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Introduction

Background

1. The Main Issues Report (MIR) is the first formal stage of preparing the Local Development Plan (LDP). The MIR is a consultation document, setting out the planning authority's big ideas for the future development of the area in terms of development strategy and policies and proposals. The MIR shows general proposals for development of the area including where it should and should not occur. It sets out preferred development sites and any reasonable alternatives, if they exist.
2. The Environmental Assessment (Scotland) Act 2005 requires 'Strategic Environmental Assessment' of LDPs. This means that the Main Issues Report needs to be subject to SEA, and an Interim Environmental Report is required to be published alongside the MIR. The SEA is required to predict and evaluate the likely significant effects on the environment of implementing the preferred and alternative approaches set out in the MIR. It needs to describe measures envisaged to prevent, reduce and as far as possible offset any significant adverse effects (mitigation). The MIR is to be site specific, and so the same is true of the SEA.

Purpose of this Document

3. This document provides an objective assessment of the planning merits and strategic environmental assessment of potential development sites submitted for consideration as part of the LDP process.
4. The document provides an overview of the key environmental characteristics of the Dunbar area and highlights key sensitivities of the area and environmental features that could be affected, positively or negatively, by any future development. The site assessment methodology is fully explained below, and the result of each site assessment is included in this report.
5. The intention of this work is to show the background information considered when selecting preferred and alternative development sites for the MIR. It also allows people to take an informed view on if they agree or disagree with the preferred sites. The document also fulfils Strategic Environmental Assessment requirements by considering the potential environmental effects of all the individual sites. The cumulative impact of preferred and alternative sites is assessed through consideration of each strategy option overall as set out in the IER.

Introduction to the Site Assessment Process

6. In early 2012 East Lothian Council commenced public engagement on the preparation of its Local Development Plan. It did this with a series of community events as well as a 'call for sites' exercise. Members of the public, landowners, agents and any other interested parties

were invited to suggest potential development sites to be considered at MIR stage. Responders filled in a 'Development Options Appraisal Form' to provide information about the potential site, its proposed land use, and any potential impacts on the environment that could arise from its development.

7. Almost 100 site submissions were received in response to the initial call for sites which concluded in March 2012; however, submissions were accepted until the final deadline of 14th April 2013. In addition, a number of additional sites have been considered as part of the assessment including those put forward for the SESPlan Main Issues Report. The vast majority of site submissions promote housing development, however there are a small number of site submissions for business land, mixed use development, mineral extraction and for nature conservation/open space.
8. To help inform the MIR a comprehensive assessment of all sites has been carried out. All sites were assessed in the same way, using an assessment form that was designed to cover relevant planning and environmental consideration to assess how suitable a site may be for development. Importantly, key SEA questions were incorporated into the site assessment form. This means that sites being assessed for the purposes of the MIR were also subject to SEA at the same time.

How Sites were Assessed

9. A site assessment template was prepared to ensure that all sites could be assessed in a consistent way, and to allow the relative merits and drawbacks of different sites to be easily compared. The Strategic Environmental Assessment (SEA) was integrated into this assessment form. This was to allow a full assessment of the site including relevant planning and environmental matters.
10. To populate the assessment form, information on each site was gathered from a range of sources including site visits and desk based assessment. Information sources include Geographical Information Systems (GIS), information provided as part of site submissions by agents/landowners, consultation with specialist Council officers and site specific comments provided by the Consultation Authorities, including the Scottish Environment Protection Agency (SEPA), Scottish Natural Heritage (SNH), and Historic Scotland.
11. The site assessment forms comprises of three main sections, which include:
 - Site information
 - Site suitability and deliverability
 - Potential impacts of the site's development (Strategic Environmental Assessment)

Site Information

12. This section of the form contains basic site information including its address, its allocated reference number, the source of the site submission (e.g. landowner, agent, house builder etc), the site size, its current and proposed land use, a summary description of the key characteristics of the site and its planning history. A map showing the boundary of the site and an aerial photograph is also included to provide context. This is to serve as an introduction for the more detailed assessment.

Suitability and Deliverability of Site

13. This section of the form considers whether the site is suitable for its proposed use, and if it can be developed - i.e. a judgement based on the likelihood of the site being developed during the lifetime of the Local Development Plan.
14. To inform this judgement the assessment form includes factors such as the location and accessibility of the site, its physical characteristics (e.g. exposure and aspect), if it conforms to higher level plans (e.g. SESplan), whether infrastructure capacity is or can be made available to service the site, and if it is effective - i.e. if no constraints exist or if they could be overcome to enable development in the LDP period. Relevant constraints are explained in the Scottish Government's *Planning Advice Note (PAN) 2/2010: Affordable Housing and Housing Land Audits* and include ownership, physical, contamination, deficit funding, marketability, infrastructure, and land use.
15. The table below shows the range of assessment topics which feature in the suitability and deliverability section of the site assessment. Each topic has associated assessment questions, which were used to help assess the planning merits of each site. Each site was rated on the basis of a good, poor or reasonable relationship with the aim of the assessment question posed for each assessment topic.
16. To ensure consistency in the assessment, a range of possible answers to the assessment questions were set to help categorise findings. A traffic light colour coding system was then used to illustrate how each site rated under each topic – i.e. if the site has a good (green), poor (red) or reasonable (amber) relationship with the aim of the assessment question. This colour coding system allows for a clear visual comparison of the relative merits of the sites across the different assessment topics.

SUITABILITY AND DELIVERABILITY OF SITE		
Topic	Assessment Questions	Rating
Location	<ul style="list-style-type: none">Is the site well related to an existing settlement?	<p>Outside an existing settlement boundary and not well related.</p> <p>Outside an existing settlement boundary but well related.</p> <p>Within an existing settlement boundary.</p>
Accessibility	<ul style="list-style-type: none">Is the site accessible by public transport?Are a range of facilities and services available	<p>The site does not meet any of the thresholds for accessibility listed in PAN</p>

	<p>within walking distance? (Based on thresholds in Annex B of PAN 75:</p> <ul style="list-style-type: none"> - 400m to a bus service - 800m to a rail station - Maximum threshold of 1600m to local facilities <p>(Distances based on walking routes from the centre of the site).</p>	<p>75.</p> <p>The site meets some of the accessibility thresholds in PAN 75.</p> <p>The site meets all the accessibility thresholds in PAN 75.</p>
Exposure	<ul style="list-style-type: none"> • Does the site have shelter from northerly winds through topography or vegetation? 	<p>Little shelter from northerly winds.</p> <p>Some shelter from northerly winds.</p> <p>Good shelter from northerly winds.</p>
Aspect	<ul style="list-style-type: none"> • Which direction is the site facing? 	<p>North facing.</p> <p>East or west facing.</p> <p>South-west, south or south-east facing.</p>
Suitability for Proposed Use	<ul style="list-style-type: none"> • Is the site generally suitable for the proposed use? • Are there any significant or potential conflicts with adjoining land uses, for example which may result in air quality or noise impacts for either existing or proposed use(s)? 	<p>The site is unsuitable for the proposed use and/or there would be major conflicts with surrounding land uses.</p> <p>The site is generally suitable for the proposed use and any potential conflicts could be mitigated against.</p> <p>The site is suitable for the proposed use and there would be no potential conflicts with adjoining land uses.</p>
Fit with strategic policy objectives and direction	<ul style="list-style-type: none"> • Is the site within the strategic development area as identified in the SDP? • Would the development of the site align with the strategic objective of the SDP to steer new development to the most sustainable locations? 	<p>The site is outwith the Strategic Development Area identified in the SDP <u>and</u> does not align with the strategic policy objective.</p> <p>The site is outwith the SDA, or it does not align well with the strategic policy objective.</p> <p>The site is within the Strategic Development Area identified in the Proposed SDP <u>and</u> aligns well with the strategic policy objective.</p>
Physical infrastructure capacity	<ul style="list-style-type: none"> • Does sufficient physical infrastructure capacity exist/ can it be made available to accommodate the development? Including transport, clean water, waste water, etc. 	<p>Significant constraints, which are unlikely to be able to be overcome to make the site deliverable.</p> <p>Some constraints which can be overcome to make the site deliverable.</p> <p>No constraints.</p>
Service infrastructure capacity	<ul style="list-style-type: none"> • Does sufficient service infrastructure capacity exist/ can it be made available to accommodate the development? Including education, health and emergency services (where known) etc. 	<p>Significant constraints, which are unlikely to be able to be overcome to make the site deliverable.</p> <p>Some constraints which can be overcome to make the site deliverable.</p> <p>No constraints.</p>
Deliverability/ Effectiveness	<ul style="list-style-type: none"> • When would the site be likely to come forward? • Is the site / can the site be made 'effective' – i.e. are any of the following constraints present? <ul style="list-style-type: none"> - Ownership (is the owner known? Expressed interest in developing site?), Physical, Contamination, Deficit funding; Marketability, Infrastructure, Land use 	<p>Significant constraints – site is not effective.</p> <p>Moderate constraints – site can be made effective.</p> <p>Few/no constraints – site is effective.</p>

Potential Environmental Impacts of Development: Strategic Environmental Assessment (SEA)

17. The East Lothian Local Development Plan is subject to Strategic Environmental Assessment (SEA) under the Environmental Assessment Act (Scotland) 2005. For a detailed explanation of the SEA process, and the SEA assessment of the overall spatial strategy and policy approaches set out in the MIR, please refer to the ‘Strategic Environmental Assessment: Interim Environmental Report’ which has also been published alongside the Main Issues Report.
18. The role of the SEA is also to predict (identify and describe) and to make a judgment on the significance of the environmental effects of developing sites that may be allocated by the LDP. Any potential impacts are to be identified and their significance assessed. The SEA should also outline any measures that could prevent, reduce or offset any significant harmful effects on the environment of developing a potential development site. The SEA of sites took the form of a series of assessment questions that were included in the site assessment form. These questions relate to the SEA objectives for the Local Development Plan which have been identified as follows:

SEA TOPIC	SEA OBJECTIVE
Biodiversity, Flora and Fauna	Conserve or enhance biodiversity, flora and fauna.
Population	Maintain or enhance the quality of life for East Lothian’s residents.
Human Health	Maintain, or provide opportunities to improve, human health.
Water	Maintain or enhance the water environment and reduce flood risk.
Soil	Conserve or enhance soil quality, quantity and function.
Air	Maintain or enhance air quality.
Climatic Factors	Contribute to reducing GHG emissions and energy consumption or adapting to the effects of climate change.
Material Assets	Manage, maintain or promote the efficient, effective or appropriate use of material assets.
Cultural Heritage	Preserve or, where appropriate, enhance East Lothian’s historic environment.
Landscape	Conserve or enhance the character and appearance of settlements and the landscape.

19. The SEA site assessment questions were used as prompts to predict the effects of developing each site on the relevant SEA objectives, and to evaluate if those effects would be significantly positive or negative. The SEA considers a range of effects including permanent, temporary, short, medium and long term, and cumulative effects – i.e. those that may arise from the combination of the development of a number of development sites. The SEA of sites also identifies where measures would be required to mitigate any negative impacts identified.
20. The Scottish Government’s SEA Guidance (August 2013) states that it should not be assumed that mitigation measures would be implemented if they are only discussed in broad terms in the Environmental Report. Where the need for mitigation has been

highlighted for any potential development sites this is identified in the site assessments. However, it has been assumed that mitigation measures which relate to the detail of development proposals (rather than the overall principle of development on the site) would be secured once the plan is in operation – i.e. they would be secured through the suite of policies that will be included in the LDP once approved. These policies will also be subject to SEA and this will ensure that any negative environmental impacts can be managed at planning application stage.

21. For example, if development on a site is considered acceptable in principle, but there is the potential for development to affect the setting of a listed building if not sensitively designed and laid out, the SEA assumes that at planning application stage relevant listed building and design policies in the LDP will ensure that such an effect would be avoided; otherwise the proposal would be contrary to the policies of the plan and should not be permitted.
22. The table below shows the questions that were applied to each potential development site, under each of the SEA topic areas. It includes a key to the scoring and colour coding system. The environmental effects are expressed as Very Positive (++), Positive (+), Neutral (o), Negative (-), Very Negative (--) or Uncertain (?). These questions form part of the overall planning assessment of each site and the colour coding approach used in the previous section of the form is also applied.

