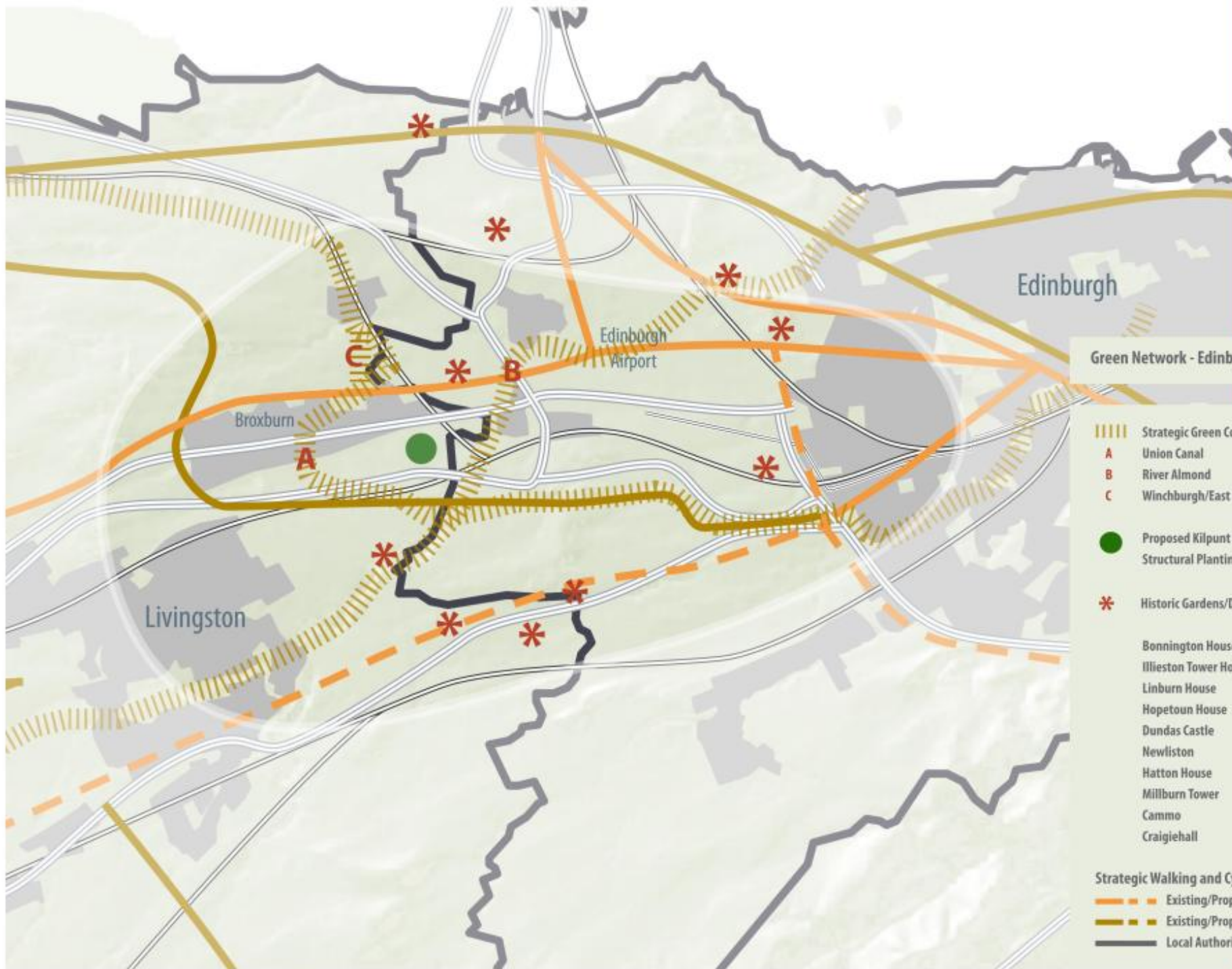
**6.8** Development should take account of and contribute to the benefits set out at paragraph 5.18 of the second Strategic Development Plan. The priorities for action are:

- Safeguarding strategic green corridors along the River Esk (including the North Esk and South Esk rivers) and River Almond;
- Safeguarding recreational and active travel routes along the Union Canal including linkages to the River Almond, Almondell Country Park and Linn Aqueduct;
- Safeguarding a strategic green corridor to the south east of Edinburgh connecting Holyrood Park, Dalkeith, Musselburgh and Little France providing for enhanced landscape character, open space, active travel and habitat connections;
- Encouraging woodland creation, structural planting and landscape improvements along major transport corridors and at strategic road junctions including the Edinburgh City Bypass and Sheriffhall Roundabout and the proposed Kilpunt Park and Ride facility to the east of Broxburn and west of the M9 along the A89;
- Utilising the Central Scotland Green Network pilot mapping exercise to address gaps in habitat networks, focusing initially on improving linkages between country house landscapes and designated historic Gardens and Designed Landscapes;
- Protecting the green corridor between Winchburgh and East Broxburn with preparation of a management plan for the Bings to the north of Broxburn including identification of an associated paths network and establishment of the 'Heritage Park' proposal; and
- Safeguarding, creating and enhancing strategic walking and cycling routes: Edinburgh - Gorebridge, A1 / A199, Edinburgh Orbital Route, River Esk Path, Musselburgh - Penicuik, A89 / A8, A71, Union Canal (Great Train NCN 754), Cross Borders Drove Road (Great Trail)

