



proposed local development plan
**draft development
briefs** 2016
supplementary planning guidance

Part 1



Introduction

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

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

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

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

Draft Development Briefs

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

It is the Council's intention to consult on the content of the briefs to give interested parties, including local communities, the opportunity to shape their content before they are finalised, albeit that the requirements of higher tier plans and policies, including those of the emerging LDP must be reflected in the briefs. The briefs will be finalised following any examination of the Proposed Local Development Plan, and will take into account consultation responses as well as any relevant findings from the examination. The briefs themselves, however, will not be subject to examination procedures. The Council intends to adopt them as non-statutory Supplementary Planning Guidance in support of the Local Development Plan in due course.

Development Briefs are documents that provide site specific planning guidance. They are used as guidance for assessing planning applications. The scope of the briefs will vary according to the needs of each site. It will be through the Council's Development Management process that applications will be determined. The purpose of a Development Brief is to inform developers and other interested groups of the type of development expected or encouraged by the Council. The aim of a Development Brief is to achieve a higher standard of development than would be achieved without one.

Once adopted, the Development Briefs will become Supplementary Planning Guidance and as such will be a material consideration in determining planning applications. They will be non-statutory extensions of the LDP Design policies and proposals, and will provide further information and guidance as to how these should be applied on a site by site basis.

Have the sites been subject to Strategic Environmental Assessment?

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

What the Design Briefs will cover

Applicants must ensure that the relevant policies of the development plans and any other associated supplementary guidance or supplementary planning guidance are satisfied. Within this, Development Briefs will provide and set out principles and guidance on the following matters:

- An overall vision for the site.
- Identify high level constraints and opportunities for the site e.g. topography
- Type, general location and where relevant preferred phasing of land uses.
- Landscape, open space and green infrastructure framework
- Guidance on how pedestrians, cyclists and vehicles will access and move through the site.
- General infrastructure considerations.
- Community Infrastructure and facilities, where relevant
- Design Principles on building design, materials, scale, size, height, massing, style
- Developer contributions considerations e.g. affordable housing, education, highways contributions where applicable/appropriate.

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

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

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

This is not an exhaustive list and sites may have issues that require specific site investigations and assessments. There is an expectation that where relevant investigations, assessments and appraisals are required they will be produced to support planning applications and any measures required to mitigate impacts outlined. Failure to do so will delay decisions being made on planning applications and ultimately may result in their refusal.

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

Site Layout

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

SUDS

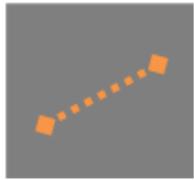
Whilst the Development Briefs may indicate where SUDs provision may be located on a site this is only indicative. It is for the developer to identify the most appropriate location for SUDs. However SPP2014 states 'Proposed arrangements for SUDs should be adequate for the development and appropriate long-term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

Musselburgh Cluster

Development Briefs



Refer to corresponding note



Walking and cycling active travel connection



Landscape edge



Open space



Open space



Possible SUDS location



Possible SUDS location



Walking and cycling access



Vehicular access



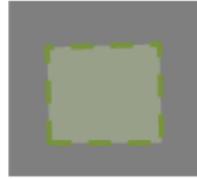
Viewpoint or view towards feature



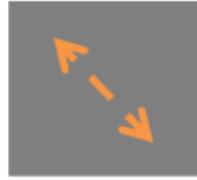
Careful consideration of view



Built form (note)



Green asset (note)



Off-site walking and cycling route

MH1 – Craighall, Musselburgh

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



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Land Use Key:

Purple: Employment land

White: Housing land

Orange: Mixed Use housing and employment land

Blue: Town centre/school

MH1 – Craighall, Musselburgh

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

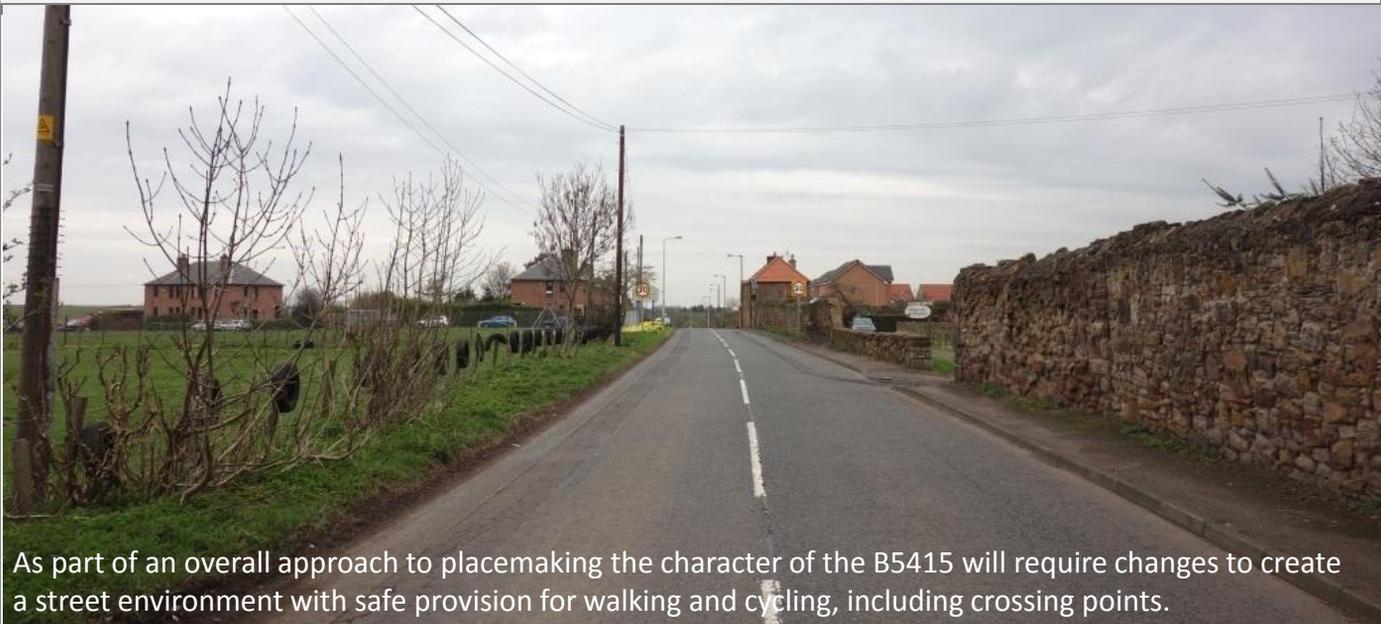
1. Area 1 must provide a new village centre, with primary school close to the settlement of Old Craighall. Timescale and phasing of development to be agreed with the Council.
2. Two points of access to be taken from the B5415 into areas 1 and 2 with necessary upgrades and junctions required with provision for active travel to encourage walking and cycling.
3. Key walking and cycling connection to village centre and primary school – pedestrian rail crossing required and timing of provision to be agreed with planning authority and other relevant stakeholders.
4. Along the northern boundary of area 1 and the southern boundary of area 2 (along the A1) there must be a substantial high quality woodland edge of variable character provided to accommodate noise mitigation measures within it. Higher density development may be provided adjacent to these locations.
5. There is an existing culverted watercourse at southern end of the site (Area 1) which must be incorporated as part of a multi-functional green network along the watercourse. There may be potential for SUDS in this area.
6. Walking and cycling connections must be provided throughout the site from the B6415 to the footbridge over the rail line. This footbridge must be upgraded to accommodate walking and cycling. The provision of a bus route using the upgraded footbridge or provision of a new overbridge constructed for the purpose of bus connection should be investigated and if feasible delivered as part of the wider movement framework for the site to ensure sufficient access and connections, including for public transport, will be provided. The bus route should link Musselburgh to a circular route around Craighall and then back on to the A1. The provision of a bus route from the site through Whitehill Farm Road to Fort Kinnaird should be investigated.
7. Utilise existing rail tunnel under the A1 which has wide access on either side of the railway for walking and cycling connection, and potentially also provision of a bus link, between the 4 parts of the site. This bus route would connect areas 1 & 2 via the tunnel however to access areas 3 and 4 a new bridge or upgrade of the existing footbridge must be investigated and if feasible delivered at 6.
8. Residential should be in the quietest part of site. A design led approach is needed to create a walkable and cycleable neighbourhood in this location. It must be well connected to the new village centre, shops, services and bus routes etc.
9. 3.5m wide direct cycle superhighway connection to the superhighway. Safe crossing to be provided over to the B6415. Use old rail line embankment through area 4 to connect with Edinburgh route.
10. QMU junction must be completed with underpass to Queen Margaret Drive as the main access point into area 3 and to accommodate bus access within the development and link the development with QMU, rail links and wider settlements. Site access road should run adjacent to pylon line to create a boulevard approach through the centre of development.
11. Strengthen planting along the western boundary to mitigate noise, light and visual impacts from the marshalling yard and waste from heat plant.
12. Structural landscape with well designed mounding to provide noise attenuation/setting for development.