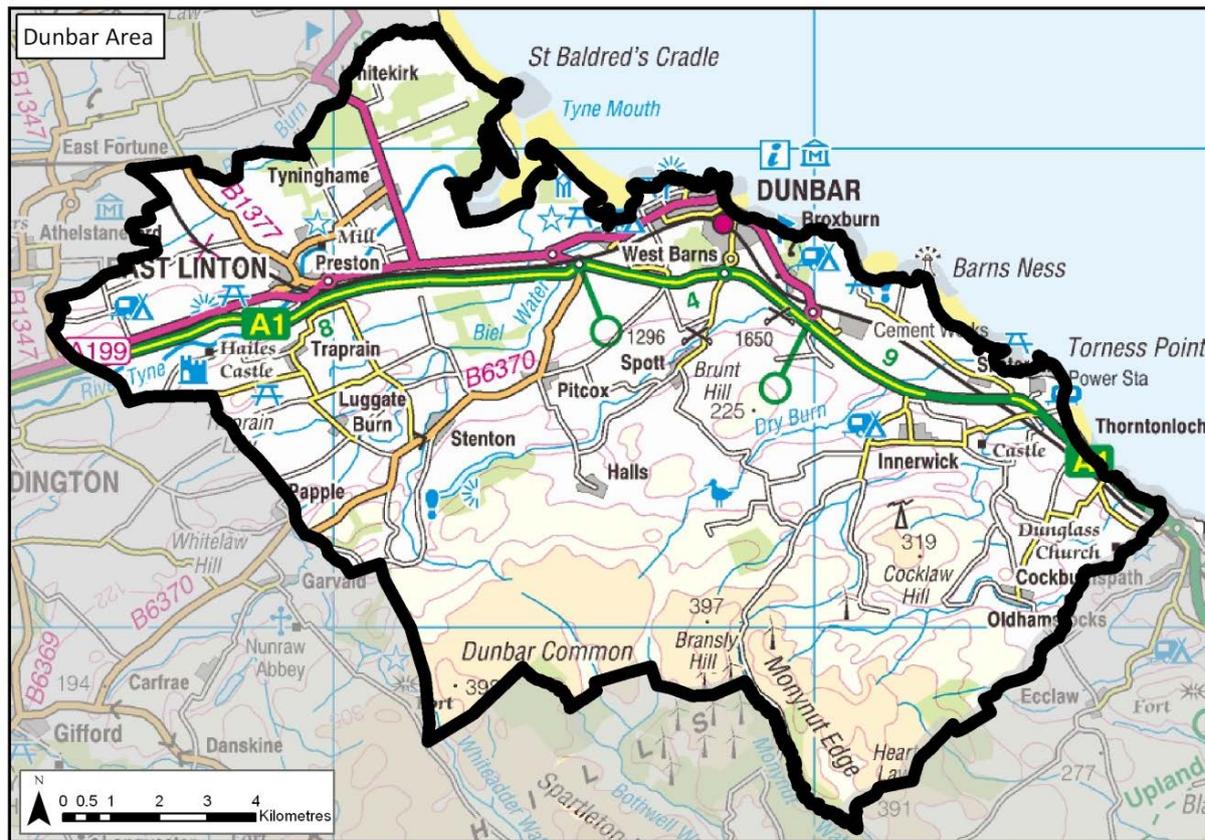
POTENTIAL IMPACTS OF DEVELOPMENT: SEA			
Topic	Questions	Planning Assessment	SEA score
Biodiversity , Flora and Fauna	<ol style="list-style-type: none"> Is the site outwith an area designated for its: <ul style="list-style-type: none"> International National, or Local nature conservation interest? Is the site’s development for the use proposed likely to have an adverse impact on the qualifying interest of such a site? Would the proposed development provide any significant opportunity to maintain or enhance wider habitat connectivity? Would the proposed development maintain or minimise the loss of protected trees or woodland important for its type, extent or landscape significance, and where relevant offer the opportunity for replacement planting and in all circumstances opportunities for an increase of such planting? Does the site contain any notable species? 	<p>Likely loss or disturbance of significant wildlife habitat or species.</p> <p>Some loss or disturbance of wildlife habitat or species.</p> <p>No loss or disturbance of wildlife habitat or species.</p> <p>Note: Place a * in the box where there may be connectivity with a European site and the site should be screened in to the Habitats Regulations Assessment process at this stage.</p>	<p>++ Very Positive</p> <p>+ Positive</p> <p>o Neutral</p> <p>- Negative</p> <p>-- Very Negative</p> <p>? Uncertain</p>
Population	<ol style="list-style-type: none"> Would the site’s development for 	The site’s development may	++ Very Positive

	<p>the proposed use contribute to the regeneration of a disadvantaged area?</p> <p>2. In the case of housing, would the site's development promote the provision of affordable housing within an area of particular affordable housing need?</p> <p>3. Does the site have reasonable access by active travel or public transport modes to a town centre, education and community facilities, and employment?</p>	<p>result in adverse impacts for the wellbeing of the existing/future local population.</p> <p>The site's development is unlikely to result in any benefits for the existing/future local population.</p> <p>The site's development would result in benefits for the existing/future local population.</p>	<p>+ Positive</p> <p>o Neutral</p> <p>- Negative</p> <p>-- Very Negative</p> <p>? Uncertain</p>
Human Health	<p>1. Is the site known to be contaminated and, if so, does the proposal provide the opportunity to mitigate this?</p> <p>2. In the case of a housing proposal, is the site reasonable accessible to existing open space, sports facilities or the core path network?</p> <p>3. Would the development of the site provide opportunities to contribute to active travel and recreation as part of the Central Scotland Green Network?</p> <p>4. Would development of the site maintain or enhance levels of noise?</p> <p>5. Is it likely that the development of the site will maintain or enhance levels of emissions to avoid exacerbating any existing air quality problems?</p>	<p>The site's development is likely to significantly adversely affect human health.</p> <p>The development of the site may result in some adverse effects upon human health.</p> <p>The site's development is not likely to have adverse impacts on human health and/or may have positive impacts.</p>	<p>++ Very Positive</p> <p>+ Positive</p> <p>o Neutral</p> <p>- Negative</p> <p>-- Very Negative</p> <p>? Uncertain</p>
Soil	<p>1. Would the site's development ensure that prime quality agricultural land is not lost?</p> <p>2. Would the site's development ensure that rare or carbon-rich soils are not lost?</p>	<p>The site's development would result in a significant loss of prime agricultural land/rare soils/carbon rich soils.</p> <p>The site's development would result in some loss of prime agricultural land/rare soils/carbon rich soils.</p> <p>The site's development would result in no loss of prime agricultural land/rare soils/carbon rich soils.</p>	<p>++ Very Positive</p> <p>+ Positive</p> <p>o Neutral</p> <p>- Negative</p> <p>-- Very Negative</p> <p>? Uncertain</p>
Water	<p>1. Is the site within a functional flood plain or is it at risk of flooding from other sources?</p> <p>2. Would the site's development be likely to increase the risk of flooding elsewhere?</p> <p>3. Would the site's development be likely to maintain or enhance the</p>	<p>The site is in a functional floodplain or at high flood risk from other sources and/or would have a significant detrimental impact on the quality of the water environment.</p> <p>The site is at some risk of</p>	<p>++ Very Positive</p> <p>+ Positive</p> <p>o Neutral</p> <p>- Negative</p> <p>-- Very Negative</p> <p>? Uncertain</p>

	ecological status of the water environment?	<p>flooding and/or its development may increase the risk of flooding elsewhere and/or it may have a negative impact on the water environment.</p> <p>The site is not at risk of flooding, will not lead to an increased risk of flooding elsewhere and is likely to maintain/enhance the ecological status of the water environment.</p>	
Air	<ol style="list-style-type: none"> 1. Would development of the site be unconstrained by existing sources of air pollution and would its development ensure any effects on existing sensitive receptors are within acceptable levels? 2. Does the site have, or can it be provided with good active travel and public transport accessibility such that the need to travel by car is minimised? 3. Does the site have good access to existing facilities, services and public transport? 	<p>The site's development is likely to have significant adverse impacts for air quality.</p> <p>The site's development may have some adverse impact on air quality.</p> <p>The site's development would have no adverse impact on air quality.</p>	<p>++ Very Positive</p> <p>+ Positive</p> <p>o Neutral</p> <p>- Negative</p> <p>-- Very Negative</p> <p>? Uncertain</p>
Climatic Factors	<ol style="list-style-type: none"> 1. Would the site's development contribute to a sustainable settlement strategy? 2. Would the site's development help reduce the need to travel as well as the distance travelled? 3. Does the site lend itself to development that would be energy and resource efficient? 	<p>The site would not contribute to a sustainable settlement strategy and would increase the need to travel.</p> <p>The site would not contribute to a sustainable settlement strategy or it would not reduce the need to travel.</p> <p>The site would contribute to a sustainable settlement strategy and/or would reduce the need to travel.</p>	<p>++ Very Positive</p> <p>+ Positive</p> <p>o Neutral</p> <p>- Negative</p> <p>-- Very Negative</p> <p>? Uncertain</p>
Material Assets	<ol style="list-style-type: none"> 1. Would the site's development involve the re-use of existing buildings worthy of retention, make an efficient use of land and / or prioritise the use of brownfield land over greenfield land? 2. Would the site's development avoid the permanent sterilisation of economic mineral resources the extraction of which would otherwise be acceptable in policy terms (where known)? 	<p>The site's development would make inefficient use of land and resources.</p> <p>The site's development would make moderately efficient use of land and resources.</p> <p>The site's development would make efficient use of land and resources.</p>	<p>++ Very Positive</p> <p>+ Positive</p> <p>o Neutral</p> <p>- Negative</p> <p>-- Very Negative</p> <p>? Uncertain</p>
Cultural Heritage	<ol style="list-style-type: none"> 1. Would the development of the site directly preserve and if appropriate enhance: 	<p>The site's development would be likely to result in a significant loss or</p>	<p>++ Very Positive</p> <p>+ Positive</p> <p>o Neutral</p>

	<ul style="list-style-type: none"> a. the character or appearance of a Conservation Area? b. a listed building or its setting? c. a Scheduled Ancient Monument or its setting? d. a local archaeological site? e. a Historic Garden or Designed Landscape? f. a site included in the Inventory of Historic Battlefields? 	<p>disturbance to historic/cultural assets.</p> <p>The site's development would be likely to result in some loss or disturbance to historic/cultural assets.</p> <p>The site's development would not be likely to result in loss or disturbance to historic/cultural assets.</p>	<ul style="list-style-type: none"> - Negative -- Very Negative ? Uncertain
<p>Landscape</p>	<ul style="list-style-type: none"> 1. Is the site outwith a visually sensitive location or one where a built or natural landscape feature of significance might be harmed by its development? 2. Is the site outwith a visually and / or physically sensitive landscape within or outwith the Green Belt the development of which would not lead to the coalescence of settlements? 3. Would the site's development allow for the consolidation of the existing settlement pattern and structure of settlements? 4. Would development of the site conserve or enhance important areas of open / green space? 	<p>The site's development would be likely to have significant impacts on the landscape.</p> <p>The site's development would be likely to have some impact on the landscape.</p> <p>The development of the site would not be likely to result in adverse landscape impacts.</p>	<ul style="list-style-type: none"> ++ Very Positive + Positive o Neutral - Negative -- Very Negative ? Uncertain

Dunbar Area: Environmental Characteristics

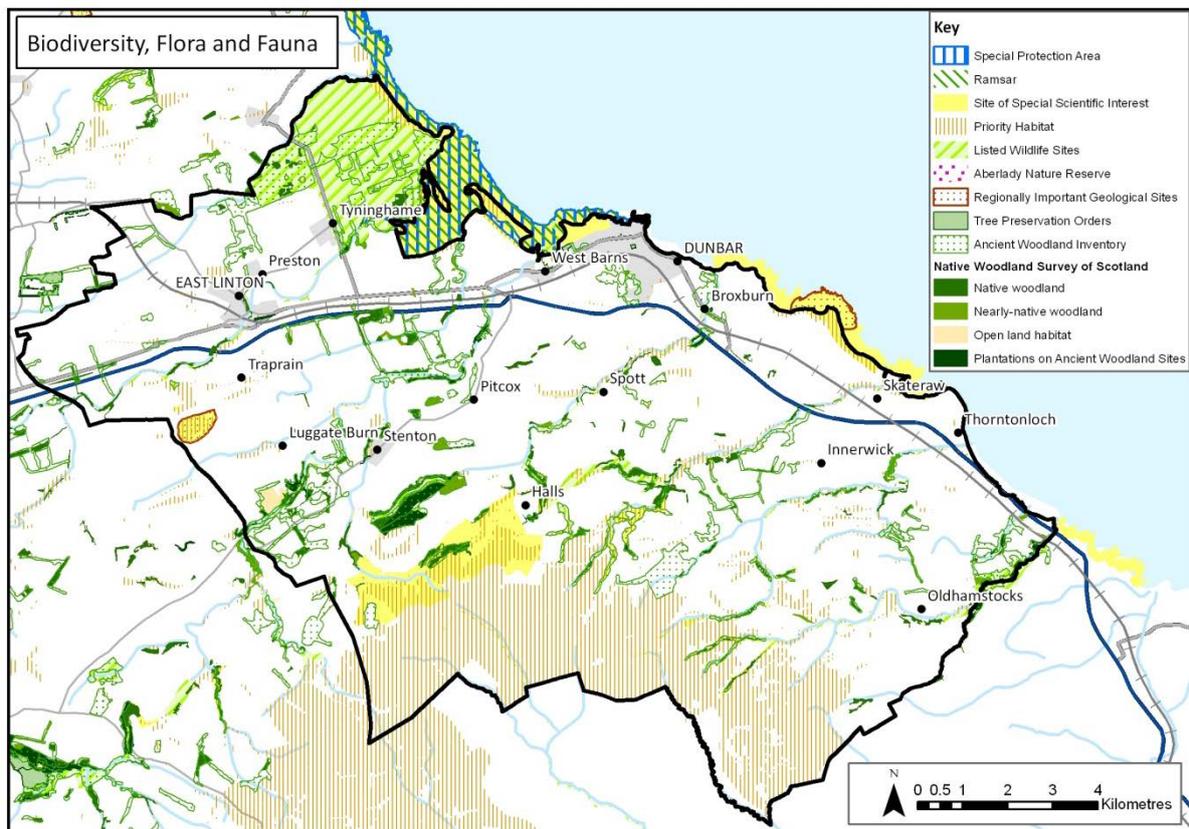


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Figure 1: Dunbar Area

15. This section provides an overview of the key environmental characteristics of the Dunbar area, and is structured according to the main topic areas of the Strategic Environmental Assessment.
16. The Dunbar area is the most easterly part of East Lothian. It includes the main town of Dunbar a coastal settlement of just over 8,000 people, the large village of East Linton, and a range of smaller communities and rural settlements including West Barns, Whitekirk, Tynninghame, Innerwick, Stenton and Oldhamstocks.