**6.9** SESplan Member Authorities will continue to work in partnership with key agencies including Scottish Natural Heritage, Lothian and Fife Green Network Partnership, Central Scotland Green Network Trust and the Edinburgh and Lothians Greenspace Trust in the preparation of Local Development Plans and in making planning decisions. Feasibility studies will be taken forward where appropriate to allow outline specifications to be prepared and costs to be identified for discussions with landowners and applications for grant funding to be explored to further the delivery of green network improvements across the Edinburgh & East and Edinburgh & West Green Network Priority Areas.







### Green Network - Edinburgh & West

Strategic Green Corridors

- A Union Canal
- B River Almond
- C Winchburgh/East Broxburn

Proposed Kilpunt Park & Ride  
Structural Planting

Historic Gardens/Designed Landscapes

- Bonnington House
- Illieston Tower House
- Linburn House
- Hopetoun House
- Dundas Castle
- Newliston
- Hatton House
- Millburn Tower
- Cammo
- Craigiehall

### Strategic Walking and Cycling Routes


- Existing/Proposed Functional Routes
- Existing/Proposed Recreational Routes
- Local Authority Boundaries

Appendix 1



|   |  |  |   |
|---|--|--|---|
| <b>Area/Project:</b>  | <b>7a. Broxburn Area and surrounds including Uphall, Winchburgh and A8 corridor west of Newbridge</b>  |  |   |
| <b>Background Context:</b>  | <ul style="list-style-type: none"> <li>Centres on East Broxburn Core Development Area (CDA), with allocations for approx. 2,000 new houses; and includes Winchburgh CDA with allocations for approx. 3,450 and smaller allocations in surrounding settlements</li> <li>Includes Scheduled Ancient Monuments of Greendykes and Faucheldean Bings, and the Union Canal. Niddry Bing is currently being worked</li> </ul> |  |   |
|   | <b>SES PLAN Green Network Themes</b>   | <b>Objectives and Priorities</b>   |   |
|    | <b>Improving quality of place</b><br><i>providing attractive and well integrated green networks close to existing and proposed communities</i>   | Area of significant change, with a number of new and proposed major developments. Establishing and maintaining a sense of place will be highly important moving forward.   |    |
|    | <b>Attracting inward investment</b><br><i>supporting the delivery of new business areas and improving the attractiveness of existing ones</i>  | Makes an important contribution to the gateway and interface between West Lothian and the city, development will be important in shaping impressions of West Lothian and the wider city region   |    |
|    | <b>Enabling climate change adaptation</b><br><i>helping urban and rural areas adapt to flooding and extreme weather events</i>   | Includes the Brox and Niddry Burns and tributaries. Water management a key issue for new developments and green network enhancements. Scope to alleviate flood risk should be considered.  |    |
|    | <b>Providing for higher levels of active travel</b><br><i>developing the walking and cycling network</i>   | Existing walking and cycling route network includes Union Canal, and east-west cycle route along the A89/A8. Gaps to address. High quality walking and cycling routes through development and to the town centre needed, alongside links between settlements.  |    |
|    | <b>Facilitating people to lead healthier lives</b><br><i>enabling people to increase their activity levels by providing spaces for sport, recreation, play or community growing</i>  | This is a key issue to address within the design of new areas of housing. Opportunities to better link assets and enhance recreational value of Faucheldean and Greendykes Bings, as part of a connected and multi-functional green network should be further explored.  |    |
|    | <b>Enabling bio-diversity to flourish</b><br><i>creating, enhancing and connecting sites for wildlife</i>  | Industrial legacy and intensive agriculture have fragmented habitat connectivity and quality in places, but a good framework remains, which could be enhanced. The scheduled bings are of important habitat value, with likely potential to develop and enhance.   |    |
|   | <b>Strengthening landscape character</b><br><i>improving the existing character and quality of landscapes, including those designated as Special Landscape Areas</i>   | Landscape character well defined in places, including features of Newliston designed landscape, and River Almond. Past land uses have fragmented character and quality elsewhere. Faucheldean and Greendykes Bings are significant features, Working with assets to strengthen character, create positive setting and establish a high quality edge and interface with Edinburgh are priorities. |  |
|  | <b>Improving vacant and derelict land</b><br><i>enhancing environmental quality and enabling new uses for vacant and derelict land (VDL)</i>   | Enhancing place quality and enabling new uses remain ambitions. Regeneration could deliver green network enhancements and contribute to the Greendykes Heritage Park proposal in adopted LP.   |  |
|  | <b>Delivering action in disadvantaged communities</b><br><i>Addressing open space inequalities and maximising community and health benefits</i>  | SIMD data for the area indicates that deprivation levels have improved over recent years, but pockets of poor health and educational attainment remain in some communities.  |  |