MH1 – Craighall, Musselburgh

- 13 Walking and cycling connections throughout to connect to the footbridge over the rail link (6) under the tunnel to connect to the other 3 areas(7) over the watercourse to connect to the school (3), and out northwest corner of the site to connect through the existing underpass to QMU and Newcraighall (13).
14. Along the eastern boundary of area 4 there should be new specimen tree planting and well designed development frontages incorporating appropriately designed landscape edge and the provision for cycling and walking leading to Newcraighall and the development at Brunstane, Edinburgh.
15. As this area (circa 21ha) will be a place of innovation and employment in conjunction with QMU. Consideration of the boundary treatment should reflect the Newcraighall and Brunstane Development Site Briefs prepared for the City of Edinburgh Local Development Plan. To the north east of this area around 1.5ha of land shall be safeguarded for improvements to Musselburgh Station.
16. A Habitats Regulation Appraisal and if necessary Appropriate Assessment of the proposal will also be necessary, in accordance with Policy NH1 of the Local Development Plan

MH1 – Craighall, Musselburgh

Images



As part of an overall approach to placemaking the character of the B5415 will require changes to create a street environment with safe provision for walking and cycling, including crossing points.



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



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

MH1 – Craighall, Musselburgh

Images



Planting along the western boundary, adjoining the marshalling yards and energy from waste, must be strengthened to create a multi-layered landscape edge of a minimum of 20m width.



Employment-led areas of the site will need a co-ordinated approach to scale, massing and materials. The masterplan-led approach for areas 3 and 4 must ensure that built form and planting design addresses the landscape sensitivities of the site, incorporating views through the development.



Existing cobbled route to form the boundary between residential-led development on site 1 and the central open space. Such historic routes should be retained and incorporated where possible to develop place character.

MH1 – Craighall, Musselburgh

Images



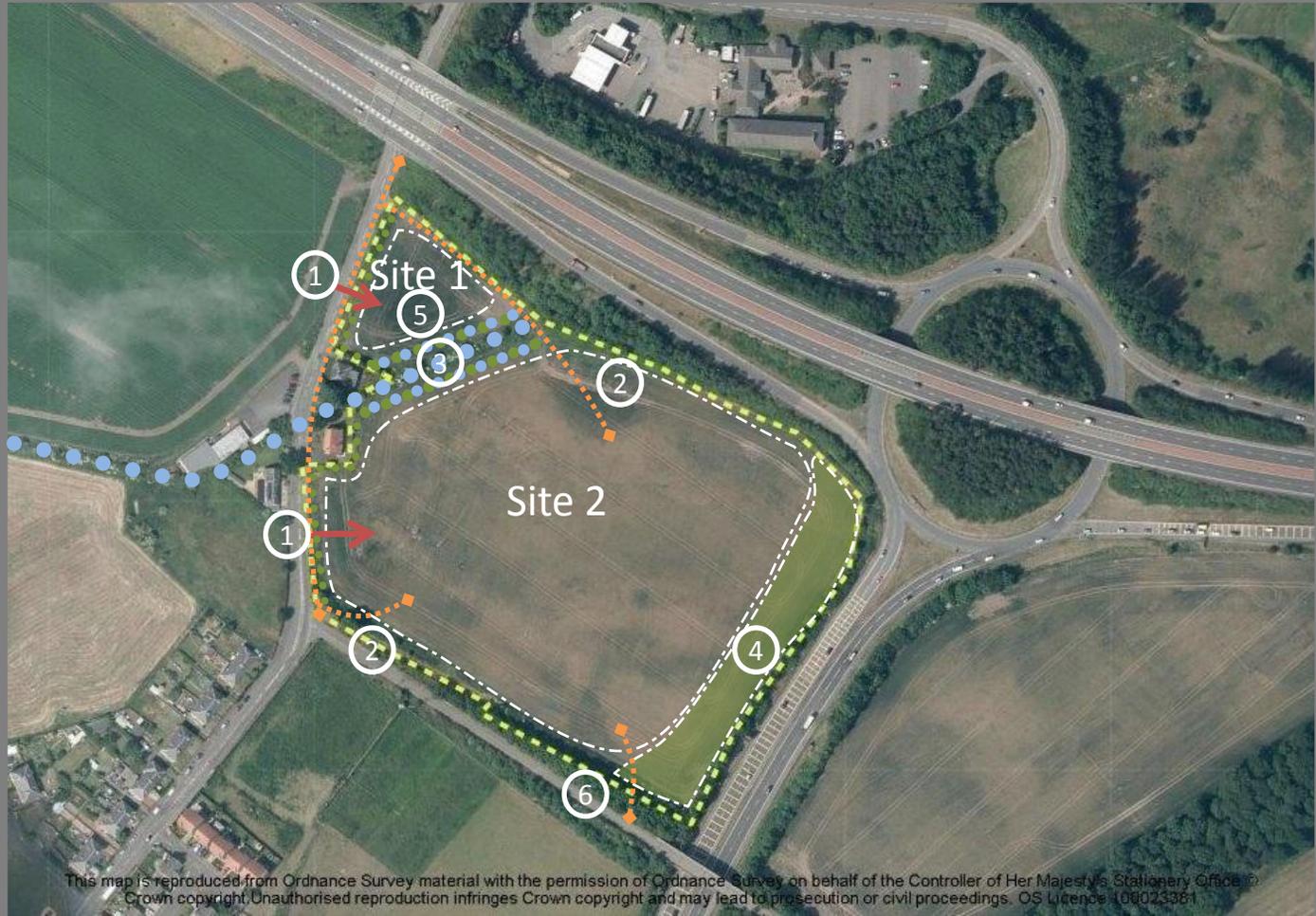
Important underpasses connecting under the A1 must be improved to allow safe and welcoming transition between the different areas of the site.



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

MH3 - Old Craighall Junction South West

Development of Employment land of circa 5 Ha



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

Notes:

- Careful attention should be given to the height and massing of the built form to ensure that buildings are not overly dominant in terms of scale or position, particularly when viewed from the road.

MH3 - Old Craighall

Images



MH3 - Old Craighall

Images



MH8 – Levenhall, Musselburgh

Residential development of circa 65 homes



1. Site access to be taken from the A199: the stone wall is a feature of the local area and must be retained and repaired and where necessary reconstructed to serve the new entrance. A landscaped area, with bridge access to the site, covering a depth of at least 40m into the site from the A199 is to be created with an open, informal character containing specimen trees and making use of the existing burn. Built development is to be set back to the north of this landscaped area. This will ensure that the development complements the set back of other housing on this main road.
2. The southern part of the west boundary of the site must comprise a minimum 5m-wide designed landscape edge, potentially incorporating SUDs features. A footpath must be provided on the east (development side) of the existing watercourse with a simple pedestrian bridge to connect to the existing footpath on the opposite side that lies just out-with the site, as indicated. Sympathetic long lasting repairs should be made to the stone walls/banks of the watercourse as necessary to ensure that it provides a high quality feature of the site.
3. The surface of the existing path on the west side of the site must be upgraded and enhanced to facilitate connectivity between the site and the coast and public transport provision on the B1348.
4. The Ravenshaugh Burn is culverted. It offers an opportunity to enhance the site and the developer should investigate whether it can be de-culverted and incorporate proposals into the site design and layout.
5. An area of open space to provide local amenity and enable a connection to an off site footpath in the woods must be provided in the north-east corner of the site.

MH8 – Levenhall, Musselburgh

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

Notes:

- Repair of the walls and banks of the Ravenshaugh Burn on the west boundary of the site.
- Upgrading of an off-site footpath on the west side of the Ravenshaugh Burn.
- Provision of a pedestrian crossing point on the A199.

MH8 – Levenhall, Musselburgh Images



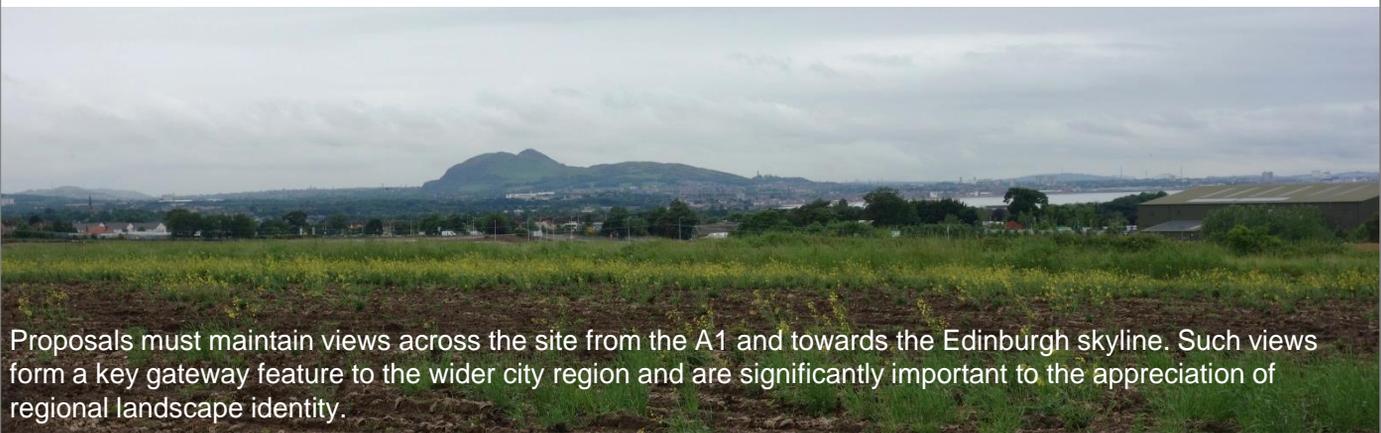
MH10, Dolphingstone, Wallyford

5. A new secondary school establishment will be provided as part of the Wallyford expansion, either within PROP MH9 or PROP MH10, but preferably within PROP MH9. The applicant shall investigate and identify where within PROP MH10 a new secondary school facility could be accommodated in the event that it cannot be delivered at PROP MH9.
6. Off-site, a contribution towards the development of the East Lothian Segregated Active Travel Corridor along the A199 will be required.
7. A bio-diverse and designed landscape edge, forming a green corridor of at least 10m width, incorporating path provision along its length, is to be provided along the western edge of the site, where it adjoins the consented development to the west. Proposals are to retain a visual link to Fa'side Castle. Development should front on to this space. The potential to incorporate well-designed, accessible SUDS features within this green network edge should be explored.
8. A street network, including tree lined streets, should ensure connections with the adjoining consented development and also frame views towards Edinburgh, the East Lothian Coastline and Fa'side Castle. The small electricity line running through the site must be removed or undergrounded.
9. A consistent building line with mixed gables and backs is required along the eastern edge of the site. A path (suitable for walking and cycling) should be provided along the eastern boundary, connecting to the path along the A199, and the new open space (1) potentially via the street network. Equally-spaced, large-growing specimen trees on the development side of the path should be incorporated to soften this edge and create a lane character, which will provide setting for the listed buildings, adjacent to the east of the site. Gardens along this edge must have hedgerow boundaries.
10. Existing tree line to be retained with new planting as enhancement to the space. Connection should be made to 5 as part of the green network.
11. A Habitats Regulation Appraisal and if necessary Appropriate Assessment of the proposal will also be necessary, in accordance with Policy NH1 of this Plan.