Biodiversity, Flora and Fauna

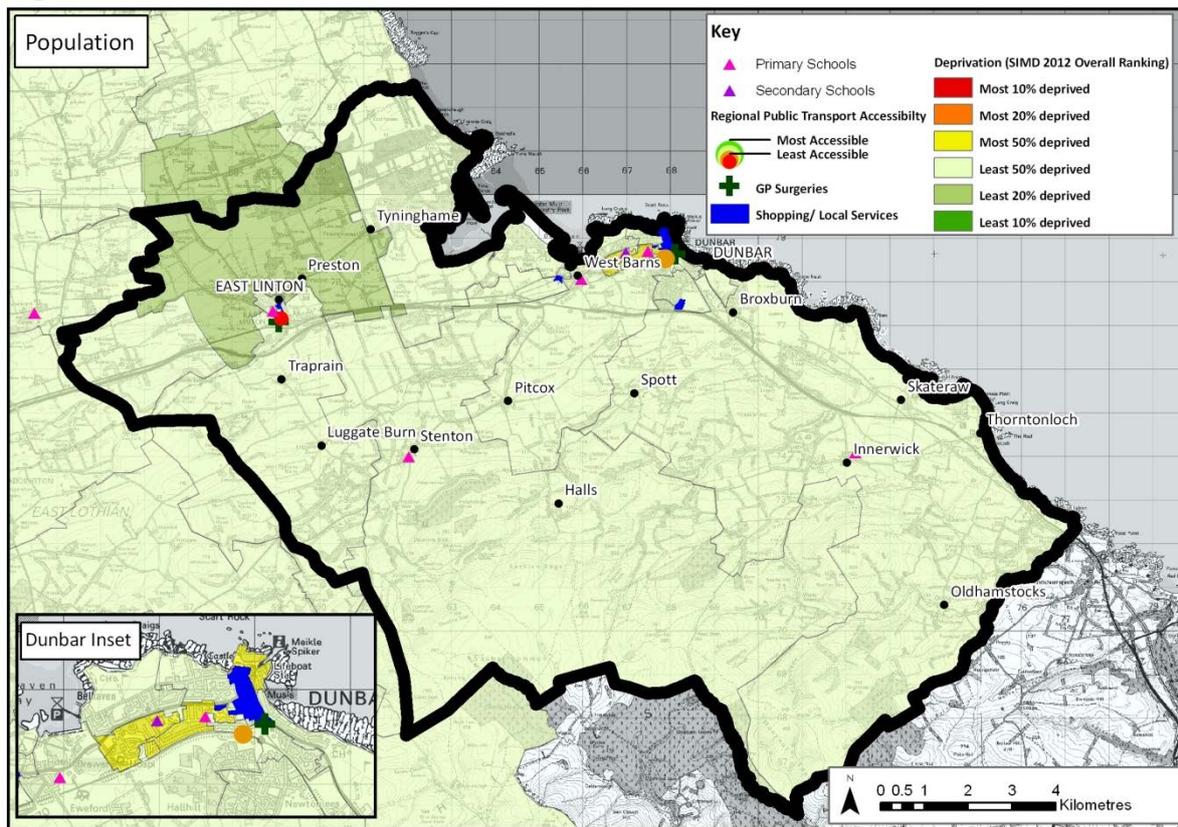


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Figure 2: Biodiversity, Flora and Fauna Characteristics

SEA Topic	Summary of Main Issues and Key Considerations in SEA Assessment
Biodiversity, Flora and Fauna	<ul style="list-style-type: none"> The coastline surrounding Dunbar is of international importance for nature conservation and it provides important habitat for internally protected species. To the north of Dunbar the coastline is within the Firth of Forth Special Protection Area and Ramsar designation, and new development in the area must not harm the habitat or affect the species that use it. Parts of the coastline in this area are also designated as Sites of Special Scientific Interest, including the Barns Ness Coast which is important for its geological features. The Firth of Forth SSSI covers a large area of the coast north of Dunbar and is important for the habitat it provides for protected bird species such as mudflats, saltmarsh, lagoons and grassland. It is also valued and protected for its geological features and palaeontology interest. Other SSSIs in the area include Rammer Cleugh at the foot of the Lammermuir Hills which is of special interest due to its quaternary geology and woodland. Traprain Law is also an SSSI and a notable geological feature that can be seen from across much of East Lothian. There are a number of locally listed wildlife sites in the Dunbar area including Tynninghame Estate, and also listed wildlife sites run along many of the burns and watercourses in the area.

Population

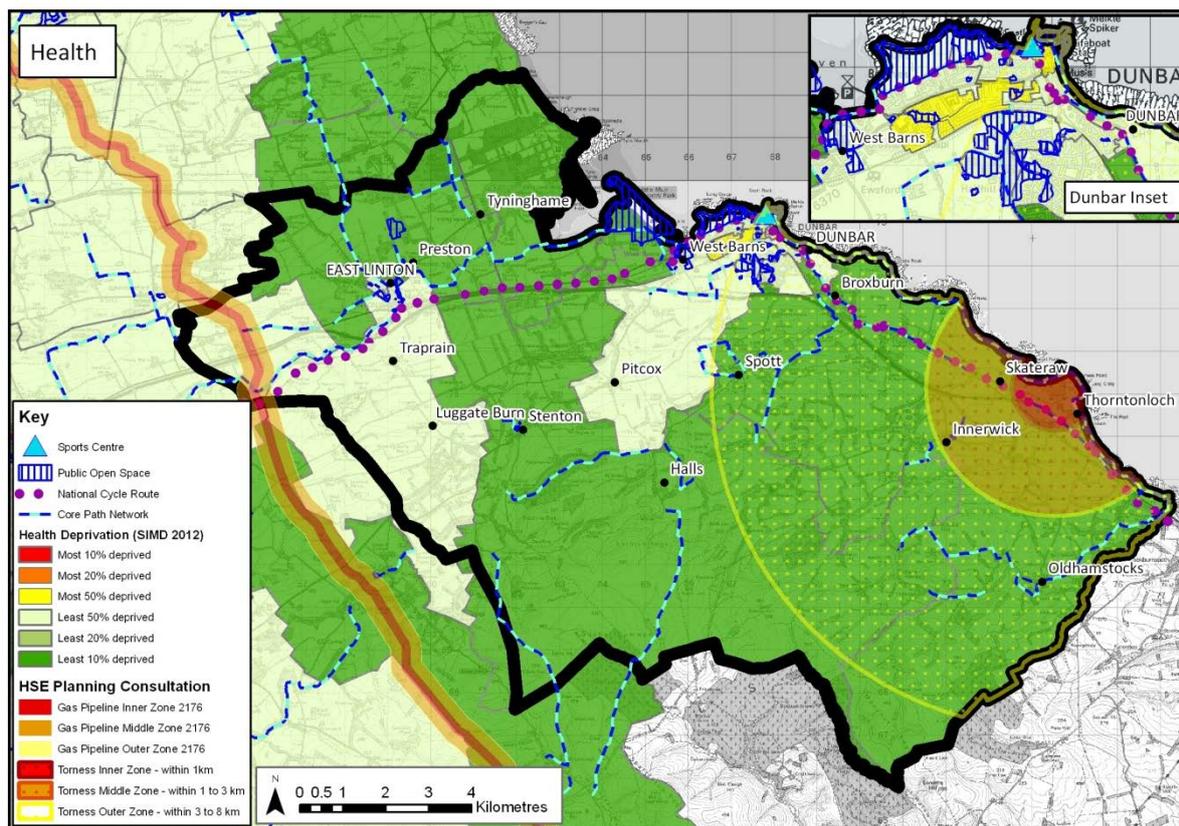


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Figure 3: Population Characteristics

SEA Topic	Summary of Main Issues and Key Considerations in SEA Assessment
Population	<ul style="list-style-type: none"> • Dunbar acts as the main service centre for the area, providing a range of town centre services and facilities, secondary education and employment areas. • East Linton is the second largest settlement and its village centre provides a range of local facilities, shops and services including a primary school. Most of the small rural settlements in the area have very limited facilities and local employment opportunities. • The majority of the area is within the 50% least deprived areas in Scotland however parts of Dunbar town are within the 50% most deprived areas. • In terms of access to higher level services such as regional health, retail and employment opportunities, the Dunbar area has relatively poor public transport accessibility compared to the western parts of East Lothian, with Dunbar and East Linton ranking 6th and 11th respectively out of the 11 East Lothian settlements assessed in the SESplan transport study.

Health



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Figure 4: Health Characteristics

SEA Topic	Summary of Main Issues and Key Considerations in SEA Assessment
Human Health	<ul style="list-style-type: none"> The Dunbar area is relatively less deprived with regards health when considered at a national level. This however conceals some variations within the area as whilst some areas are within the 10% least deprived, parts of Dunbar town fall within the 50% most deprived. There are variations in life expectancy within this area as whilst life expectancy for males in East Linton is 79.1 years, in Dunbar West and East it is 74.4 and 74.9 years respectively.¹ The coastline provides significant opportunities for recreation, and the John Muir Country Park is within the area, and the John Muir Way path passes through the area. There are numerous stretches of Core Path through the area providing opportunities for active travel and recreation although the network is fragmented in parts. A major gas pipeline passes through the area and has Health and Safety Executive planning consultation zones associated with it which needs to be considered if development is proposed within them. Torness nuclear power station is situated on the coast in the east of the area and has Health and Safety Executive consultation zones around it which will need to be taken account of if new development is proposed within them.

¹ Data provided by NHS Lothian (5 year average 2003-2007).