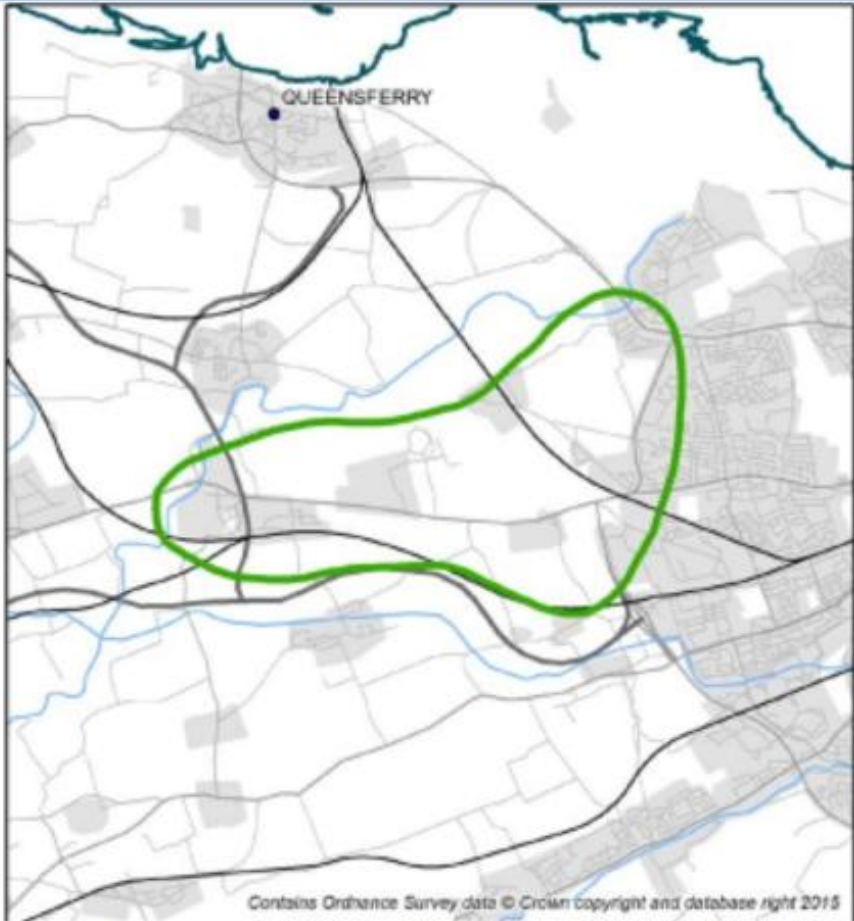


| Other Influencing Factors   |  | Notes | Plan of Area   |  |
|---|--|-------|--|--|
| <b>Cross boundary influence</b><br><br><i>Does the proposal have influence or connectivity between Local Authorities?</i>   | This area is entirely within West Lothian, but forms a key interface with Edinburgh – cross-boundary connectivity is a key consideration.  |       |    |  |
| <b>Deliverability</b><br><br><i>Is the proposal something that could be cheap and easily delivered or will it be expensive and require lots of co-ordination?</i>               | Delivery associated with land use change; delivery may be more complicated due to different land allocations – important that delivery is co-ordinated between CDAs and across site boundaries at an early stage, and forms part of a wider vision for the area. |       |  |  |
| <b>Timescale</b><br><br><i>Is the timescale for delivery clear or uncertain?</i><br><i>Is the proposal something that would be delivered in the short, medium or long term?</i> | Green network delivery in some areas will be dependent on development and the overall context for delivery is complex. Any wider projects identified would be dependent on landowner agreement and available funding.  |       |  |  |
| <b>Scale and importance of context</b><br><br><i>Is this proposal important for the immediate locale, for the wider area or for the region?</i>                                 | This is a moderate-sized area, with a relatively high level of land use change proposed. Forming a key gateway and interface with Edinburgh, the area is an important landscape priority.  |       | <b>CONCLUSION – Relative Importance for SES PLAN</b>   |  |
|   |  |       | <i>Given all of the above criteria is the relative importance of this proposal to SES PLAN</i><br><br><b>VERY HIGH, HIGH, MEDIUM or LOW?</b> | Clear agenda for green network development in this area, particularly given the gateway location and extent of CDA proposal<br><br><b>HIGH</b> |