MH10, Dolphingstone, Wallyford



Regionally-distinctive views from the A1 towards the East Lothian coastline and sea, important to East Lothian's landscape character and identity, must be maintained.



Proposals must maintain views across the site from the A1 and towards the Edinburgh skyline. Such views form a key gateway feature to the wider city region and are significantly important to the appreciation of regional landscape identity.



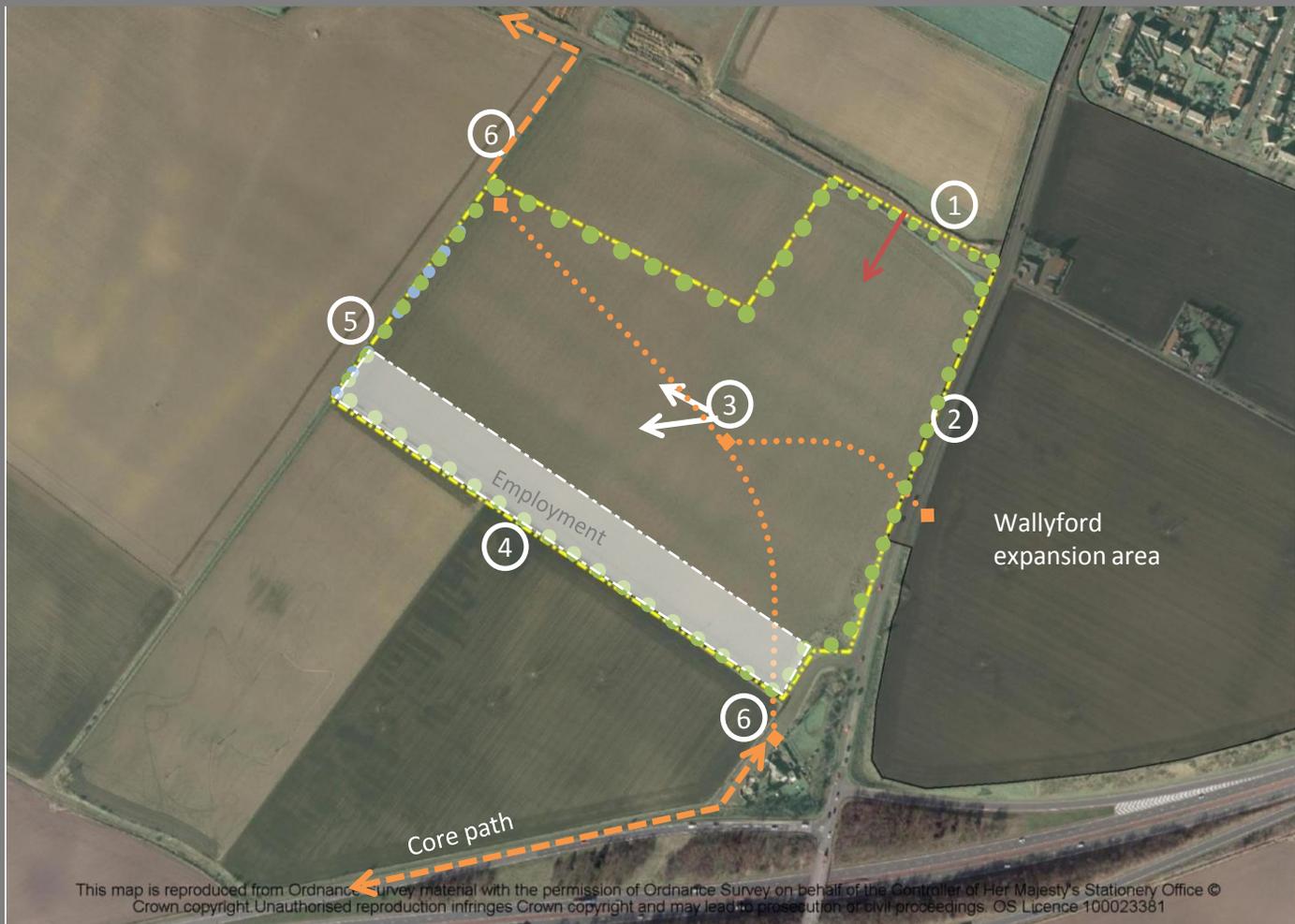
Proposals must change the character of the A199, slow traffic and create a street of a more appropriate scale. Measures to change driver behaviour and create a successful approach and landscaped gateway to Wallyford are sought.



Along the eastern edge of the site, the existing mature trees should be retained and supplemented with additional specimen tree planting on the development side of a shared use path suitable for walking and cycling, to create a lane character. At least two points of access should be provided from the development.

MH13 - Howe Mire, Wallyford

Residential development of circa 170 homes and employment uses



1. Access to be taken from Victoria Lane.
2. Establish high quality edge landscaped edge along the eastern boundary, incorporating existing hedgerows, enhanced through specimen tree planting. This landscape could be of varied width with the wider edge on the approach to Wallyford. Buildings must be set back from Salters Road with parking to the rear, must not be of uniform design with varied gables and roofscapes. Pedestrian and cycle access must be provided to connect across Salters Road onto the Wallyford Expansion area.
3. A pedestrian/cycleway must be provided through the site connecting Salters Road to the Active Travel Super Highway. Street layout and building orientation must frame long views of Arthurs Seat and the Pentland hills.
4. A minimum 10m wide high quality, designed landscape edge with new specimen trees and hedgerow is required along this edge to create an appropriate setting for the development. Houses at this boundary must have mixed gables and backs and a varied building line and must be in muted colours.
5. A minimum 10m wide high quality, designed landscape edge with new specimen trees and hedgerow is required along this edge to create an appropriate setting for the houses. Specimen trees must be planted in groups to frame views of Arthurs Seat and the Pentlands. This boundary could accommodate SUDs .
6. The cycle path from Eskfield Cottages to start of Crookston Road must be upgraded as part of Active Travel Super Highway. New access must be provided to connect Active Travel Super Highway into the site from Salters Road.

Notes:

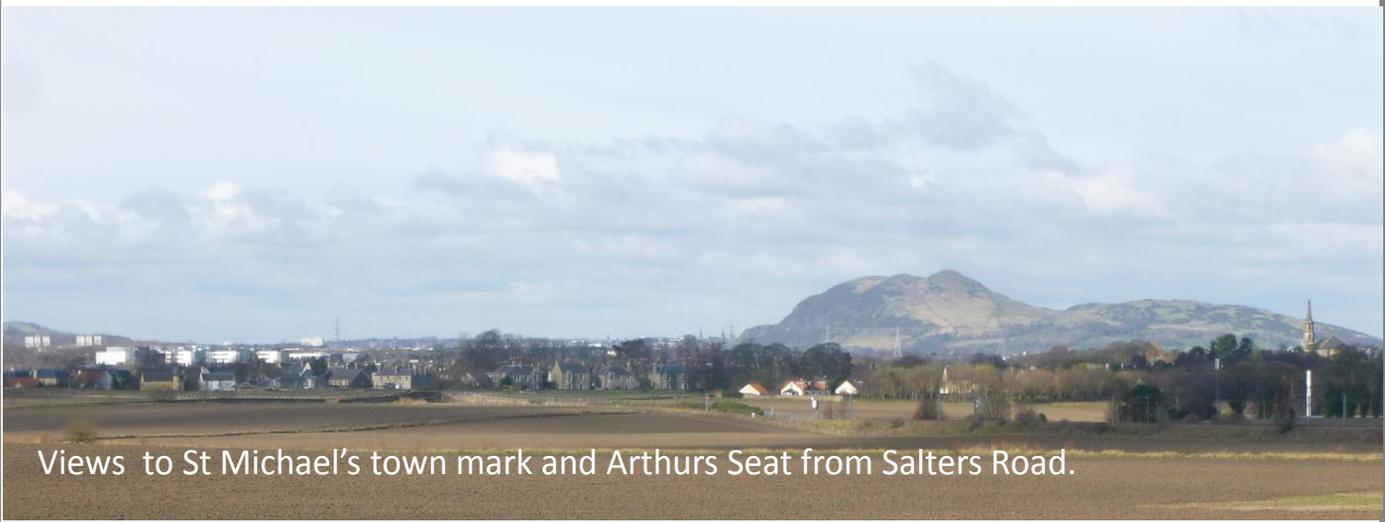
- Buildings including those for employment uses must be no higher than 2 storeys.
- External finishes should be muted colours including dark coloured roofs.
- Habitats Regulations Appraisal (HRA) required

MH13 - Howe Mire, Wallyford

Images



Looking east towards Barbachlaw/Wallyford, noting the setback of the new houses from the main road and varied landscape.