Soil

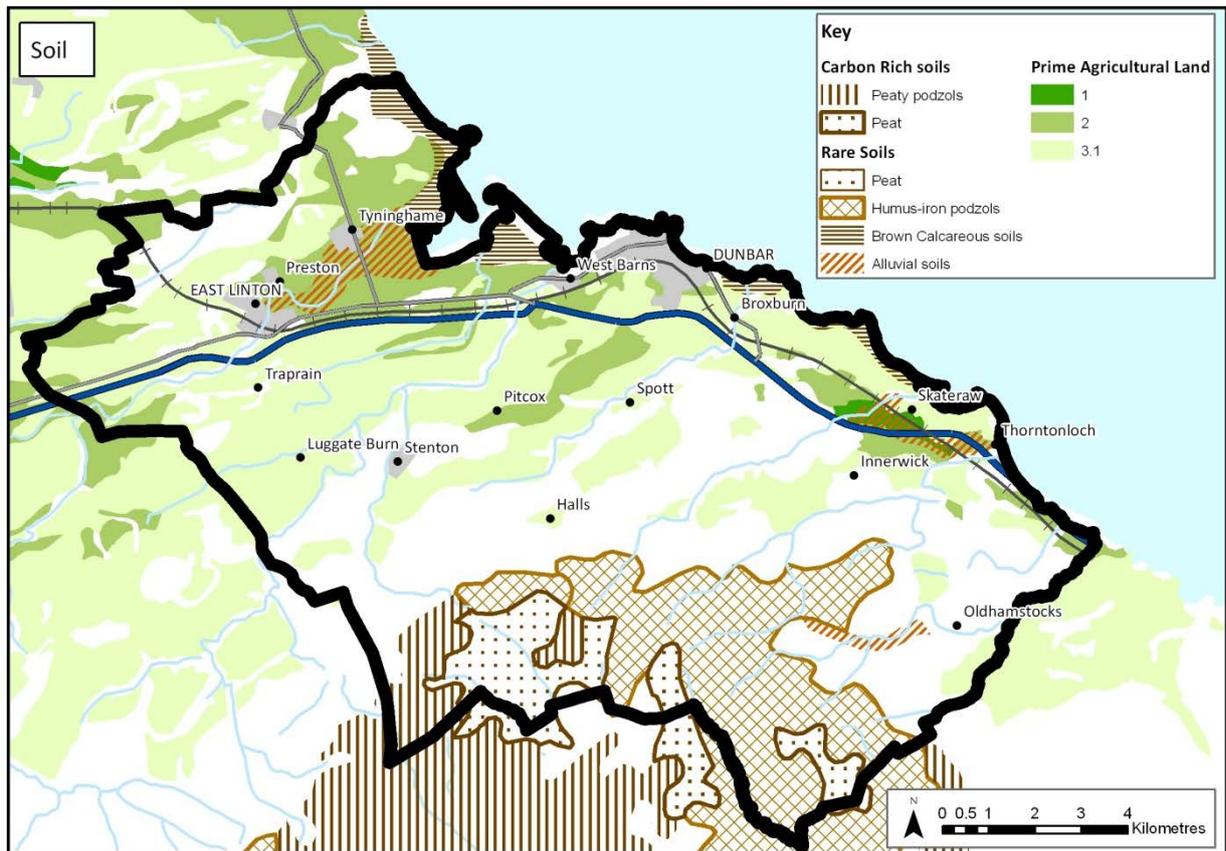
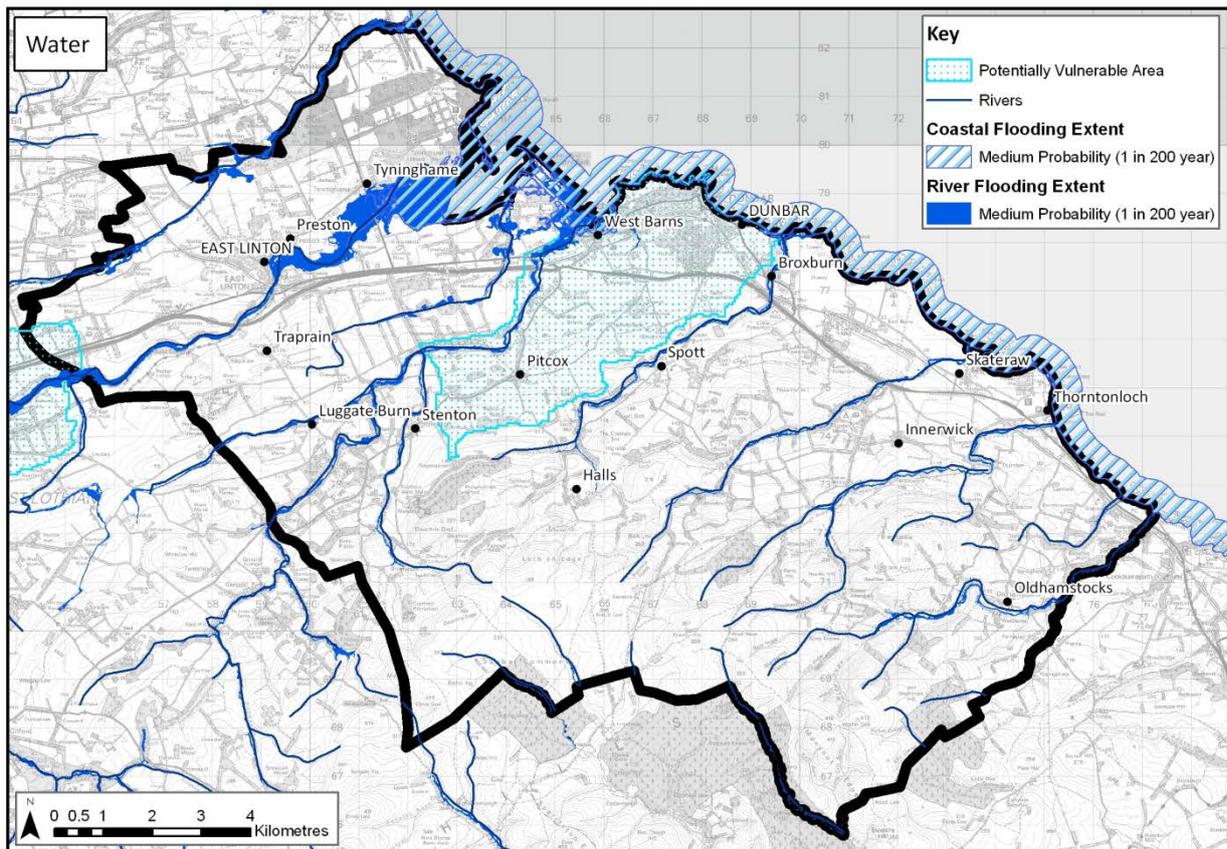


Figure 5: Soil Characteristics

SEA Topic	Summary of Main Issues and Key Considerations in SEA Assessment
Soil	<ul style="list-style-type: none"> • Prime agricultural land in the Dunbar area is concentrated to the northern and coastal areas. • Further south the landscape transitions into the foothills of the Lammermuir Hills where there are large expanses of rare and carbon rich soils, including areas of carbon rich peat and peaty podzols, and rare humus-iron podzols soils. • There are significant areas of rare soils along the coastline including alluvial soils and brown calcareous soils around the Tyne estuary.

Water



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Figure 6: Water Characteristics

SEA Topic	Summary of Main Issues and Key Considerations in SEA Assessment
Water	<ul style="list-style-type: none"> • Areas of land around Belhaven Bay are at risk from coastal flooding. • Numerous rivers drain through the area and pose a flood risk to some localities. In particular land around East Linton and to the south of Tynninghame is at risk of flooding from the Tyne. The Biel water poses a flood risk to the area to the south west of Belhaven Bay. • Part of the area, including Dunbar and West Barns lies within Potentially Vulnerable Area 10/25. • There are protected Bathing Water areas at Belhaven, Dunbar (East), Whitesands and Thorntonloch. • The coastal waters are classified as being of 'good' status by the Scottish Environment Protection Agency. • The watercourses in the area are of varying quality, with Dry Burn and Dunglass Burn being classified as 'good' status by the Scottish Environment Protection Agency, Spott Burn classified as 'moderate' status and Thornton Burn, Biel Water and the River Tyne as 'poor'.

Cultural Heritage

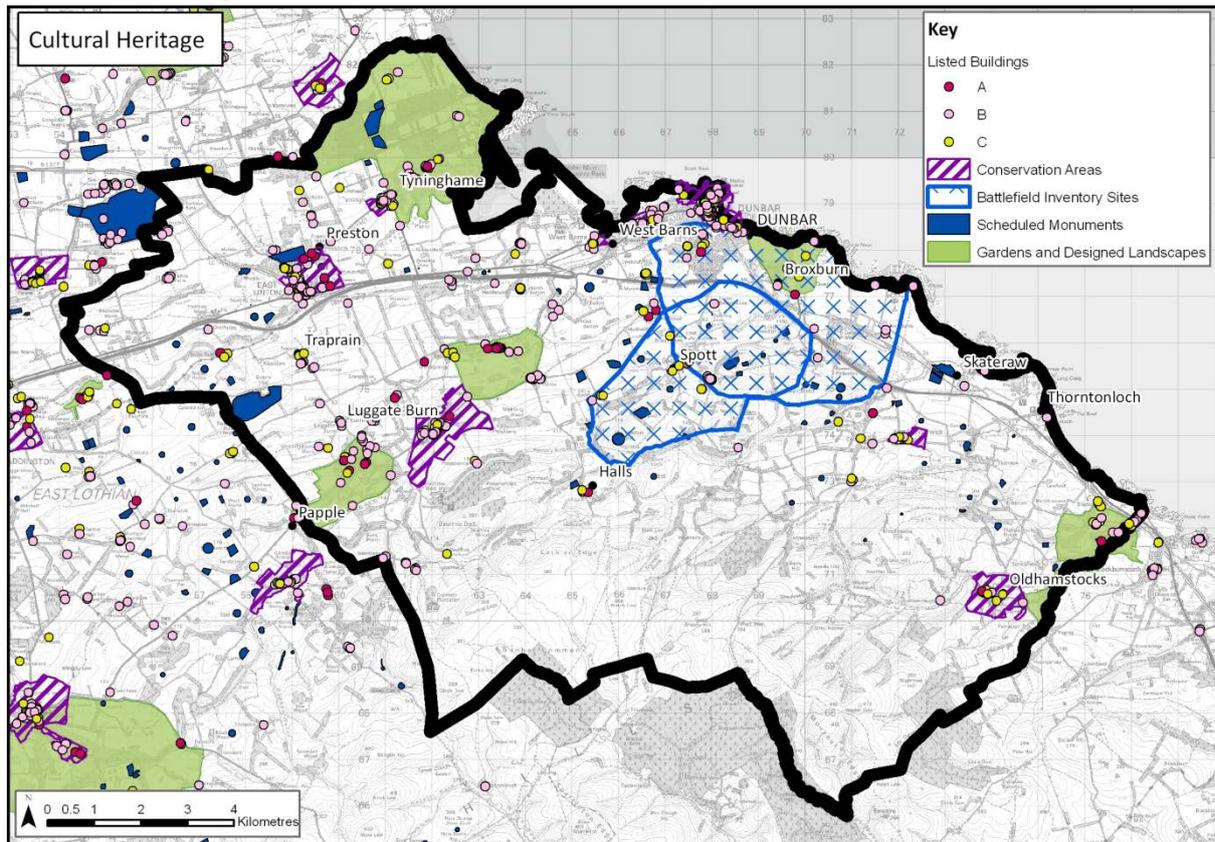
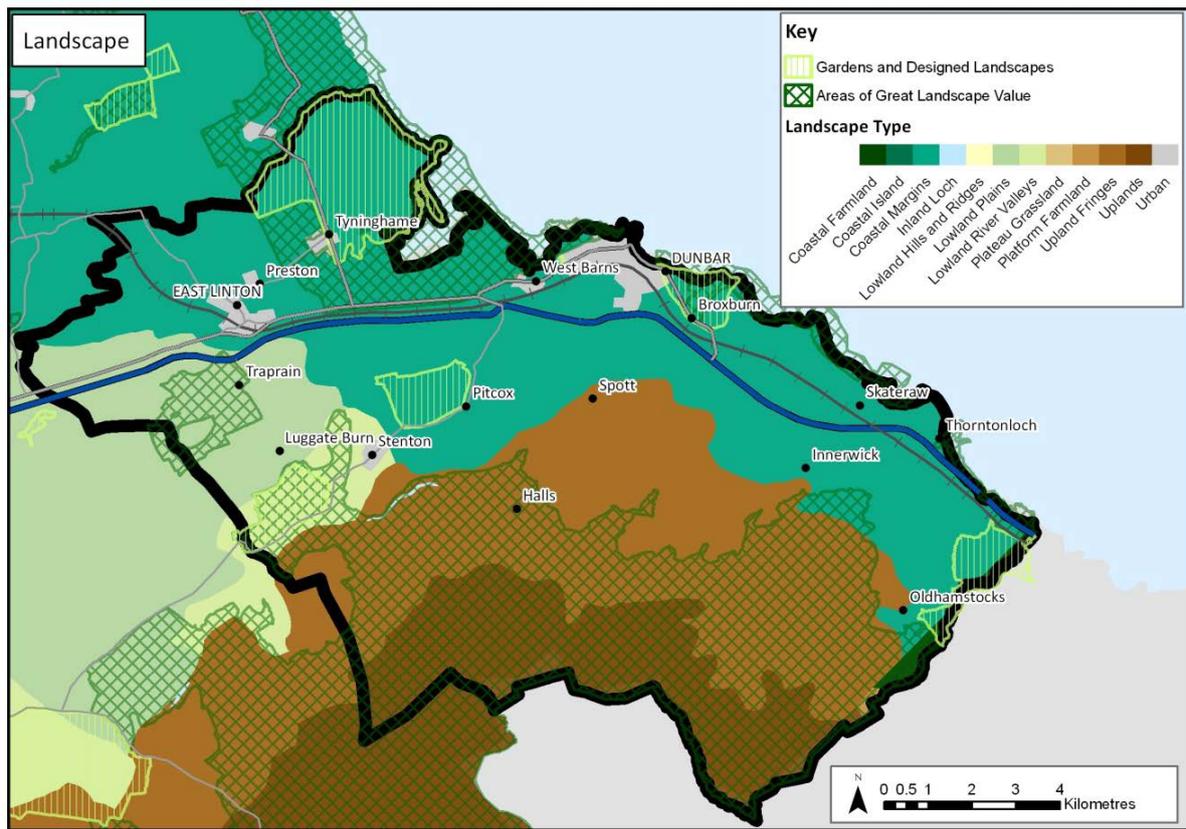


Figure 7: Cultural Heritage Characteristics

SEA Topic	Summary of Main Issues and Key Considerations in SEA Assessment
Cultural Heritage	<ul style="list-style-type: none"> • There are over 700 listed buildings in the Dunbar area, with over 250 of these being in the town of Dunbar. • Conservation Areas have been designated in the historic core of Dunbar and surrounding settlements of Belhaven, West Barns, East Linton, Stenton, Oldhamstocks, Innerwick, Spott and Tynninghame in recognition of their special architectural and historic characters which the planning system needs to protect and enhance. • There are two designated battlefield sites covering the area around Dunbar, relating to battles in 1296 and 1650. • The area is rich in archaeological remains and there are over 80 scheduled monuments including enclosures, forts, remains of prehistoric settlements, castles and standing stones. These are scattered throughout the landscape, and there are also areas with significant archaeological potential and potential unknown remains. • There are a range of historic gardens and designed landscapes throughout the Dunbar area including Dunglass, Broxmouth Park, Biel, Whittinghame and Tynninghame.