| Area/Project  | 7b. West Edinburgh to Newbridge, including the A8 corridor east of Newbridge  |   |   |
|---|---|---|---|
| Background Context:   | <ul style="list-style-type: none"> <li>Area focussed on A8 corridor – city edge to Newbridge</li> <li>Allocations include new housing and International Business Gateway</li> <li>Includes tram route, Gogar station, RBS HQ and Edinburgh airport</li> </ul> |   | <ul style="list-style-type: none"> <li>Multiple strategies already apply in this area including the West Edinburgh Landscape Framework</li> <li>Almond, Cammo Park and Gogar designed landscape are assets</li> </ul> |
|    | <b>Improving quality of place</b><br><i>providing attractive and well integrated green networks close to existing and proposed communities</i>  | Area of substantial change, with a number of new and proposed developments. Establishing and maintaining a sense of place will be highly important moving forward.  |    |
|     | <b>Attracting inward investment</b><br><i>supporting the delivery of new business areas and improving the attractiveness of existing ones</i>   | Proposed IBG is intended to have a high quality landscape framework. Recognised that the A8 corridor is a key gateway to the city including for international visitors.   |    |
|     | <b>Enabling climate change adaptation</b><br><i>helping urban and rural areas adapt to flooding and extreme weather events</i>  | River Almond and Gogar Burn prone to flooding. Water management a key issue for all new developments and green network enhancements.  |    |
|    | <b>Providing for higher levels of active travel</b><br><i>developing the walking and cycling network</i>  | A8 corridor has a very important role to play in facilitating better east-west links that connect proposed business uses and existing and proposed settlements in west of City of Edinburgh area and east of West Lothian to the city.  |    |
|    | <b>Facilitating people to lead healthier lives</b><br><i>enabling people to increase their activity levels by providing spaces for sport, recreation, play or community growing</i>   | The lack of existing communities results in this issue being more relevant for the creation of new areas of housing and business use.   |    |
|   | <b>Enabling bio-diversity to flourish</b><br><i>creating, enhancing and connecting sites for wildlife</i>   | Area currently has relatively poor levels of habitat connectivity; this could be improved. There are significant restrictions on woodland planting and free standing water habitats due to proximity to the airport. Need to improve Almond and Gogar Burn water quality.                 |   |
|   | <b>Strengthening landscape character</b><br><i>improving the existing character and quality of landscapes, including those designated as Special Landscape Areas</i>  | Existing landscape character is well defined in places, in part due to mature policy woodland cover at Gogar. Piecemeal landscaping schemes and strong influence of transport infrastructure has led to fragmentation of land uses; strengthening landscape character is a high priority. |    |
|  | <b>Improving vacant and derelict land</b><br><i>enhancing environmental quality and enabling new uses for vacant and derelict land (VDL)</i>  | There are no substantial VDL sites in this area.  |   |
|  | <b>Delivering action in disadvantaged communities</b><br><i>Addressing open space inequalities and maximising community and health benefits</i>   | SIMD data for this area does not highlight significant issues of disadvantage. There are however high levels of disadvantage in areas neighbouring this area.   |    |