Views to St Michael's town mark and Arthurs Seat from Salters Road.



View to the Pentlands

MH14 - Whitecraig South, Whitecraig

Residential development of circa 300 homes



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

MH14 - Whitecraig South, Whitecraig

- 8 A new area of open space must be provided as an extension to the existing area of open space to the north. The open space must be fronted by well-designed development incorporating appropriate landscaping. Provision must be made for cycling and walking to connect between the new development and the school into old Whitecraig to facilitate accessibility between sites.
- 9 Potential for this area to become a local centre, with the addition of a local shop, cafe and/or other facility. Examples of built form are illustrated below. Proposals for this area must include a well designed and landscaped frontage due to the location at an important inter section within the village. Safe pedestrian connectivity will be required to the new development, surrounding housing areas and the school. Proposals should create a well designed civic space and facility that forms an important local hub for the village.

Notes:

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



MH14 - Whitecraig South, Whitecraig Images



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



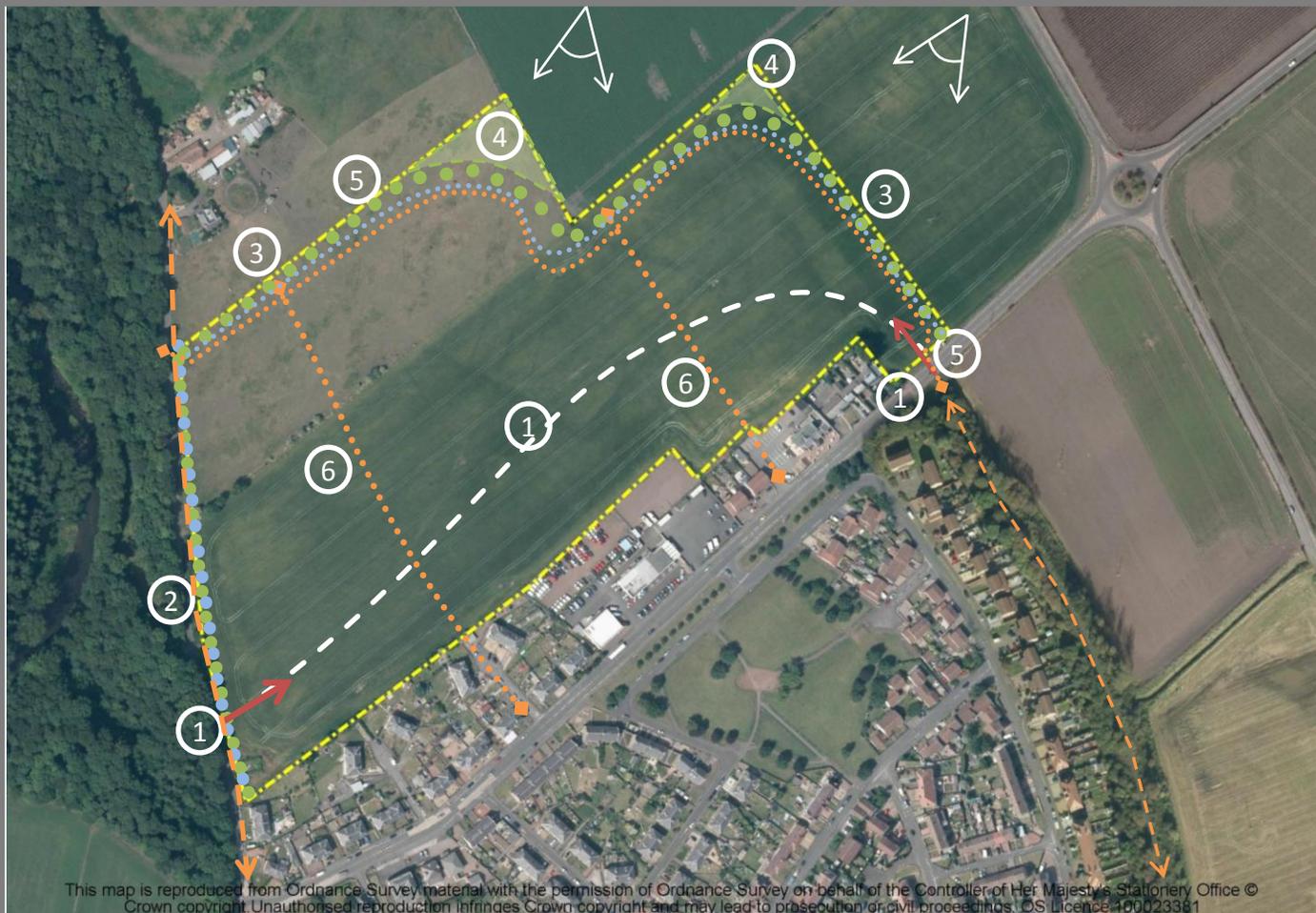
Edge with Salter's Road – a minimum 8m wide high quality edge to the development such as a wall and hedgerow treatment is required, appropriately designed to relate to the character of the adjoining designed landscape., which includes a stone wall. Provision for walking and cycling must be incorporated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



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

MH15 - Whitecraig North, Whitecraig

Residential development of circa 200 homes



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

MH15 - Whitecraig North, Whitecraig

Images



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



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



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

MH15 - Whitecraig North, Whitecraig

Images

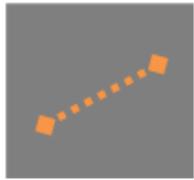


Prestonpans Cluster

Development Briefs



Refer to corresponding note



Walking and cycling active travel connection



Landscape edge



Open space



Open space



Possible SUDS location



Possible SUDS location



Walking and cycling access



Vehicular access



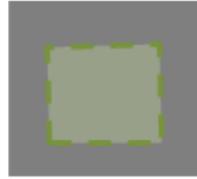
Viewpoint or view towards feature



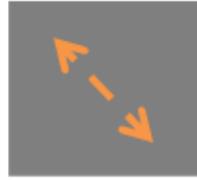
Careful consideration of view



Built form (note)



Green asset (note)



Off-site walking and cycling route

PS1 - Longniddry South, Prestonpans

Mixed use development of circa 450 homes



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

PS1 - Longniddry South, Prestonpans

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

Notes:

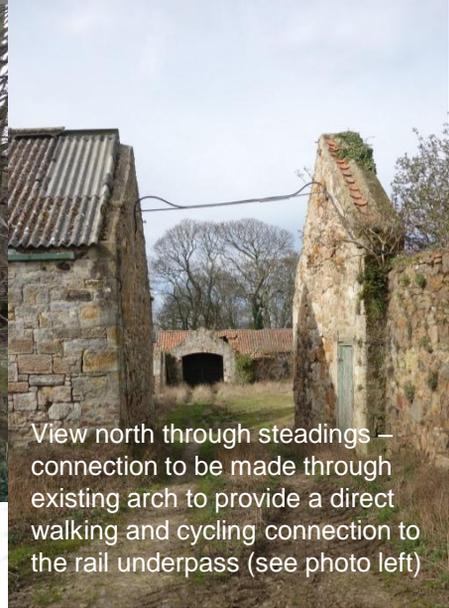
- Housing within the site should vary in density to avoid a uniform appearance, with potential for higher density near the railway station. A range and mix of different forms of housing is required across the site.
- Houses to be mainly 2 storey but there is scope for this site to accommodate some smaller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

PS1 - Longniddry South, Prestonpans

Images



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



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



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



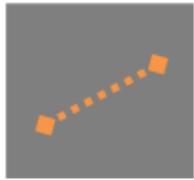
View south over old walled garden – to be retained and form part of the green corridor through the site and open space within the central mixed use area.