Landscape



SEA Topic	Summary of Main Issues and Key Considerations in SEA Assessment
Landscape	<ul style="list-style-type: none"> • The Dunbar area has a diversity of landscapes, transitioning from the lowland coastal plain through to upland fringes and the upland landscape of the Lammermuirs. • The coast is designated as an Area of Great Landscape Value. • The majority of the upland areas are designated as an Area of Great Landscape Value and parts have a 'wild land' quality. The high degree of perceived 'naturalness' of this landscape area has recently been altered to an extent by wind farm development and associated development such as tracks. • Other landscape character areas in the lowland area include the lowland river valleys the Whittingehame Water, characterised by strong topographical definition and enclosed valley floors, and substantial woodland cover. • The igneous outcrop of Traprain Law is a major landscape feature and is highly visible in long distance views. Its setting is designated as an Area of Great Landscape Value. • There are a number of historic designed landscapes and gardens associated with country estates in the area.

Air

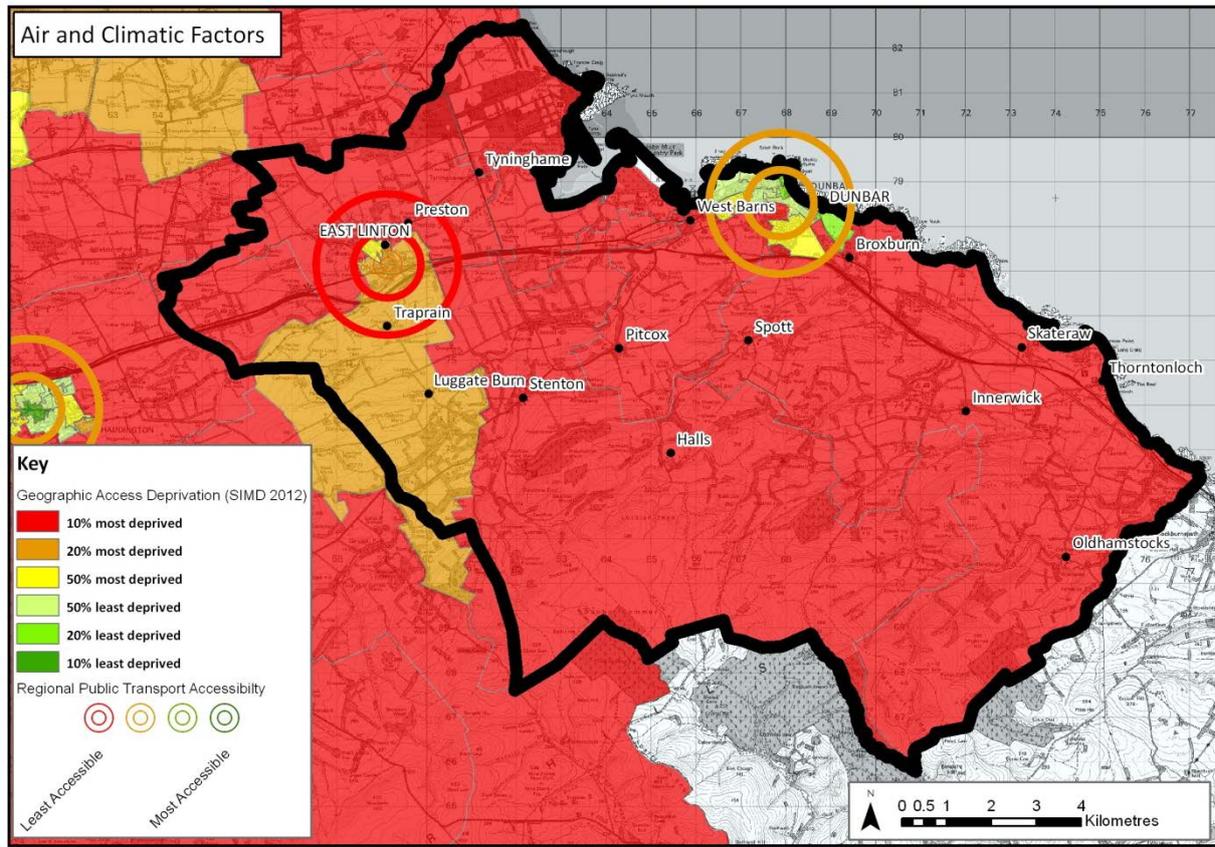


Figure 9: Accessibility

SEA Topic	Summary of Main Issues and Key Considerations in SEA Assessment
Air	<ul style="list-style-type: none"> The Dunbar area has relatively poor public transport accessibility to employment, health and retail at a regional level (with Dunbar and East Linton ranking 6th and 11th respectively out of 11 settlements in East Lothian assessed in the SESplan transport study). The geographic access to services deprivation² information shows that the rural areas surrounding Dunbar have relatively poor access to local services and lie within the 10% most deprived areas in Scotland with regards access to services. As would be expected, Dunbar has much better access to local services, and the town is ranked within the least 50% deprived areas in Scotland for its access to services. The rural nature of much of the area result in a higher dependence on the use of the private car to access facilities, services and employment, resulting in higher emissions of pollutants and greenhouses gases.

² The access domain is intended to capture the financial cost, time and inconvenience of having to travel to access basic services, by private car and public transport (e.g. Post Offices, schools, GPs).

Climatic Factors

SEA Topic	Summary of Main Issues and Key Considerations in SEA Assessment
Climatic Factors	<ul style="list-style-type: none">The poorer public transport accessibility to facilities, services and employment in the Dunbar area, compared with areas in the west of East Lothian results in an increased need to travel to access higher level services, and a higher reliance on private vehicle, leading to higher greenhouse gas emissions.

Material Assets

SEA Topic	Summary of Main Issues and Key Considerations in SEA Assessment
Material Assets	<ul style="list-style-type: none">The northern part of the Dunbar area contains large areas of prime quality agricultural land, an important land resource for arable farming.There are very limited opportunities for brownfield development in the area, therefore a reliance on the use of greenfield land.

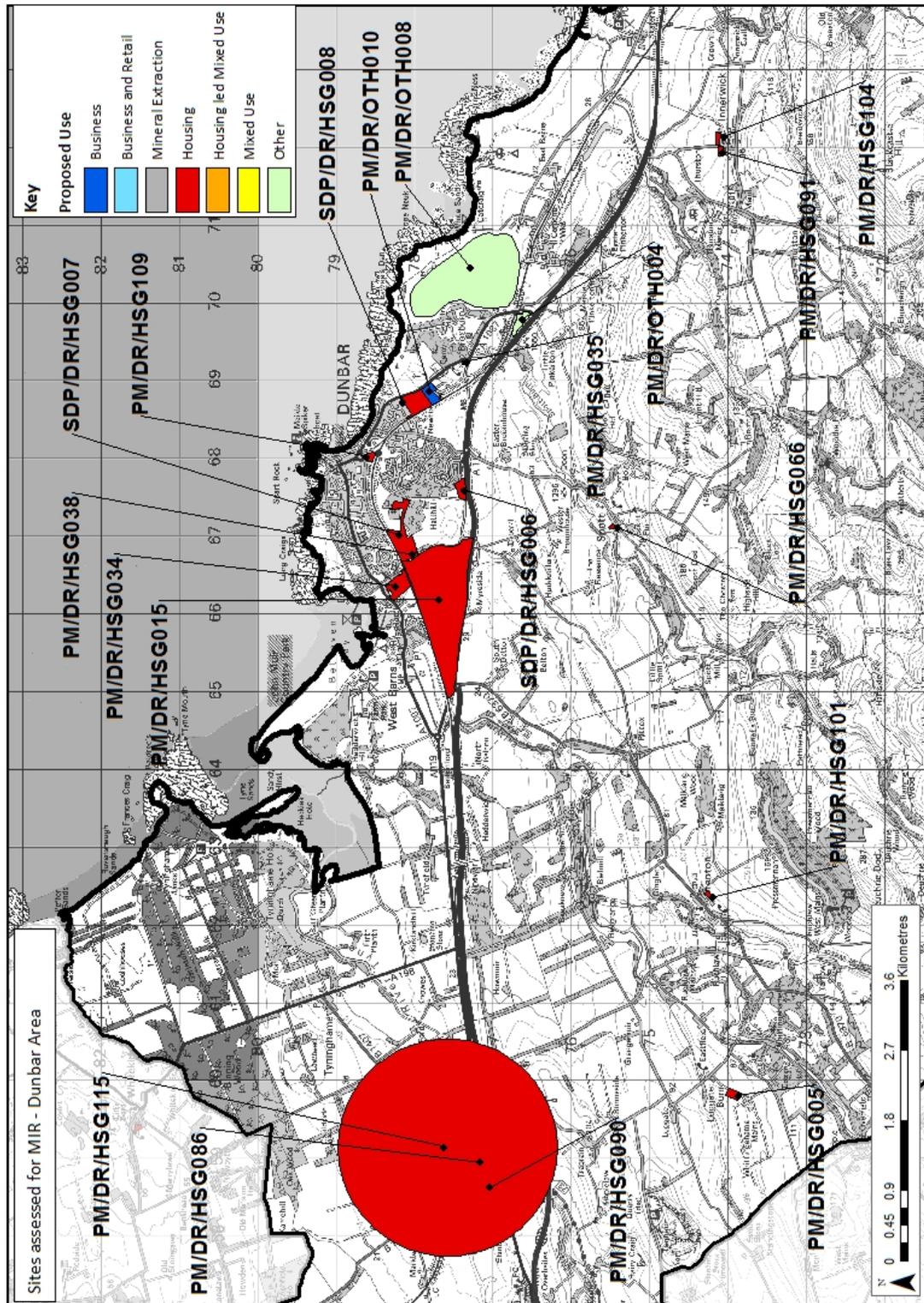
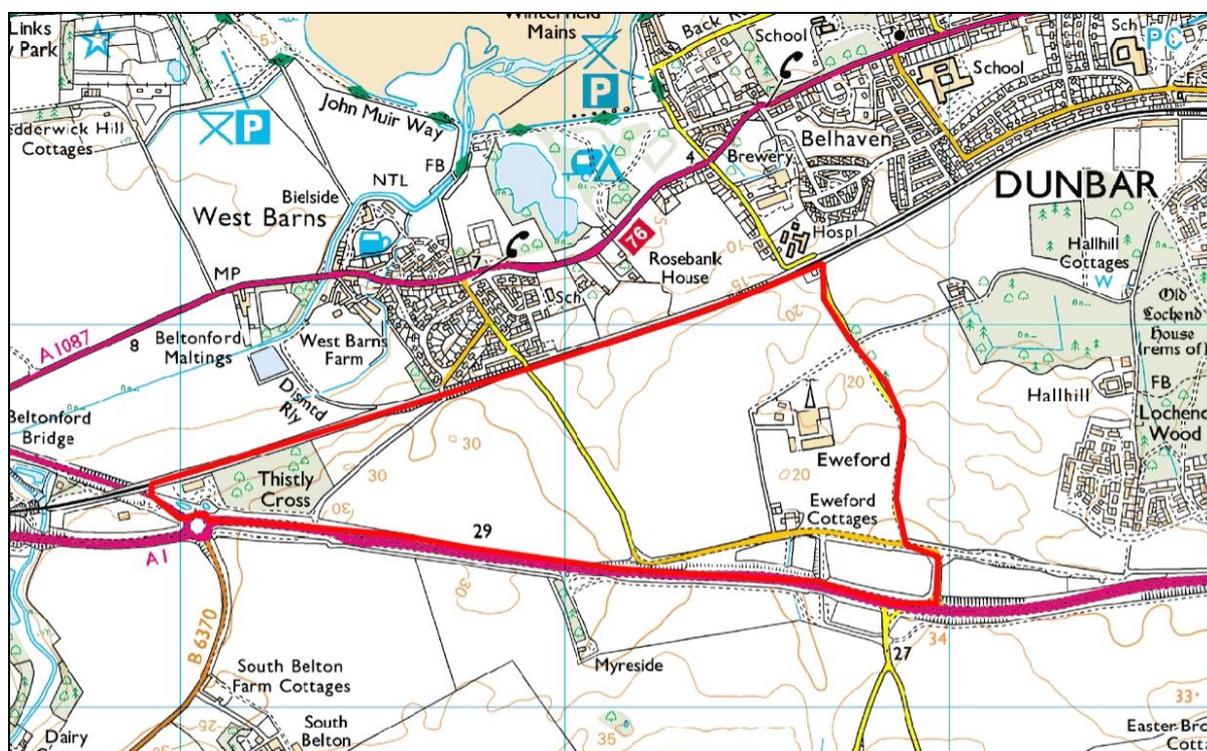