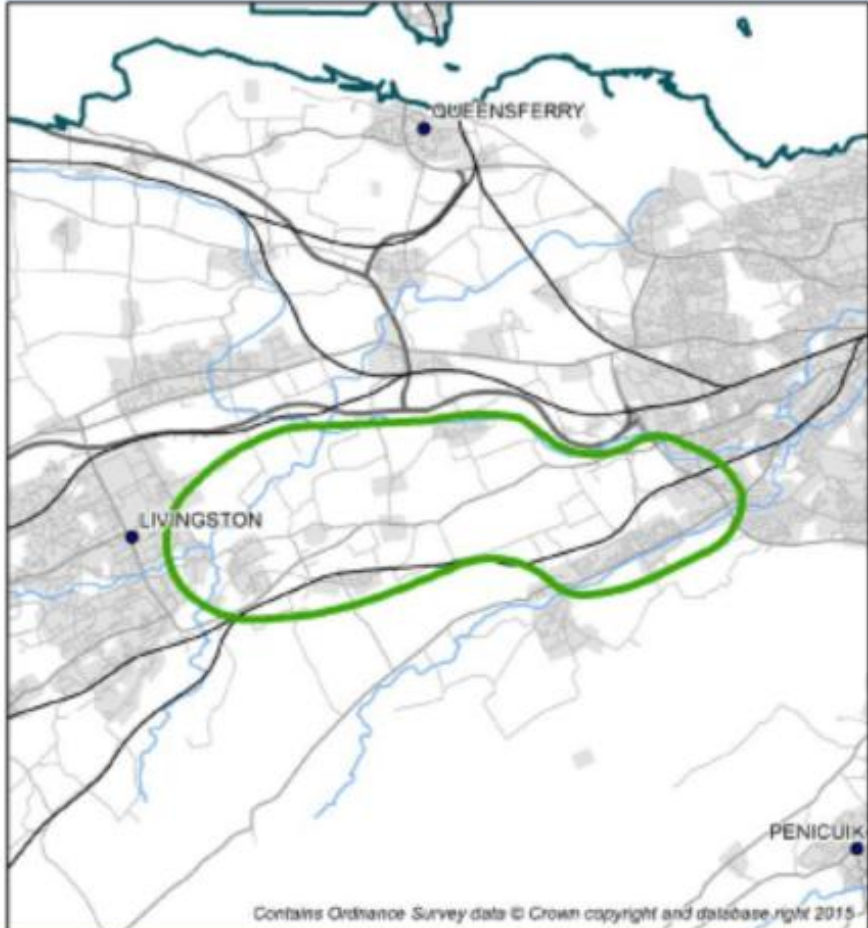


| Other Influencing Factors   |  | Notes | Plan of Area  |  |
|---|--|-------|---|--|
| <b>Cross boundary influence</b><br><br><i>Does the proposal have influence or connectivity between Local Authorities?</i>   | This area is cross-boundary between City of Edinburgh and West Lothian.  |       |   |  |
| <b>Deliverability (planned; opportunity; or ambition)</b><br><br><i>Is the proposal something that could be cheap and easily delivered or will it be expensive and require lots of co-ordination?</i> | Improvements to the strategic green network may be complicated but the conjoined size and location of proposed allocations should allow early delivery in certain locations. Important connections between development areas may need to be delivered through co-ordinated effort. |       |   |  |
| <b>Timescale</b><br><br><i>Is the timescale for delivery clear or uncertain?</i><br><i>Is the proposal something that would be delivered in the short, medium or long term?</i>                       | Different projects identified within this area will take different timescales to deliver. Green network delivery is often dependent on development and the overall context for delivery is complex.  |       |   |  |
| <b>Scale and importance of context</b><br><br><i>Is this proposal important for the immediate locale, for the wider area or for the region?</i>   | This is a moderately sized area that is strategically located on the busy western side of the city. The area acts as a key gateway to the city and fulfils an important transition between the city and its surrounding landscape and communities.                                 |       | <b>CONCLUSION – Relative Importance for SES PLAN</b>  |  |
|   |  |       | <i>Given all of the above criteria is the relative importance of this proposal to SES PLAN:</i><br><br><b>VERY HIGH, HIGH, MEDIUM or LOW?</b> | Clear agenda for green network development in this area, particularly as the city grows westwards.<br><br><b>VERY HIGH</b> |





















|   |  |   |   |
|---|--|---|---|
| <b>Area/Project:</b>  | <b>8. East Calder area, including the A71 corridor east to Edinburgh</b>   |   |   |
| <b>Background Context:</b>  | <ul style="list-style-type: none"> <li>• Area focussed on A71 corridor – Livingston to the city edge</li> <li>• Includes Calderwood, in East Calder, with allocations for up to 3,000 new houses</li> <li>• Includes River Almond, Union Canal, Water of Leith, Linhouse Water, Almondell and Calderwood Country Park as existing assets</li> <li>• Adjoins and incorporates Edinburgh Green Belt in the east, and includes landscape assets of Dalmahoy designed landscape</li> </ul> |   |   |
|    | <b>Improving quality of place</b><br><i>providing attractive and well integrated green networks close to existing and proposed communities</i>   | Sensitive area, with some new development. Successfully integrating new development in a way which maintains and enhances the existing quality and sense of place is of key importance.   |    |
|    | <b>Attracting inward investment</b><br><i>supporting the delivery of new business areas and improving the attractiveness of existing ones</i>  | Provides the landscape setting for and gateway to surrounding settlements (especially Livingston) and a key interface between West Lothian and Edinburgh, shaping impressions of the wider Calders area.  |    |
|    | <b>Enabling climate change adaptation</b><br><i>helping urban and rural areas adapt to flooding and extreme weather events</i>   | Include the River Almond and tributaries. Water management a key issue for all new developments and green network enhancements.   |    |
|    | <b>Providing for higher levels of active travel</b><br><i>developing the walking and cycling network</i>   | Existing core path and active travel route network. Delivering improved active travel provision along the A71 linking settlements and connecting to Edinburgh is a key strategic aim. Potential for River Almond Trail (see 11b).   |    |
|    | <b>Facilitating people to lead healthier lives</b><br><i>enabling people to increase their activity levels by providing spaces for sport, recreation, play or community growing</i>  | This is a key issue to be addressed particularly within the design of new areas of housing.   |    |
|    | <b>Enabling bio-diversity to flourish</b><br><i>creating, enhancing and connecting sites for wildlife</i>  | Area currently has relatively high levels of habitat connectivity, which includes ancient woodland along the incised River Almond and Linhouse corridor; improvements might include removal of barriers to improve fish passage along the Almond and well-designed planting which also reinforces landscape character.                                  |    |
|   | <b>Strengthening landscape character</b><br><i>improving the existing character and quality of landscapes, including those designated as Special Landscape Areas</i>   | Landscape character well defined, strong sense of containment, high scenic quality, provides positive setting for settlements; sensitive approach required to maintain quality and settlement identity. Includes Almondell Country Park, River Almond/Linhouse (a candidate Special Landscape Area), Pentlands fringes and Dalmahoy designed landscape. |  |
|  | <b>Improving vacant and derelict land</b><br><i>enhancing environmental quality and enabling new uses for vacant and derelict land (VDL)</i>   | There are no substantial VDL sites in this area other than centred on former quarry of Camps Industrial Estate and abandoned tip north of Kirknewton.   |   |
|  | <b>Delivering action in disadvantaged communities</b><br><i>Addressing open space inequalities and maximising community and health benefits</i>  | SIMD data for this area does not highlight significant issues of disadvantage. However it abuts an area of disadvantage in inside the A720 in south west Edinburgh.   |  |