Tranent Cluster

Development Briefs



Refer to corresponding note



Walking and cycling active travel connection



Landscape edge



Open space



Open space



Possible SUDS location



Possible SUDS location



Walking and cycling access



Vehicular access



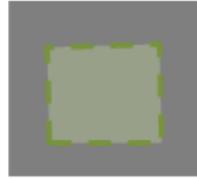
Viewpoint or view towards feature



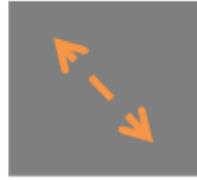
Careful consideration of view



Built form (note)



Green asset (note)



Off-site walking and cycling route

TT1 – Windygoul South, Tranent

Mixed use development of circa 550 homes



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TT1 – Windygoul South, Tranent

Mixed use development of circa 550 homes

1. Main site access should be taken from the B6371 Ormiston Road and B6414 Elphinstone Road through the site. An additional access must be created from Brotherstone Way providing a link to the main access route. This main access road must be a 10m wide connecting road through the site including the provision of a shared use footpath with grass verge to allow pedestrian and cycle connectivity through the site direct to existing paths north that connect to Windygoul primary school and beyond. Along this footpath hedgerow and formal specimen tree planting must be provided. Development must be well designed and orientated to front the connecting road.
2. The eastern boundary of the site must be well landscaped with new double avenue specimen tree planting along its whole length. Width – uniform or varied? This boundary must incorporate provision for off road cycling and walking. Houses must be orientated to face Ormiston Road and have varied frontages, that are coordinated in colour and set back from the road.
3. To create a gateway to the development from the south a high quality formal, structured landscape edge must be provided on its south east corner. This should be a minimum 10m deep with grass and specimen tree planting, and link to the landscape treatment of the southern edge to provide an attractive approach to Tranent.
4. The southern boundary of the site must comprise a managed and accessible landscape edge, which should incorporate new specimen tree planting. Width or no need to specify? There is potential to incorporate well designed and well landscaped SUDs within this edge and must incorporate pedestrian and cycle path to facilitate connectivity within the site and beyond into to Tranent.
5. The layout of the site should encourage direct pedestrian and cycle routes to the school, local shop and the town centre; these links should also be made to the west and east of Gavin's Lee, to the east of George Grieve Way and into Winton Court.
6. The main open space provision should be located on the northern edge of the site to link into the existing open space to the west of the school and area for future school expansion. Open space must be provided elsewhere throughout the site in accordance with Council's open space standards.
7. The area between Carloverock Farm and the research centre, and the northwest corner of the site are the higher parts of the site. Therefore these areas should be kept free from visually obtrusive development. They would be appropriate areas for open space within the site.
8. The potential for higher density housing can be explored in the area indicated to the east of the expanded school, the most convenient location for access to the school and shop.

Notes:

- External finishes of new development must be in muted colours to be agreed with the Planning Authority;
- Around the edges of the site development should be no higher than 2 storeys;
- Any development around the areas of openspace must front onto the open space to ensure that it is overlooked.

TT3 - Windygoul Employment Site, Tranent

Employment site of circa 8.6ha



1. Site access must be taken from the B6414 and a 10m wide connecting road which includes a shared use surface for pedestrians and cyclists must be provided through the site to link with the adjoining housing allocation.
2. The existing hedgerow on the western boundary must be retained and enhanced with specimen tree planting. Development fronting onto the B6414 should be appropriately designed and orientated. Buildings on this edge must be of a dark green, blue or grey colour and be of a maximum height of 2 storeys.
3. The existing hedgerow on southern boundary of the site must be retained and enhanced with new specimen planting where required.
4. The core path along the eastern boundary must be safeguarded and enhanced with specimen tree planting to provide an appropriately designed landscape edge. Development proposals should respond to the site brief for the adjoining allocation to the east. Buildings should be appropriately designed and orientated, set back from this boundary and should be a maximum height of 2 storeys. Consideration should be given to the residential amenity impacts of development to the (future) occupiers of the houses to be built to the east of the site.
5. Along the northern boundary a 10m wide landscape edge must be provided incorporating a hedgerow and specimen tree planting. Consideration should be given to the residential amenity impacts of development to the occupants of the houses to the north of the site.
6. The site layout should allow pedestrian and cycling connectivity through the site to link to existing paths to the north that connect to Tranent.

PROP TT4 - Lammermoor Terrace, Tranent

Residential development of circa 120 homes



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

TT4 - Lammermoor Terrace, Tranent

Images



Looking North East to houses on Lammermoor Terrace



Derelict building at South west boundary of site.



Boundary with Elphinstone Road Industrial Estate



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

TT5 – Bankpark, Tranent

Residential development of circa 80 homes



1. Site access should be taken from Bankpark Grove via Bankpark Crescent on the western boundary of the site. Alternatively access can be taken from Dovecot Brea onto Brickworks Road on the northern boundary.
2. The mature trees and existing low lying wall on the western boundary of the site must be retained and the wall repaired where necessary. Houses on this edge must face onto the western boundary.
3. Establish a high quality landscape edge which incorporates SUDs, existing stone wall and existing vegetation, enhanced through specimen tree planting to provide an appropriate setting for the development. This must link with the public open space to the west. Buildings should be orientated towards the north at this edge, terraces may permit additional views to be achieved.
4. Path links must be established to connect the site from the public open space in the west along the northern boundary and through to the heugh at the eastern boundary and continuing on to Polson Park and beyond. Steps down to the heugh may be required for access to the core paths.
5. Improve active travel facilities along Brickworks Road and provide an accessible route along Dovecot Brae.
6. Views the Forth and Fife should be protected.
7. Maximum of 2 story development with darker coloured building closest to the church. Roofscape will be visible and must therefore be dark brown/grey and pitched.

TT5 – Bankpark, Tranent

Images



Existing Stone Wall boundary to the West



Stone wall close to the Heugh



View into the site from Brickworks Road



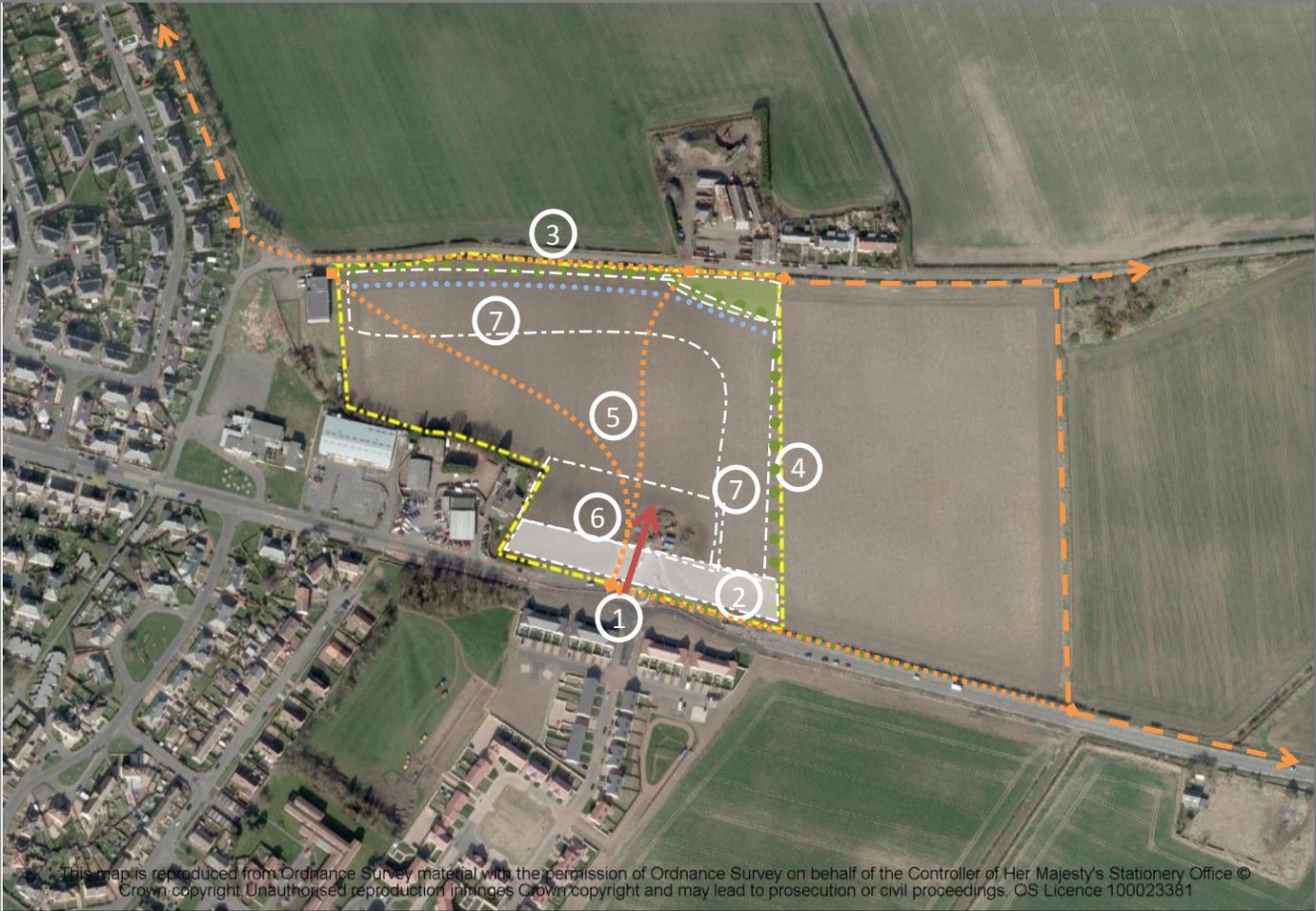
Heugh Walkway to town centre



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

TT6 – Kingslaw, Tranent

Employment use of circa 4.4ha



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

Notes:

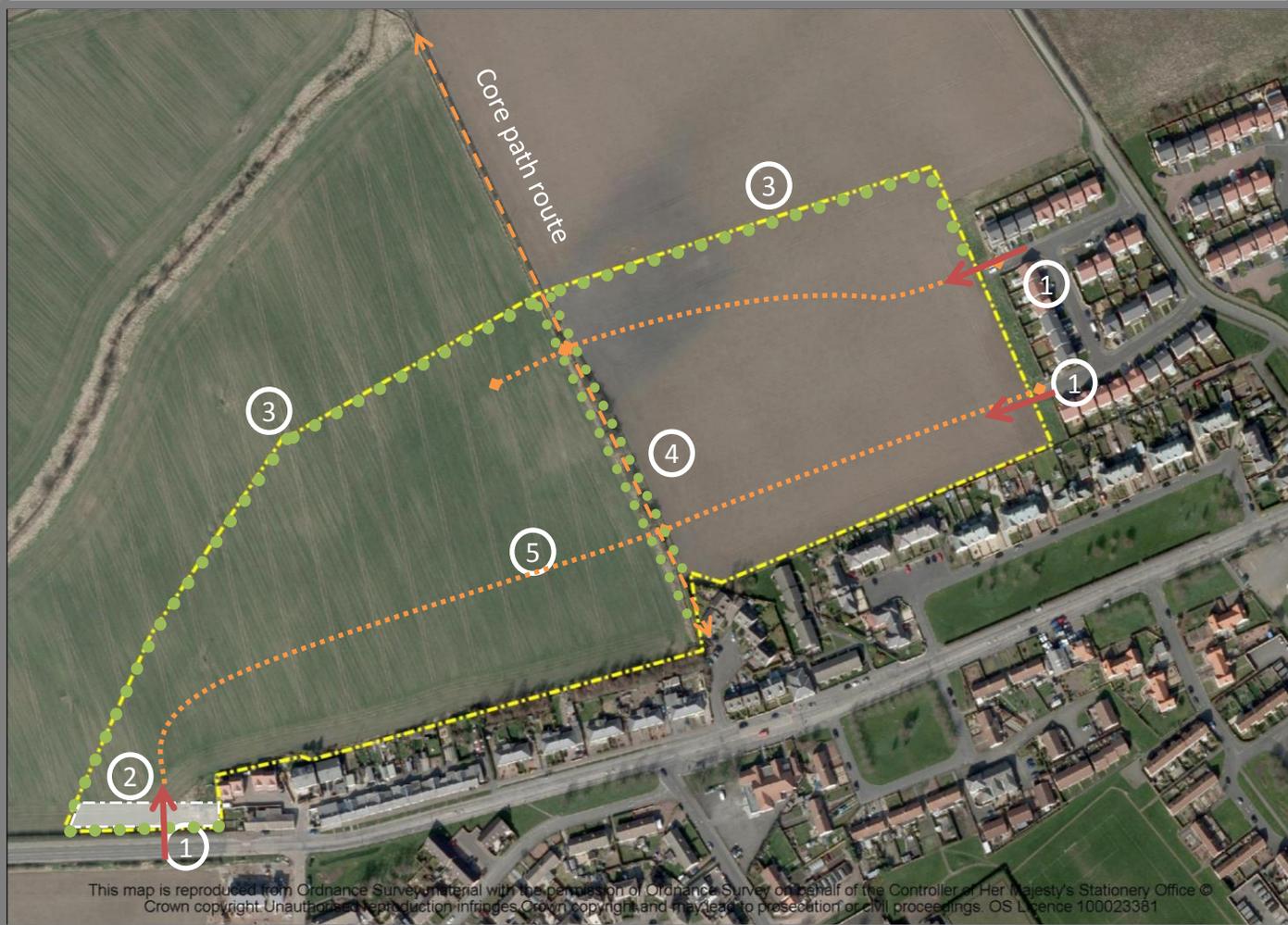
- The colour, scale, frontage design and frontage lines of buildings should be co-ordinated, promoting a design led approach to the overall site development.
- Car parking and access roads should be landscaped to a high specification to provide appropriate context and landscape accommodation for built development.

TT6 – Kingslaw, Tranent

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

TT7 - Macmerry North

Residential development for circa 150 homes



1. Vehicular access must be taken from the A199. A secondary access should be taken from Chesterhall Avenue, off Greendykes Road.
2. Buildings on the southern boundary of the site must front onto the A199 road with parking provided to the rear. They should be no higher than 1.5 storeys in height.
3. On the western and northern boundary, gardens must be defined by a hedgerow with specimen tree planting.
4. The existing core path route must be retained and the route enhanced through the addition of hedgerows on either side and new specimen tree planting. A minimum of two points of path access are required on to the core path from the housing areas to the east and the west.
5. The overall site layout must enable pedestrian and cycling connectivity through the site providing at least one direct link from the site out through Mountfair Gardens to the southeast and into Macmerry.

Notes:

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

TT7 - Macmerry North

Images



View from the A199 looking towards the site and Macmerry



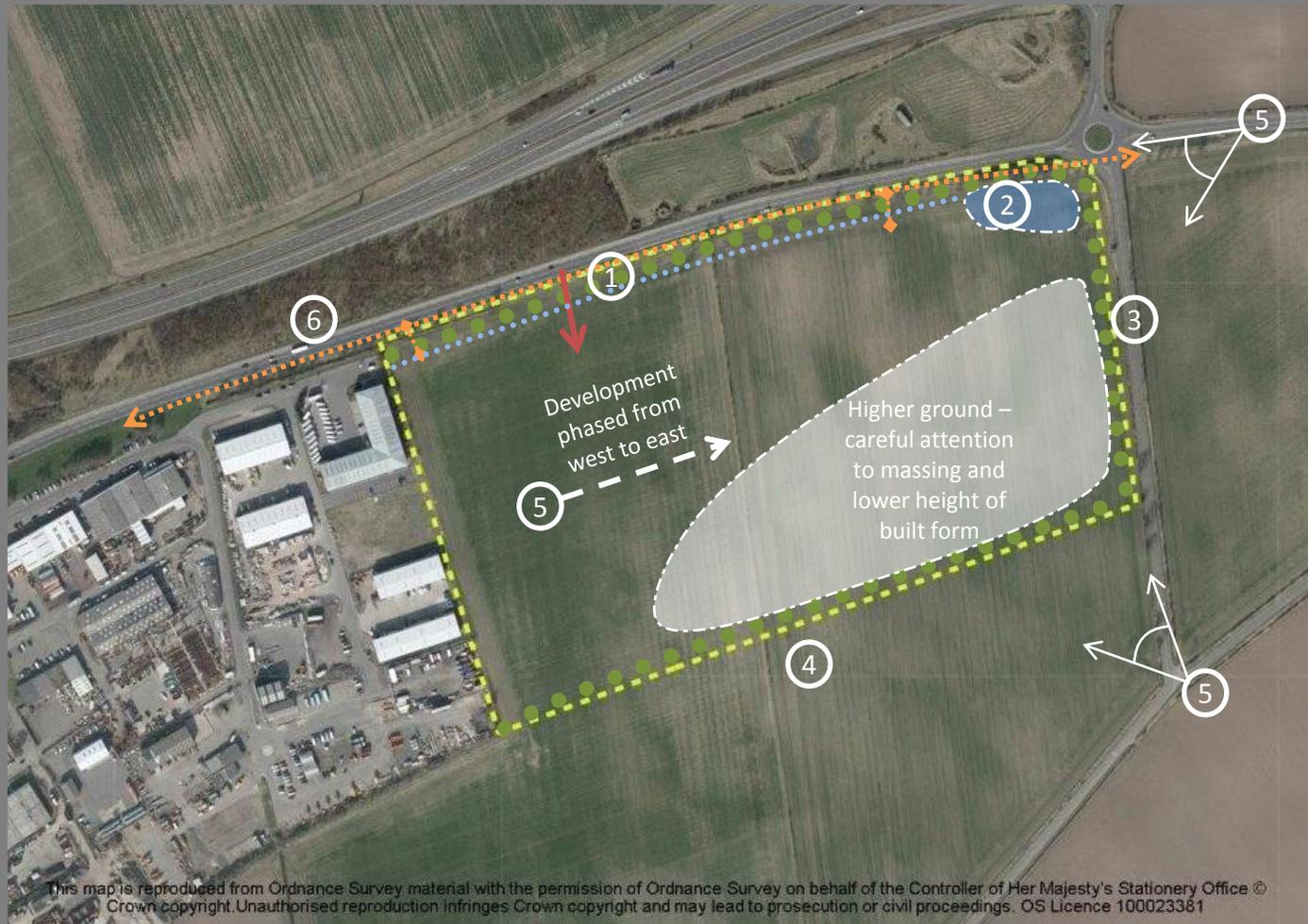
View from north of the site towards the A199



South west corner of site looking towards Macmerry

TT8 - Macmerry Business Park East

Employment site of circa 15ha



1. Site access to be taken from the A199. A well designed landscape edge of a minimum of 15m wide is to be provided along the northern boundary of the site and should reflect the character of the existing landscape edge further to the west. Incorporate existing specimen trees and have access points for walking and cycling and path provision within this edge. Co-ordination of building line, massing, building height and colour along northern edge will be required to create a well designed frontage for the development and a positive relationship with the A199. This set back should be a minimum of 30m from the A199.
2. The northeast corner of the site is the lower part of the site and therefore is a potential location for well-designed and landscaped SUDS, as a gateway feature. Alternatively a well landscaped swale or linear retention feature running along the north boundary within the landscape edge may be appropriate.
3. On the eastern boundary a 10m wide landscape edge of a variable character is required, incorporating a hedgerow and robust approach to specimen tree planting to mitigate built form.
4. Along the southern boundary a 10m wide landscape edge should be provided incorporating a hedgerow and a robust approach to specimen tree planting to mitigate built form.
5. Development should be phased from west to east. Careful attention should be given to the height and massing of the built form to ensure that buildings are not overly dominant in terms of scale or position, particularly when viewed from the east on approach along the A199 and also from the B6363. Particular care needs to be given in the area marked as higher ground, where smaller and single storey units will be required to aid overall integration and mitigate visual impacts on this more prominent area of the site.
6. Off-site, a contribution towards the development of the East Lothian Segregated Active Travel Corridor along the A199 will be required.