Figure 10: Sites in Dunbar area assessed for Main Issues Report

Detailed Site Assessments - Dunbar Catchment

SITE INFORMATION	
Topic	Comments
Site Name	Eweford Farm
Site Ref	PM/DR/HSG015
Source of Site Suggestion	Agent (Holder) on behalf of housing developer (Taylor Wimpey).
Site Size (ha)	81 ha
Current Use	Farmland
Proposed Use	Housing – approximately 1000 units.
Summary Description	A large gently undulating area of agricultural land bordered by the A1 and East Coast railway line, containing an existing farm settlement (Eweford Farm) and Belhaven Fruit Farm adjacent to Thistly Cross junction.



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SUITABILITY AND DELIVERABILITY OF SITE		
Topic	Assessment	Score
Location	The site is within open countryside however it lies adjacent (but separated by the East Coast railway line, with access along a single carriageway road under the railway track) to the existing settlement of West Barns and is also in close proximity to Dunbar. It also lies directly to the west of land which is currently allocated for housing in the current Local Plan and would therefore relate to an existing settlement once the allocated housing has been developed.	Yellow
Accessibility	Dunbar's overall accessibility via public transport to the wider city region and key employment locations as well as health and retail facilities ranks sixth among other settlements in East Lothian. The site is not within 400m of a bus service or 800m of a rail station, however given the scale of the proposed development it would be assumed that a bus route would be provided through the development, similarly to the adjacent housing development at Hallhill. West Barns is within 800m and provides a limited selection of local facilities, a full range of facilities and services are provided in Dunbar and the town centre is under 3km away.	Yellow
Exposure	The area is generally exposed to northerly winds given its predominant north facing aspect. There is little shelter from vegetation or by virtue of topography.	Red
Aspect	The site is gently undulating however the predominant aspect is north/north east facing, with an overall loss in height of around 10m from the south to the north of the site boundary.	Red
Suitability for Proposed Use	The site would generally be suitable for housing and would not arise in land use conflicts with surrounding uses. The site is bordered by the East Coast railway line to the north and A1 to the south, which	Yellow

	could result in potential and noise impacts dependent upon siting and design. Mitigation measures may be required.	
Fit with strategic policy objectives and direction	The site is adjacent to a main settlement within the East Lothian SDA as identified within SESplan. Its development would therefore align well with strategic policy objectives of steering new development towards the most sustainable locations within the city region. For assessment against other more detailed policy objectives see 'Potential Impacts of Development: SEA'.	
Physical infrastructure capacity	The site submission indicates that the site has electricity, gas, water and sewage connections. The site would be served by Castle Moffat WTW and Dunbar WWTW. Castle Moffat WTW has available capacity and Dunbar WTW has very limited capacity. Significant investment to provide suitable access to the site from the A1 at the Thistly Cross roundabout would be needed. A secondary vehicular access would be required to cross the East Coast railway to link North and South Dunbar, as Spott Road does not have the capacity to accommodate flows from this scale of additional housing development.	
Service infrastructure capacity	The site is within the catchment of West Barns Primary School which has no capacity, but potential for further very limited expansion on the site may be possible dependent on the timing of implementation of existing planning permissions. At secondary level the site would be served by Dunbar Grammar School, which has no capacity but there may be potential for further limited expansion on the site. A development on the scale proposed would require a new primary school.	
Deliverability/ Effectiveness	The site submission suggests that a start on site could be achieved by 2014 and the site would take 10 years to complete. However, given the need for major infrastructure investment and education solutions, the timescales for achieving this have not been established.	

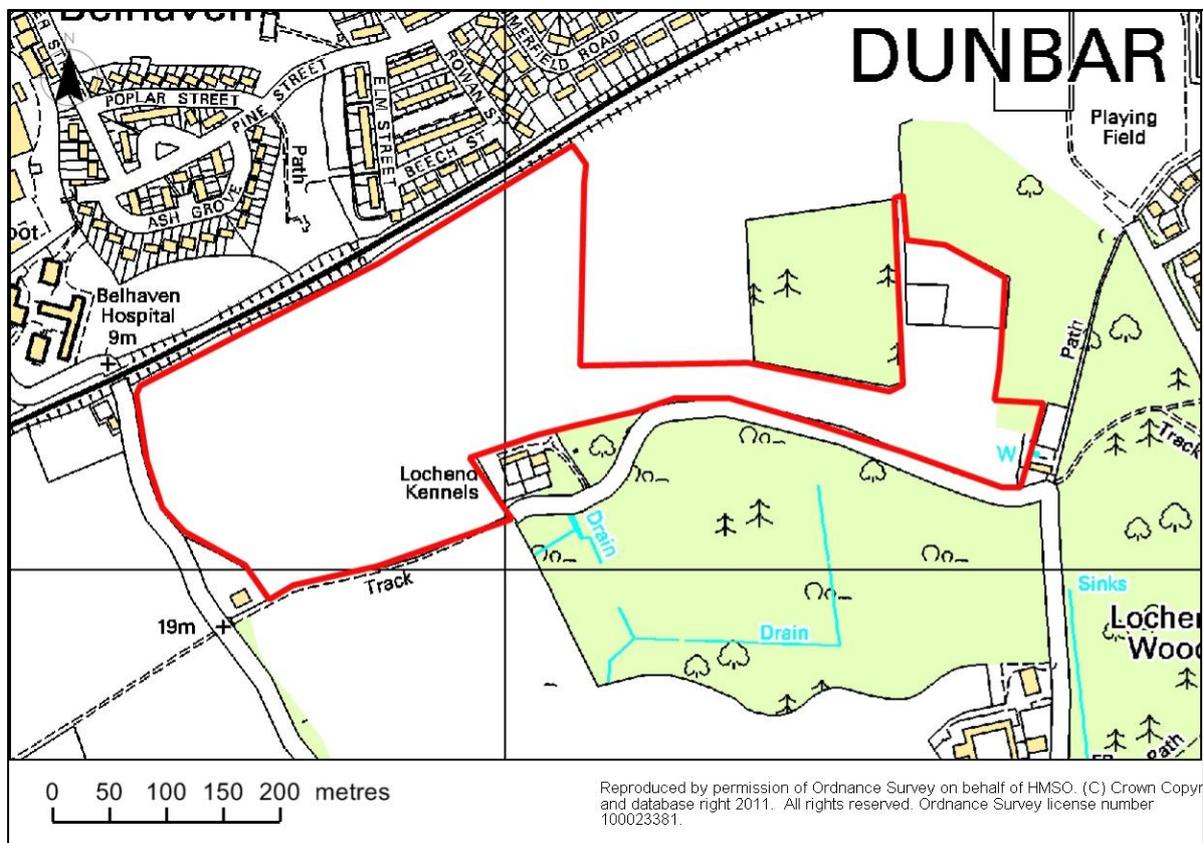




POTENTIAL IMPACTS OF DEVELOPMENT: SEA		
Topic	Comments	Score
Biodiversity, Flora and Fauna	The site is not within any sites designated for international, national or local nature conservation interests, however it is within 1km of the Forth of Forth SPA, and the cumulative impact on the SPA of the development of this site in conjunction with other sites would need to be assessed. SNH has advised that there are records of SPA birds using the area, there is suitable habitat on the site, and there is potential connectivity to the SPA, therefore the site should be screened in for consideration through the Habitats Regulations Appraisal (HRA) process at this stage. There are some small areas of priority habitat within the site including semi improved acid grassland and a section of species rich defunct hedge and species rich intact hedge.	o/-/?*
Population	The site would provide housing, including an element of affordable housing to help meet need. The site currently has limited access to facilities and services by public and active transport. Depending on the size of the development, the site submission states that it could also provide a community hall and convenience retail provision, which would benefit residents of the site and potentially other existing residents nearby.	+/o/?
Human Health	The site is not known to be contaminated. Its development could provide opportunities for linkages with the core path network which passes through the site to encourage healthy travel. Open space could be provided as part of the development to serve the local population.	+
Soil	The development of the site would result in the loss of a large area of class 2 and 3.1 prime agricultural land. It would not result in the loss of rare or carbon rich soils.	-
Water	The site is within Potentially Vulnerable Area 10/25. A small part of the north eastern area of the site is shown on SEPA's flood map to be at risk of flooding from the watercourse which flows through the site and a FRA would be required to assess the flood risk from this watercourse. SEPA's flood risk map also identifies areas of the site as being at risk of surface water flooding. The development of the site could potentially increase flood risk downstream where there have been historic flood events. SEPA's comments highlighted opportunities to open up more of Eweford Burn which is heavily modified and culverted.	?
Air	The site is bounded by the A1 and East Coast Mainline which could result in air and noise pollution depending upon detailed siting and design. The site could be provided with good access to local facilities and services, and good active and public transport accessibility to minimise travel by car. However, given the proximity to the A1 it is inevitable that the development of housing on this site would result	o

	in an increase in travel by private car and resultant emissions.	
Climatic Factors	Dunbar is in a reasonably accessible location in regional terms although is further from major centres of employment than most other East Lothian settlements, and therefore development of this site would be focusing development towards the most accessible and sustainable locations. The site is moderately well positioned to access public transport, active travel routes, as well as local facilities and services. Realistically, however, development on the site would still lead to some increase in car-based journeys and resultant greenhouse gas emissions. The site's north facing aspect does not lend itself to development that is resource efficient through siting (i.e. solar gain).	-
Material Assets	The site is greenfield land and prime agricultural land therefore its development would not be prioritising the use of brownfield land over greenfield land. Prime agricultural land is a valuable and finite land resource.	--
Cultural Heritage	There are a number of category C listed cottages (Eweford Cottages) within the site boundary and two scheduled monuments (Thistly Cross enclosure and ring ditches and Eweford Cottages enclosure and ring ditches). The development of the site would impact on the sites and settings of the two scheduled monuments within the site boundary, and dependent upon an appropriate design strategy these impacts could be mitigated to an extent. Significant archaeological remains were uncovered during the A1 upgrade work and there are significant cropmark remains in area, and human burials have also been uncovered within the site boundary. There is a very high potential for unknown archaeological remains. ELCAS would normally recommend no development in this area however, if it is progressed early consultation with ELCAS would be required along with pre-determination evaluation.	-/?
Landscape	Within the site there are natural stone walls, some defunct species poor hedgerows and groups of mid aged to mature trees largely interspersed in the grassy verge along or adjacent to the access road (running parallel to A1) to the south, but in general the landscape is largely open in character with 360 degree panoramic views of the surrounding landscapes including John Muir Country Park, Bass Rock, Traprain Law and the Lammermuir Hills. Due to the relative flatness of the site and the lack of any natural boundaries the site will be highly visible from the busy A1 and from the East Coast Railway line. If noise mitigation measures are required, they may also have an impact on the landscape and/or views from the A1 and/or East Coast Main Line. West Barns is located mid way along the northern boundary of the East Coast Railway line and Dunbar sits to the north and east of the site boundaries. Any expansion of housing on this site would raise issues with coalescence between the two areas.	-/--/?