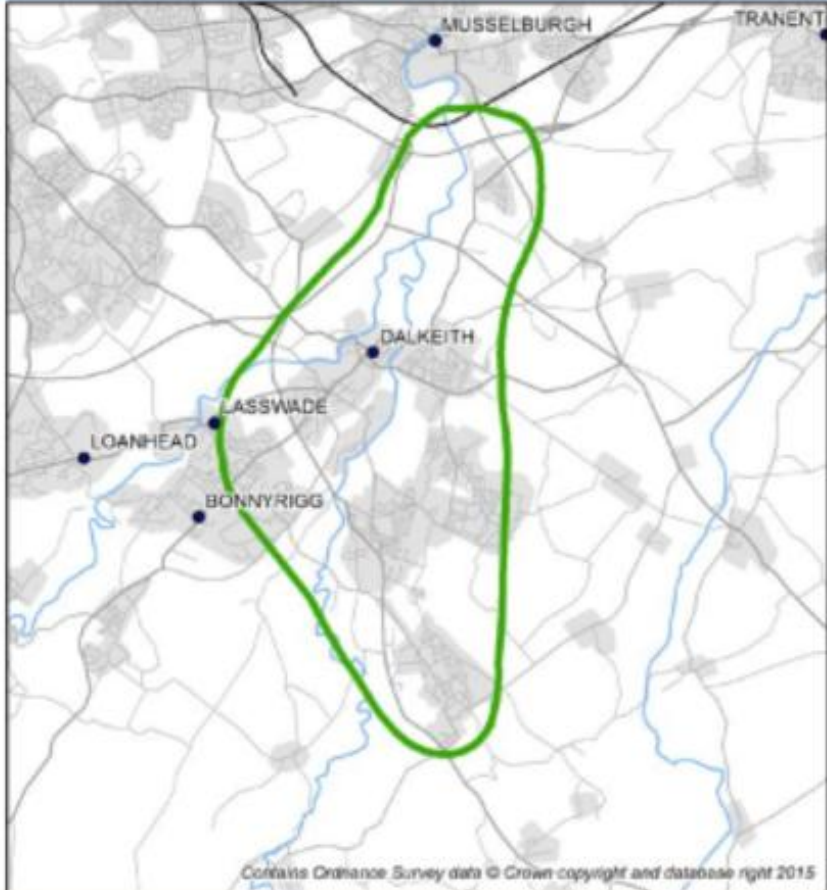


| Other Influencing Factors   |   | Notes | Plan of Area   |   |
|---|---|-------|--|---|
| <b>Cross boundary influence</b><br><br><i>Does the proposal have influence or connectivity between Local Authorities?</i>   | This area is cross boundary between West Lothian and City of Edinburgh.   |       |    |   |
| <b>Deliverability</b><br><br><i>Is the proposal something that could be cheap and easily delivered or will it be expensive and require lots of co-ordination?</i>               | Whilst some delivery will be dependent on land-use change, the overall context for delivery of wider enhancements is likely to be dependent on landowner agreement, and available funding mechanisms.                                 |       |  |   |
| <b>Timescale</b><br><br><i>Is the timescale for delivery clear or uncertain?</i><br><i>Is the proposal something that would be delivered in the short, medium or long term?</i> | Delivery is likely to be complex, through a range of mechanisms, and over a range of timescales.  |       |  |   |
| <b>Scale and importance of context</b><br><br><i>Is this proposal important for the immediate locale, for the wider area or for the region?</i>                                 | This is a moderately sized area which forms an important interface on the edge of the city, with some planned development. A sensitive approach is required to maintain overall landscape quality and individual settlement identity. |       | <b>CONCLUSION – Relative Importance for SES PLAN</b>   |   |
|   |   |       | <i>Given all of the above criteria is the relative importance of this proposal to SES PLAN</i><br><br><b>VERY HIGH, HIGH, MEDIUM or LOW?</b> | Important agenda for green network development to maintain landscape quality and settlement identity, and to improve access and recreation<br><br><b>MEDIUM</b> |