TT8 - Macmerry Business Park East

Images



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



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



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



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

TT9 - Gladsmuir East, Tranent

Residential development of circa 20 homes



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1. A new vehicular access must be created on the north side of the A198. The bus stop is currently located where the new access must go, this will need to be moved to an appropriate place. Any development along this boundary must face onto the A198 and appropriately setback in keeping with the existing development to the west.
2. A shared use path for cycling and walking must be created off Lamington Road connecting into the site.
3. On the northern boundary a new hedgerow and specimen tree planting is required.
4. Built development should be set back from the east boundary of the site to safeguard the existing tree belt which forms the west boundary of the Elvingston Garden and Designed Landscape. This setback should be in accordance with British Standards.
5. Buildings should be of a similar height, colour and materials to the adjoining built development, with heights not exceeding 1.5 storeys. Layout should reflect the wider settlement grain.
6. Off-site, a contribution towards the development of the East Lothian Segregated Active Travel Corridor along the A199 will be required.

TT10 – Limeylands Road, Ormiston

Residential development of circa 140 homes

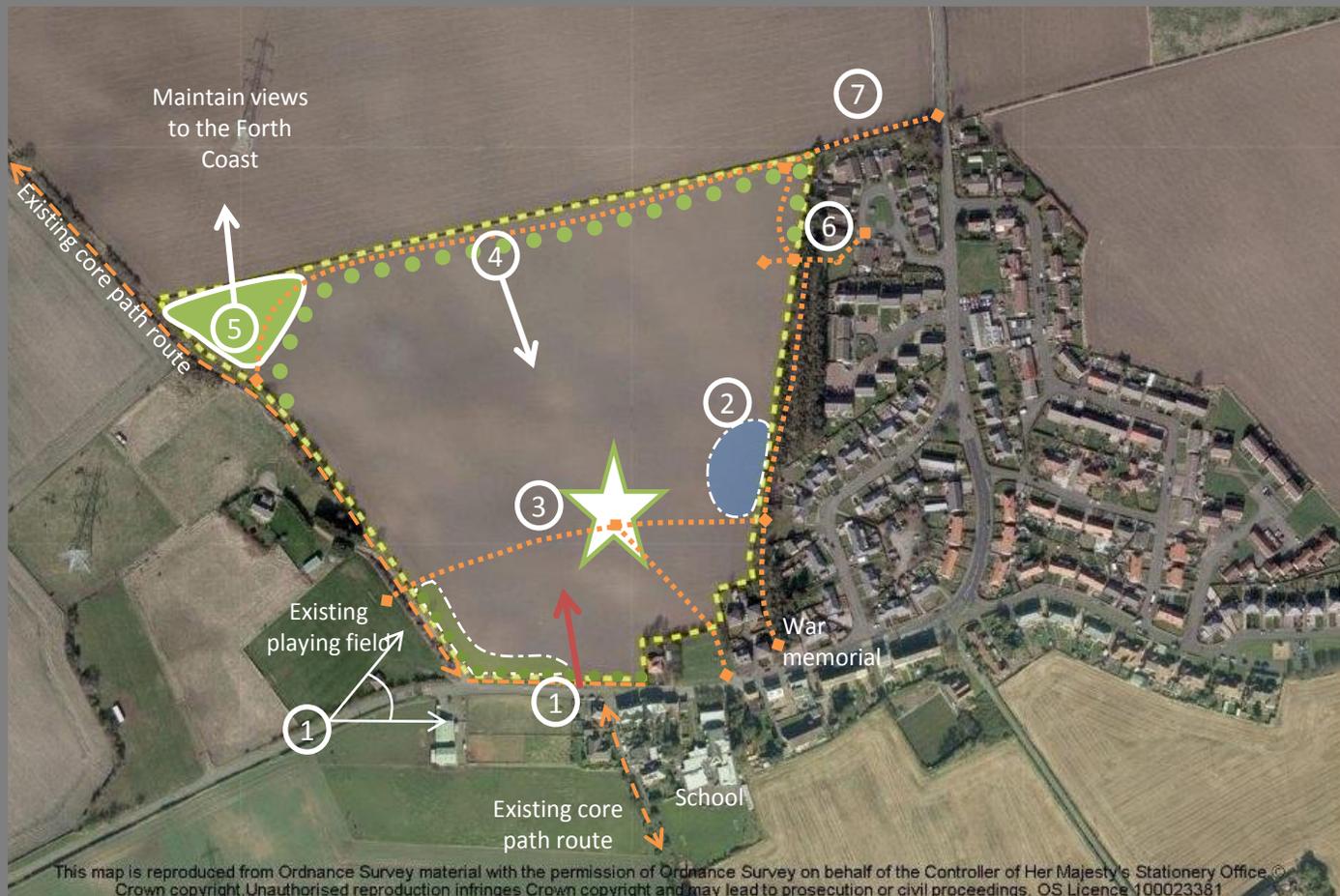


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1. A hedgerow and specimen trees must be planted along the western boundary to continue the character of the southern boundary. This must include a surfaced footpath connection provided along it to connect the existing lane south of the development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

TT11 - Elphinstone West, Tranent

Residential development of circa 80 homes



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

TT11 - Elphinstone West, Tranent

6. Off-site, a surfaced path connection must be provided to ensure good connections between development and adjoining community.
7. Off-site, a shared use path must be provided to connect the site to the B6414 as a key active travel route to Tranent.

TT12 – Woodhall Road, Pencaitland

Residential development of circa 16 homes



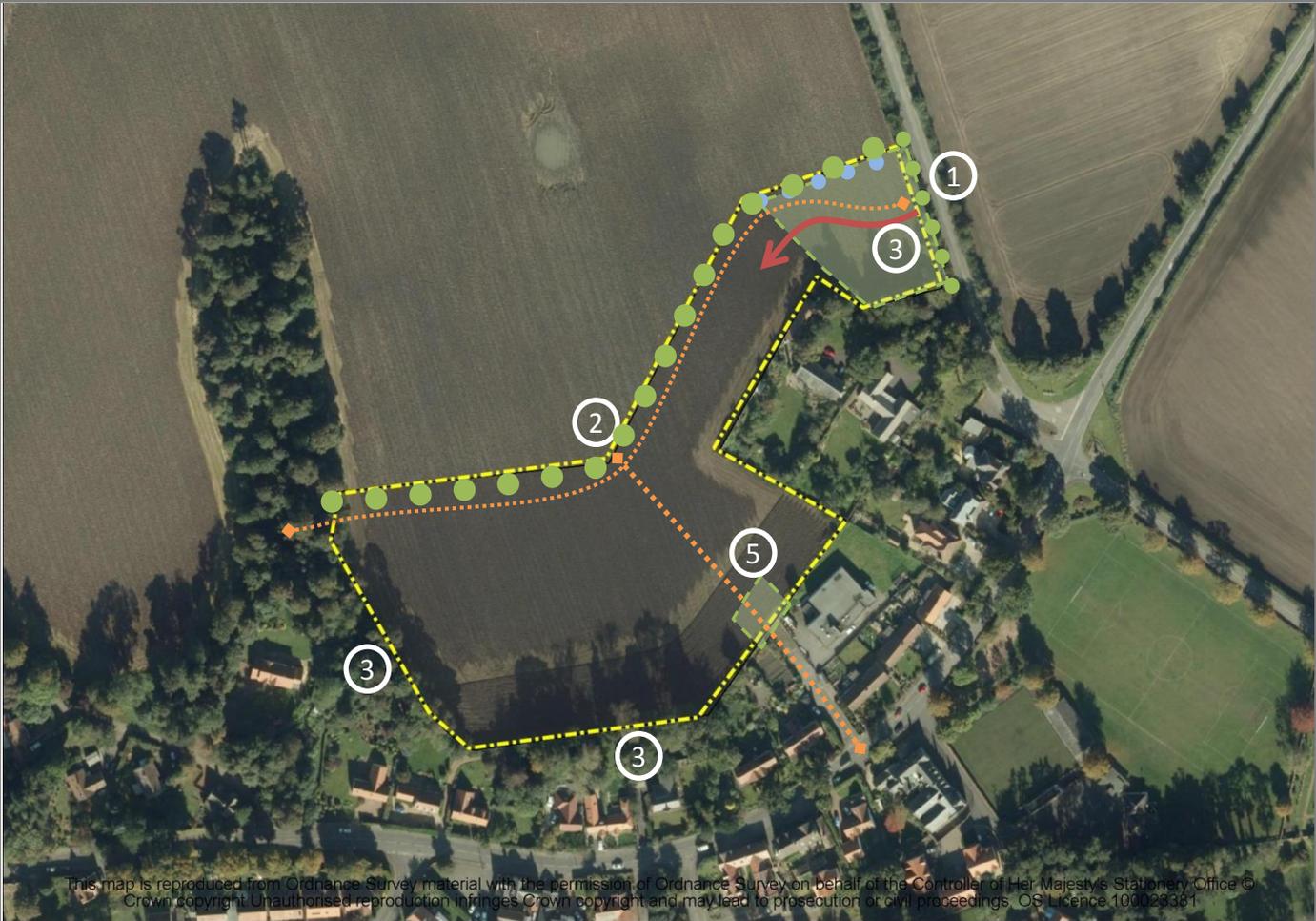
1. Access must be taken from Woodhall Road.
2. Along the eastern boundary of the site a landscape edge consisting of a hedge and specimen trees must be provided. Buildings along this edge must be set back some 3m from the site boundary and have a varied building line with a mix of gables and fronts to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

Note:

- The external finishes of the buildings along this edge must be of muted colours and roof tiles must be dark coloured.
- Buildings should be no higher than 1.5 storey's to reflect the character of nearby houses.