SITE INFORMATION	
Topic	Comments
Site Name	Hallhill North Town Expansion Area
Site Ref	SDP/DR/HSG007
Source of Site Suggestion	Site was submitted as part of a response to SESplan MIR Consultation by agent (Holder Planning) on behalf of Elphinstone Group Hallhill Developments Ltd.
Site Size (ha)	12ha
Current Use	Agricultural land
Proposed Use	Housing – approx 250 houses
Summary Description	A large irregularly shaped greenfield site which borders an existing allocated site to the south, the east coast railway line to the north, and surrounded by Lochend Wood at its eastern end.





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SUITABILITY AND DELIVERABILITY OF SITE		
Topic	Assessment	Score
Location	The site is outwith the current settlement boundary of Dunbar but relates well to the existing settlement with existing development to the north and the allocated Hallhill housing development site to the south.	
Accessibility	Dunbar's overall accessibility via public transport to the wider city region and key employment locations as well as health and retail facilities ranks sixth among other settlements in East Lothian. The site is not within 400m of a bus stop, but if the development incorporated improved transport links as part of the wider Hallhill development area as suggested in the site submission it would likely be. The site is not within 800m of a railway station. The site is within walking distance (1600m) of Dunbar town centre and its wide range of facilities and services.	
Exposure	The eastern part of the site is sheltered from northerly winds by mature woodland whilst the west is relatively more exposed. The North is partially sheltered by virtue of existing development.	
Aspect	The site is generally north/north east facing.	
Suitability for Proposed Use	The development of the site for housing would not result in any conflict with adjacent land uses. The east coast mainline railway forms the northern boundary of part of the site but potential noise impacts could be mitigated.	
Fit with strategic policy objectives and direction	The site is adjacent to a main settlement within the East Lothian SDA as identified within SESplan. Its development would therefore align well with strategic policy objectives of steering new development towards the most sustainable locations within the city region. For assessment against other more detailed policy objectives see 'Potential Impacts of Development: SEA'.	

Physical infrastructure capacity	The site would be served by Castle Moffat WTW and Dunbar WWTW. Castle Moffat WTW has available capacity and Dunbar WTW has very limited capacity. Vehicular access to the site could only be taken from the Hallhill allocated housing site to the south; no vehicular access could be provided through to Kellie Road to the east. The current track leading through Lochend Wood would not be suitable for vehicular access to the site and could be upgraded to a pedestrian/cycle route.	
Service infrastructure capacity	The site is within the catchment of Dunbar Infant and Primary School which has no capacity but limited expansion may be possible on existing sites. At secondary level the site would be served by Dunbar Grammar School that has no capacity but there may be potential for further limited expansion on the site.	
Deliverability/ Effectiveness	Delivery of housing within the LDP period would be dependent on securing appropriate infrastructure. It has not yet been established whether there is sufficient infrastructure capacity to serve the development and what the timescales would be for achieving this.	

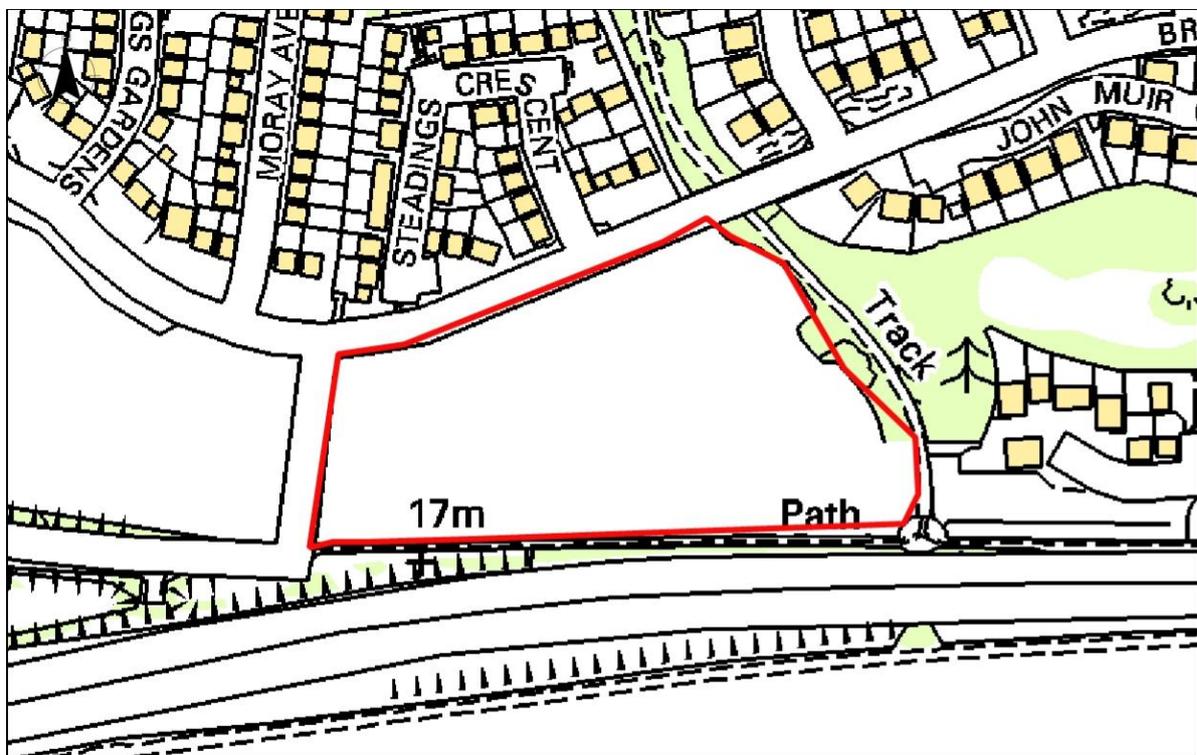


POTENTIAL IMPACTS OF DEVELOPMENT: SEA		
Topic	Comments	Score
Biodiversity, Flora and Fauna	The site is not within any areas designated for their international, national or local nature conservation interests. The site is however under 700m from the Firth of Forth SPA, Ramsar and SSSI. SNH has advised that there are records of SPA birds using the area, there is suitable habitat on the site, and there is potential connectivity to the SPA, therefore the site should be screened in for consideration through the Habitats Regulations Appraisal (HRA) process at this stage. There are no protected trees within the site however most of the eastern part of the site is surrounded by mature and ancient woodland.	?*
Population	The site would provide housing, including an element of affordable housing to help meet need. The site has reasonable access to the town centre and a range of educational and community facilities and employment opportunities.	+
Human Health	The site is not known to be contaminated. The Core Path network	+

	runs along the southern boundary of the site and provides links southwards through Lochend Wood and north to Dunbar town centre, providing opportunities for active travel and recreation. There is a good range of public open spaces and sports facilities within a short distance from the site including Hallhill healthy living centre which offers a wide range of sports facilities and activities.	
Soil	The development of the site would result in some loss of class 2 (in the west) and class 3.1 (in the east) prime agricultural land. There are no rare or carbon rich soils on this site.	-
Water	The site is within Potentially Vulnerable Area 10/25. A small part of the site along its western boundary is identified on SEPA's flood map as being at medium risk of flooding from the nearby watercourse. The site will potentially require a flood risk assessment. Small areas of the site are also shown to be at risk of surface water flooding. SEPA has commented that development on this site could potentially increase the risk of flooding elsewhere if it results in significant increased surface water runoff so this would need to be mitigated.	?
Air	The site is unconstrained by existing sources of air pollution. Its location adjacent to the railway line may result in noise pollution however this could be mitigated through the design of development and landscaping. The site has good active travel accessibility and could be provided with good public transport accessibility so as to reduce the need to travel by car. However given the proximity to the A1 it is still likely that development on the site would lead to an increase in car travel in the area.	o
Climatic Factors	Dunbar is in a reasonably accessible location in regional terms although is further from major centres of employment than most other East Lothian settlements, and therefore development of this site would be focusing development towards the most accessible and sustainable locations. The site is moderately well positioned to access public transport, active travel routes, as well as local facilities and services. Realistically, however, development on the site would still lead to some increase in car-based journeys and resultant greenhouse gas emissions. The site's north facing aspect does not lend itself to development that is resource efficient through siting (i.e. solar gain).	-
Material Assets	The site is greenfield and so development in this location would not be prioritising the use of brownfield land over greenfield land. It is also prime agricultural land, a valuable and finite land resource.	-
Cultural Heritage	The category C listed Hallhill cottages and Lochend gatepiers and walls lie just outside the Eastern boundary of the site. There are no scheduled monuments within the site boundary. The site does not lie within a Conservation Area. The site is within the Dunbar II battlefield designation however based on the information provided in the inventory the site is not within any of the key areas of activity during the battle and its development would not affect the appreciation of the battlefield landscape.	o/-
Landscape	Should the currently allocated housing at Hallhill South West which borders this site to the south be developed then this site would effectively 'round off' the built extent of this part of Dunbar and would not result in encroachment into an open rural landscape. The western boundary of the site is formed by a natural stone wall.	-/--/?

	<p>The East Coast Railway line overlooks the site and forms the north boundary. The backs of two storey housing developments to the north of the East Coast railway line overlook the site. If noise mitigation measures are required, they may have an impact on the landscape and/or views from the East Coast Main Line. Kennelbrae is located on the southwest corner, with a single track access forming the southern boundary. Lochend Kennels Cottage is located within an area of woods along the southern boundary. The mature policy woodlands are designated as Ancient woodlands along the southern, eastern and part of the northern boundary of the site. It is likely that housing development in close proximity to these woodlands could result in the incremental loss of the woodland setting. The landscape setting provided by the woodland is important, and the woodland significantly contributes to visual amenity in the locality, as well as being important for recreational purposes, active travel and biodiversity value.</p>	
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SITE INFORMATION	
Topic	Comments
Site Name	Land to South of Brodie Road, Hallhill
Site Ref	SDP/DR/HSG006
Source of Site Suggestion	Submitted in response to SESplan MIR consultation by Holder Planning (agent) on behalf of Elphinstone Group Hallhill Developments Ltd.
Site Size (ha)	2.6ha
Current Use	Agricultural
Proposed Use	Residential
Summary Description	A greenfield site bordered by the A1 to the south and Brodie Road and recent residential development at Hallhill/Lochend to the north. The site is currently allocated for a hotel development but this has not progressed. A Proposal of Application Notice for residential development has been lodged.



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SUITABILITY AND DELIVERABILITY OF SITE		
Topic	Assessment	Score
Location	The site is located within the settlement of Dunbar and is well related to existing development. It is currently allocated for a form of development.	
Accessibility	Dunbar's overall accessibility via public transport to the wider city region and key employment locations as well as health and retail facilities ranks sixth among other settlements in East Lothian. The site is in an accessible location and is within 400m of a bus stop offering regular services to Dunbar and Berwick upon Tweed, North Berwick, Stenton and Edinburgh. It is not within 800m of a railway station. A range of facilities and services are accessible within 1600m walking distance, including the town centre and new Dunbar primary school, healthy living centre and sports facilities.	
Exposure	Existing housing development to the north, and woodland to the east provide an element of shelter from northerly winds.	
Aspect	The site is relatively level but has a northerly aspect.	
Suitability for Proposed Use	The development of the site for housing would be unlikely to result in land uses conflicts with surrounding land uses given that the site is adjoined to the north by existing residential development and to the west by land allocated for housing. The A1 runs close to the southern boundary of the site which could give rise to noise impacts which would need to be mitigated through design.	
Fit with strategic policy objectives and direction	The site is adjacent to a main settlement within the East Lothian SDA as identified within SESplan. Its development would therefore align well with strategic policy objectives of steering new development towards the most sustainable locations within the city region. For assessment against other more detailed policy objectives see 'Potential Impacts of Development: SEA'.	