| Area/Project Background Context:  | <b>10a. Gorebridge to Dalkeith, including the A7/Borders Rail Development Area</b> <ul style="list-style-type: none"> <li>Potential for around 1,700 new houses through area, in addition to existing allocations yet to be built</li> <li>Borders Railway and A7 run through area of significant new development</li> <li>Issues in terms of maintaining settlement identity and avoiding visual and physical coalescence between settlements: Eskbank/Dalkeith, Newtongrange, Mayfield and Gorebridge</li> </ul> |   |   |
|---|--|---|---|
|    | <b>Improving quality of place</b><br><i>providing attractive and well integrated green networks close to existing and proposed communities</i>   | Large amount of development proposed across a number of settlements. Improving quality of place, whilst maintaining a sense of place is highly important moving forward.  |    |
|    | <b>Attracting inward investment</b><br><i>supporting the delivery of new business areas and improving the attractiveness of existing ones</i>  | Provides the landscape setting for and gateway to surrounding settlements, shaping wider impressions of the area, including as a place to invest.   |    |
|    | <b>Enabling climate change adaptation</b><br><i>helping urban and rural areas adapt to flooding and extreme weather events</i>   | Includes River South Esk and tributaries with opportunities for green network enhancements. Existing assets require protection.   |    |
|    | <b>Providing for higher levels of active travel</b><br><i>developing the walking and cycling network</i>   | Established active travel provision and more local recreation routes. Improving active travel connections, delivering routes through development to connect to wider regional routes and recreation assets are priorities, alongside improving connections between settlements, to rail stations and local centres. East-west connections to the Bonnyrigg area are also a key consideration. |    |
|    | <b>Facilitating people to lead healthier lives</b><br><i>enabling people to increase their activity levels by providing spaces for sport, recreation, play or community growing</i>  | This is an issue to address in existing areas, as well as in the creation of new areas of housing. Aspiration to safeguard and connect to a Newbattle Strategic Greenspace safeguard which might serve as a country park in the longer-term for adjoining communities.  |    |
|   | <b>Enabling bio-diversity to flourish</b><br><i>creating, enhancing and connecting sites for wildlife</i>  | Area currently has relatively high levels of habitat connectivity, which includes ancient woodland along the incised River Esk; further improvements could be delivered in certain key locations and for new areas of housing, through well-designed planting which reinforces landscape character.   |   |
|   | <b>Strengthening landscape character</b><br><i>improving the existing character and quality of landscapes, including those designated as Special Landscape Areas</i>   | Landscape character generally well defined; assets include the designed landscapes and extensive woodland policies, woodland associated with the River South Esk and tributaries. Enhancing the landscape setting, maintaining individual settlement identities and avoiding coalescence are priorities.  |  |
|  | <b>Improving vacant and derelict land</b><br><i>enhancing environmental quality and enabling new uses for vacant and derelict land (VDL)</i>   | There are no significant areas of vacant and derelict land.   |  |
|  | <b>Delivering action in disadvantaged communities</b><br><i>Addressing open space inequalities and maximising community and health benefits</i>  | Contains places within the most 20% deprived areas in Scotland (SIMD 2012). Green network offers potential for all parts of the community to benefit from active travel opportunities and access to the countryside and other settlements.  |  |




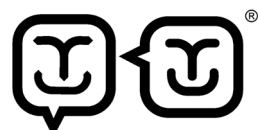
| Other Influencing Factors  | Notes  | Plan of Area  |  |   |  |
|--|--|---|--|---|--|
| <p><b>Cross boundary influence</b></p> <p><i>Does the proposal have influence or connectivity between Local Authorities?</i></p>   | <p>This area is entirely within Midlothian</p>   |   |  |   |  |
| <p><b>Deliverability</b></p> <p><i>Is the proposal something that could be cheap and easily delivered or will it be expensive and require lots of co-ordination?</i></p>                   | <p>Delivery associated with the scale of land use change should be achieved through a co-ordinated approach; taking account of individual site requirements set out in the relevant LDPs. Delivery may be more complicated due to different phasing of land allocations – important that delivery is co-ordinated across site.</p> |   |  |   |  |
| <p><b>Timescale</b></p> <p><i>Is the timescale for delivery clear or uncertain?</i></p> <p><i>Is the proposal something that would be delivered in the short, medium or long term?</i></p> | <p>Green network delivery will be dependent on delivery of development and availability of funding sources.</p>  |   |  |   |  |
| <p><b>Scale and importance of context</b></p> <p><i>Is this proposal important for the immediate locale, for the wider area or for the region?</i></p>                                     | <p>This is a moderate-sized area, which defines the setting of a number of settlements, with a relatively high level of land use change proposed, making the area an important landscape priority.</p>   | <p><b>CONCLUSION – Relative Importance for SES PLAN</b></p> <table><tr><td><p><i>Given all of the above criteria is the relative importance of this proposal to SES PLAN</i></p><p><b>VERY HIGH, HIGH, MEDIUM or LOW?</b></p></td><td><p>Important agenda for green network development to maintain landscape quality and settlement identity, and to improve access and recreation</p><p><b>MEDIUM</b></p></td></tr></table> |  | <p><i>Given all of the above criteria is the relative importance of this proposal to SES PLAN</i></p> <p><b>VERY HIGH, HIGH, MEDIUM or LOW?</b></p> | <p>Important agenda for green network development to maintain landscape quality and settlement identity, and to improve access and recreation</p> <p><b>MEDIUM</b></p> |
| <p><i>Given all of the above criteria is the relative importance of this proposal to SES PLAN</i></p> <p><b>VERY HIGH, HIGH, MEDIUM or LOW?</b></p>  | <p>Important agenda for green network development to maintain landscape quality and settlement identity, and to improve access and recreation</p> <p><b>MEDIUM</b></p>   |   |  |   |  |