TT14 - Park View, Pencaitland

Residential development for circa 55 homes



1. Vehicle access to be taken from the B6355. This will result in the loss of some TPO'd trees that are on that boundary. To compensate for this loss re-planting of specimen trees will be required either side of the new access with the overall aim to create a high quality and co-ordinated avenue on this key approach to the village (full replacement of the whole avenue could be explored).
2. The northern boundary of the site must create a new settlement edge that must be in keeping with the planting features of the Winton Estate Designed Landscape. A high quality landscape edge of between 10m and 20m in width must be provided. This should incorporate hedgerow and specimen trees planting with path access and wider off-site connections if possible.
3. There are well established mature trees on the southern and western boundaries of the site. New development must safeguard the health and vitality of those trees and must be set back from them. This area could also accommodate well designed SUDS. Larger gardens along these edges will assist in ensuring good residential amenity.
4. To maintain the character of the approach to the settlement edge a landscaped area covering a depth of at least 40m into the site from the B6355 is to be created containing specimen trees. Built development is to be set back to the west of this landscaped area to help ensure that the development complements and safeguards the Winton House Designed Landscape and Pencaitland Conservation Area.
5. A small open space and/ or landscaped access point and path connection must be provided to connect the site to the village.

Notes:

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

TT14 - Park View, Pencaitland

Images



Avenue approach looking north



Site access from B6355



TPO'd cherry trees on eastern boundary



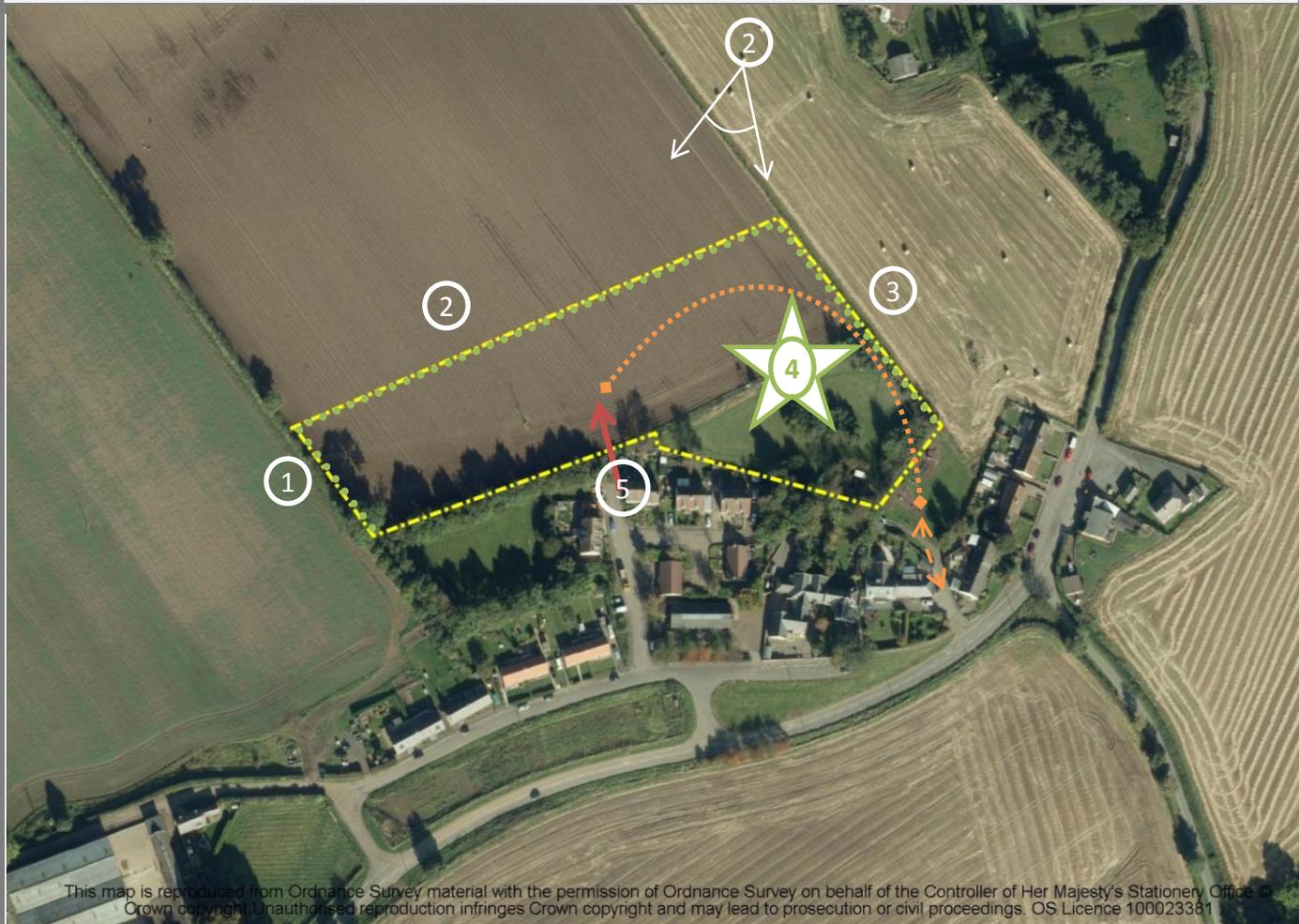
Southern and western boundary with mature trees



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

TT15 - Humbie North, Tranent

Residential development of circa 20 homes



1. On the western boundary retain the existing hedgerow and take suitable measures to protect existing mature trees. Enhance edge through hedgerow repair, tree management and new specimen tree planting which will help integrate development into the landscape when seen from the B6368.
2. On the northern boundary a new hedgerow and specimen trees are required. Careful design of the built form and landscape edge should integrate the development into the landscape e.g. in views south from the high point of the B6371.
3. On the eastern boundary the existing hedgerow must be safeguarded and incorporated into a designed edge, with new specimen tree planting, hedgerow repair and new hedgerow planting along the northern half of the boundary.
4. Open space provision to be located adjacent to the existing provision. Integrate existing planting and enhance through the addition of new planting and paths.
5. Site access should be taken from Kippethill. The overall site layout must permit walking and cycling from Kippethill through the development to the existing open space.

Note:

- Buildings should be of a similar height, colour and materials to the adjoining built developments. Layout should reflect the wider village grain.

TT16 - East Saltoun, Tranent

Residential Development of circa 75 homes



1. A new village green (at least 60m wide by 40m), must be created along the northern part of the site with specimen tree planting, play facilities and seating. This will provide a village focal point and informal recreational area at the junction. Houses should front on to the green and provide a sense of co-ordinated enclosure through their layout. The green should be open to the B6355 with appropriate safety measures as advised.
2. Vehicular access to the site will be from the B6355, and must be provided as a shared surface route adjacent to the east side of the village green. A new footway must be provided along the entire site frontage with the B6355 and to the west side of the village green.
3. The north east corner of the site should be enclosed with a hedgerow to complement the hedgerow on the opposite side of the road or with a well-designed and well-landscaped swale or SUDS.
4. There is an existing overhead power line that crosses the site from north to south that should be repositioned or undergrounded.
5. Layout and orientation of the houses, streets and spaces must be designed to incorporate and frame southerly views of the Lammermuir Hills. The layout should incorporate shared surface connections between the village green, and the landscaped edge along the southern and eastern boundaries of the site to facilitate walking and cycling.

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6. A minimum 10m wide high quality, designed landscape edge with specimen trees is required along this edge and within the development site to create an appropriate setting for the houses. The northern end of this boundary should have a more wooded character. Shared surface paths must be provided within the site to link to paths in the surrounding landscape and to the rest of the village including a path to connect to the new pavement along B6355.
7. A minimum 10m wide high quality designed landscape edge must enclose the southern boundary of the site and must incorporate the 3 mature ash trees and existing Hawthorn hedgerow within it. This hedgerow must be repaired and replanted where necessary. Specimen tree planting within this landscape edge must be planted in groups to allow for framed views to the Lammermuirs,. Built form along that southern edge of the site must have a varied roof form and build line.
8. A careful design approach to address matters of the visual impact of the development is required, particularly from key approaches to the village. Proposals must demonstrate how the design response responds to the local character and maintains an appropriate approach or gateway to the village.

Notes:

- The potential for a community woodland expansion on the east of the site boundary (as indicated) with public access is supported. This will provide a suitable landscape edge to the village. If the woodland expansion is delivered a path is to be provided in this landscape margin, connected to the new pavement along the B6355.
- The site is wholly within East Saltoun Conservation Area: a traditional building form, height and materials is required to reflect wider built form and character of the conservation area. New houses must fit with the built form of existing houses and be single or 1.5 storeys in height particularly along the northern boundary. Potential for larger 2 storey houses can be explored towards the south of the site. External finishes should be muted in colour with roofs clad either with slate or pantile. Buildings with similar roof cladding should be grouped together according to their roof cladding.

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Images



View west along the northern site frontage with the B6355 illustrating the rural character of this approach to the village and the set back of existing development on the north side of the B6355.



Incorporate 3 existing ash trees within designed landscape edge and hawthorn hedge

View across the site from the north-eastern corner towards the southern fringe, illustrating the views to the Lammermuir Hills.



View south along the minor road illustrating typical village character, building character and hedgerow frontages



View north along the minor road illustrating typical village character and hedgerow frontages