| Area/Project<br>Background<br>Context:  | 10b. Holyrood to Dalkeith, including the South East Edinburgh Development Area <ul style="list-style-type: none"> <li>Area centred on the green network wedge which extends from Holyrood Park to Dalkeith Country Park. Includes the South East Edinburgh SDA where substantial development on the edge of Edinburgh, Midlothian and East Lothian, is planned/proposed business and mixed use</li> <li>Borders Railway runs through the area</li> <li>Area important to setting of the city and surrounding settlements, green belt character and gateways</li> <li>Development principles largely established – but need to review in relation to any additional allocations</li> </ul> |  |   |
|---|---|--|---|
|    | <b>Improving quality of place</b><br><i>providing attractive and well integrated green networks close to existing and proposed communities</i>  | Area of substantial change, with a large number of adjoining developments spanning this cross-boundary area. A co-ordinated approach to green network development which establishes and maintains a sense of place and delivers cross-boundary connections will be important.  |    |
|    | <b>Attracting inward investment</b><br><i>supporting the delivery of new business areas and improving the attractiveness of existing ones</i>   | Key gateway to the city and an important interface area. Highly visible from the city bypass, A1 and A68. Area includes multiple business sites.   |    |
|    | <b>Enabling climate change adaptation</b><br><i>helping urban and rural areas adapt to flooding and extreme weather events</i>  | Water management is a key issue for new developments and green network enhancements.   |    |
|     | <b>Providing for higher levels of active travel</b><br><i>developing the walking and cycling network</i>  | Active travel provision requires enhancement in the South East Edinburgh SDA. Better and more strategic links between Edinburgh/Midlothian and East Lothian addressing key barriers such as the City Bypass (A720), A1, Sheriffhall roundabout and railway lines, and connections with wider regional routes and recreational assets are key priorities to support growth within and beyond this area. |    |
|    | <b>Facilitating people to lead healthier lives</b><br><i>enabling people to increase their activity levels by providing spaces for sport, recreation, play or community growing</i>   | This is an important issue to address in existing communities and new areas of development.  |    |
|   | <b>Enabling bio-diversity to flourish</b><br><i>creating, enhancing and connecting sites for wildlife</i>   | Estate woodlands have a relatively high biodiversity value. Well-designed planting which strengthens landscape character and provides habitat connection and a setting for development should be the priority.   |   |
|   | <b>Strengthening landscape character</b><br><i>improving the existing character and quality of landscapes, including those designated as Special Landscape Areas</i>  | Landscape character is well defined in places. Maintaining and strengthening the landscape setting and key gateways are a priority. East-west ridges are a key feature to safeguard. Scope for a substantial landscape framework.  |  |
|  | <b>Improving vacant and derelict land</b><br><i>enhancing environmental quality and enabling new uses for vacant and derelict land (VDL)</i>  | Includes several bings in the Shawfair/Danderhall area and areas of former mine workings. Poor ground condition at Niddrie Bing.   |  |
|  | <b>Delivering action in disadvantaged communities</b><br><i>Addressing open space inequalities and maximising community and health benefits</i>   | Includes a number of places in the 20% most deprived areas in Scotland (SIMD 2012). Green network offers potential for all parts of the community to benefit from active travel opportunities and access to the countryside and other settlements.   |  |



| Other Influencing Factors   |   | Notes | Plan of Area   |  |
|---|---|-------|--|--|
| <b>Cross boundary influence</b><br><br><i>Does the proposal have influence or connectivity between Local Authorities?</i>   | This area is cross-boundary between Edinburgh, Midlothian and East Lothian.   |       |    |  |
| <b>Deliverability</b><br><br><i>Is the proposal something that could be cheap and easily delivered or will it be expensive and require lots of co-ordination?</i>               | Delivery associated with the scale of land use change should be achieved through a co-ordinated approach; taking account of individual site requirements set out in the relevant LDPs. Delivery may be more complicated due to different phasing of land allocations – important that delivery is co-ordinated across site. |       |  |  |
| <b>Timescale</b><br><br><i>Is the timescale for delivery clear or uncertain?</i><br><i>Is the proposal something that would be delivered in the short, medium or long term?</i> | Green network delivery will be dependent on delivery of development and availability of funding sources.  |       |  |  |
| <b>Scale and importance of context</b><br><br><i>Is this proposal important for the immediate locale, for the wider area or for the region?</i>                                 | This is a substantial-sized area, with significant land use change proposed, in an important and highly visible gateway/interface area, spanning a number of local authority boundaries, making it an important landscape priority.   |       | <b>CONCLUSION – Relative Importance for SES PLAN</b>   |  |
|   |   |       | <i>Given all of the above criteria is the relative importance of this proposal to SES PLAN</i><br><br><b>VERY HIGH, HIGH, MEDIUM or LOW?</b> | Clear agenda for green network development in this area, particularly given the extent of development proposed across adjoining local authorities.<br><br><b>VERY HIGH</b> |



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