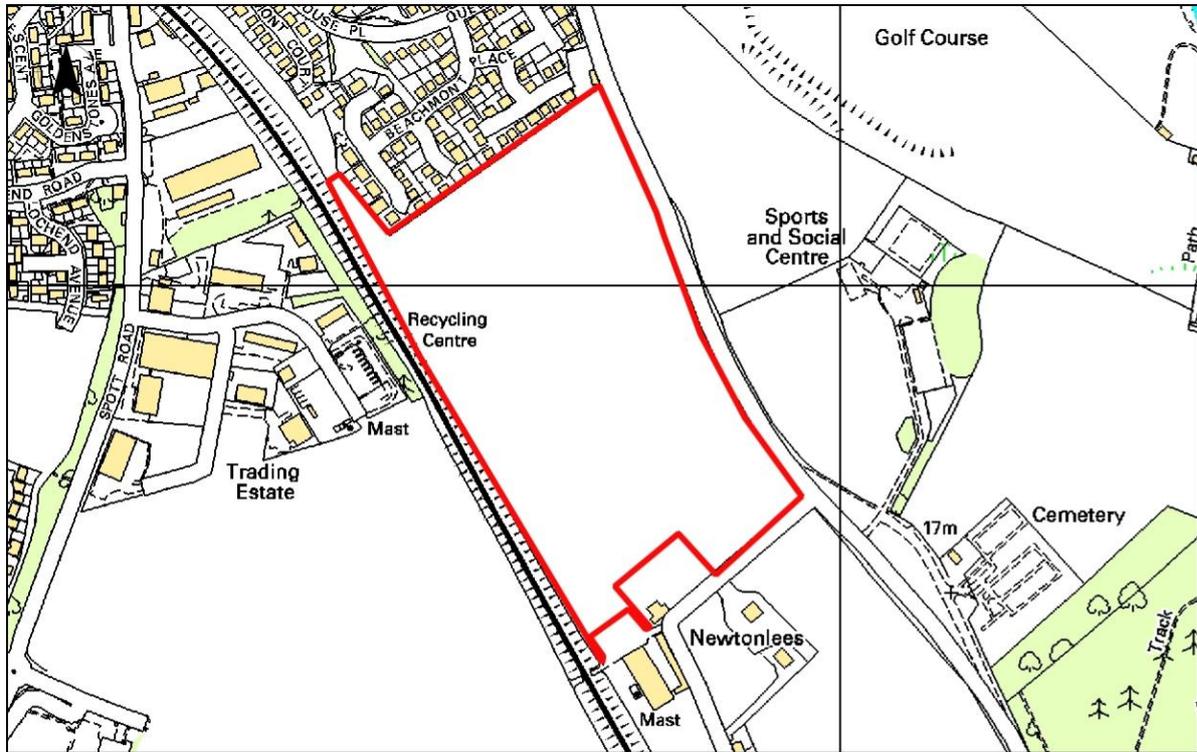
Physical infrastructure capacity	The site would be served by Castle Moffat WTW and Dunbar WWTW. Castle Moffat WTW has available capacity and Dunbar WTW has very limited capacity .Vehicular access could be taken from Brodie Road and the local road network could accommodate the proposed scale of development.	
Service infrastructure capacity	The site is within the catchment of Dunbar Infant and Primary School which has no capacity but limited expansion may be possible on existing sites. At secondary level the site would be served by Dunbar Grammar School that has no capacity but there may be potential for further limited expansion on the site.	
Deliverability/ Effectiveness	A Proposal of Application Notice (12/00004/PAN) was submitted in May 2012 indicating intent to develop site. It has not yet been established whether there is sufficient infrastructure capacity to serve the development and what the timescales would be for achieving this.	



POTENTIAL IMPACTS OF DEVELOPMENT: SEA		
Topic	Comments	Score
Biodiversity, Flora and Fauna	The site is not within any sites designated for their international, national or local nature conservation importance. There is no priority habitat within the site and there is no record of notable species having been identified on the site, however a notable species – Eurasian badger – has been recorded in the area of woodland directly to the east of the site.	o/?
Population	The site would provide housing, including an element of affordable housing to help meet need. The site has good access to Dunbar town centre, education and community facilities and employment opportunities	+
Human Health	The site is not known to be contaminated. The Core Path Network runs along the eastern boundary of the site and connects it with Lochend Wood, the primary school and town centre, providing opportunities for active travel and recreation.	+
Soil	The development of the site would result in some loss of class 3.1 prime agricultural land. There are no rare or carbon rich soils on this site.	-

Water	The site is within Potentially Vulnerable Area 10/25. Significant areas of the site are indentified as being at risk of surface water flooding and the site will potentially require a drainage impact assessment. SEPA has not raised any concerns with regards flood risk or impact upon the local water environment.	?
Air	The site is bounded to the south by the A1 which due to the volume of road traffic is a source of air and noise pollution, however these impacts could likely be mitigated effectively through landscaping and design of the development. The site has good access to local facilities and services, active travel connections and public transport accessibility such that the need to travel by car would be minimised. However given the proximity to the A1 junction it is likely the development would still result in an increase in private car usage and resultant increase in emissions.	o
Climatic Factors	Dunbar is in a reasonably accessible location in regional terms although is further from major centres of employment than most other East Lothian settlements, and therefore development of this site would be focusing development towards the most accessible and sustainable locations. The site is well positioned to access public transport, active travel routes, as well as local facilities and services. Realistically, however, development on the site would still lead to some increase in car-based journeys and resultant greenhouse gas emissions. The site's north facing aspect does not lend itself to development that is resource efficient through siting (i.e. solar gain).	-
Material Assets	The site would result in the loss of greenfield land of prime agricultural quality. The site is, however, already allocated for development in the 2008 Local Plan.	-
Cultural Heritage	There are no listed buildings within or adjacent to the site and it is not within a Conservation Area. It does lie within the Dunbar II battlefield designation however based on the information provided in the inventory the site is not within any of the key areas of activity during the battle and its development would not affect the appreciation of the battlefield landscape.	o
Landscape	The site has strong existing boundaries on its eastern, western and southern sides, with stone walls along its western and southern sides and an area of mature woodland along part of the eastern boundary. The land is currently in agricultural use and within the site boundaries there are no landscape features of note which would be adversely affected. Additionally the land to the west is allocated for housing development in the current Local Plan and if developed it would effectively make this site an infill site which would round off the extent of built development on the southern edge of Dunbar which would be contained by the A1 to the south. If noise mitigation measures are required, they may have an impact on the landscape and/or views from the A1.	o/?

SITE INFORMATION	
Topic	Comments
Site Name	Queens Road South Town Expansion Area
Site Ref	SDP/DR/HSG008
Source of Site Suggestion	Agent (Holder Planning) on behalf of landowner (Elphinstone Group Hallhill Developments Ltd)
Site Size (ha)	11.3ha
Current Use	Agricultural
Proposed Use	Housing
Summary Description	A greenfield site in agricultural use on the southern edge of Dunbar. A planning application for outline permission for residential development was submitted in 2001 but not determined.



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SUITABILITY AND DELIVERABILITY OF SITE		
Topic	Assessment	Score
Location	The site is outwith the existing settlement boundary of Dunbar but land within the settlement boundary extends along the extent of the north, west and east boundaries, and the site is well related to the existing town with residential development bordering it to the north and Spott Road industrial estate to the west.	Yellow
Accessibility	Dunbar's overall accessibility via public transport to the wider city region and key employment locations as well as health and retail facilities ranks sixth among other settlements in East Lothian. The site is not within 400m of a bus stop. It is not within 800m of the railway station. However it is within 1600m of the town centre and its wide range of facilities and services including the new Dunbar primary school, healthy living centre and sports facilities. Pedestrian accessibility could be improved if a footpath could be extended from the north west corner of the site along the western side of Beachmont Court to link with the station.	Yellow
Exposure	The site has little shelter from northerly winds due to its elevated position in relation to built development to the north. Additionally it is exposed to the coastline to the east.	Red
Aspect	The site does not have a clear predominant aspect due to its undulating nature although it does generally fall in elevation from west to east towards the coast.	Yellow
Suitability for Proposed Use	In terms of surrounding land uses the site is generally suitable for the proposed housing use. The East Coast mainline runs along the western boundary therefore noise mitigation measures may be required.	Yellow
Fit with strategic policy	The site is adjacent to a main settlement within the East Lothian SDA as identified within SESplan. Its development would therefore align	Green

objectives and direction	well with strategic policy objectives of steering new development towards the most sustainable locations within the city region. For assessment against other more detailed policy objectives see 'Potential Impacts of Development: SEA'.	
Physical infrastructure capacity	The site would be served by Castle Moffat WTW and Dunbar WWTW. Castle Moffat WTW has available capacity and Dunbar WTW has very limited capacity. Vehicular access could be provided from the A1087, and more than one access would be required if more than 300 houses are proposed. A footway would need to be provided along the site frontage along the A1087 which could be problematic given the ground level changes.	
Service infrastructure capacity	The site is within the catchment of Dunbar Infant and Primary School which has no capacity but limited expansion may be possible on existing sites. At secondary level the site would be served by Dunbar Grammar School that has no capacity but there may be potential for further limited expansion on the site.	
Deliverability/ Effectiveness	Development within the LDP period would be dependent on infrastructure provision, including education capacity. It has not yet been established whether there is sufficient infrastructure capacity to serve the development and what the timescales would be for achieving this.	

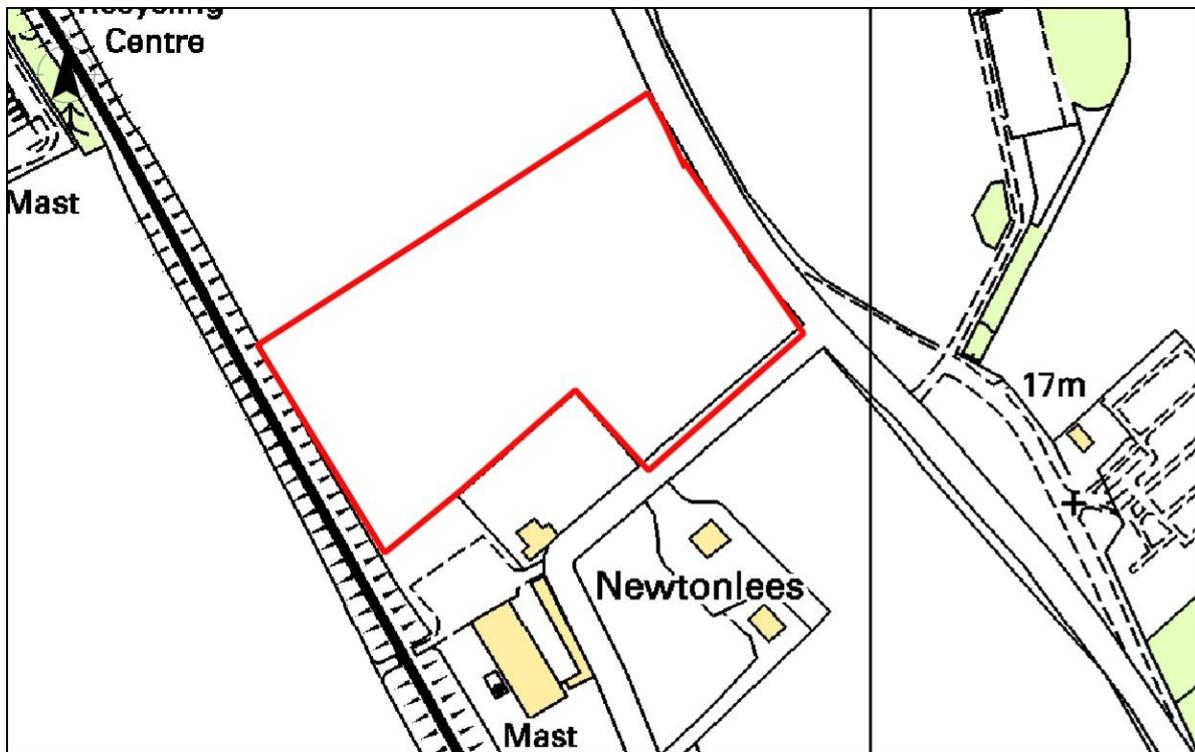


POTENTIAL IMPACTS OF DEVELOPMENT: SEA		
Topic	Comments	Score
Biodiversity, Flora and Fauna	The site is not within any areas designated for their international, national or local nature conservation interests. No notable species	o/?*

	have been recorded within 100m of the site boundary. There are no protected trees within the site. SNH has advised that there are records of SPA birds using the area, there is suitable habitat on the site, and there is potential connectivity to the SPA, therefore the site should be screened in for consideration through the Habitats Regulations Appraisal (HRA) process at this stage.	
Population	The site would provide housing, including an element of affordable housing to help meet need. The site could be provided with good access by active travel to Dunbar town centre, education and community facilities and employment opportunities.	+
Human Health	It is not known to be contaminated. A Core Path runs along Queen's Road and provides a link to the town centre and coastline, providing opportunities for active travel and recreation. There are a range of open spaces and sports facilities within walking distance of the site.	+
Soil	The development of the site would result in some loss of class 2 (majority of site) and class 3.1 (minority of site) prime quality agricultural land. There are no rare or carbon rich soils on this site.	-
Water	The site is within Potentially Vulnerable Area 10/25. It is not within an area at risk of river or coastal flooding based on SEPA's flood map. Small parts of the site are shown to be at high risk of surface water flooding on SEPA's flood map. The site will potentially require a drainage impact assessment. SEPA has not raised any concerns with regards flood risk or impact upon the ecological status of the water environment.	?
Air	The development of the site would be unconstrained by existing sources of air pollution. The site has reasonably good access by active travel to the town centre however the railway line severs the site from the south western area of the town and the new primary school and industrial/employment areas, and it is therefore unlikely that the need to travel by car would be minimised.	o
Climatic Factors	Dunbar is in a reasonably accessible location in regional terms although is further from major centres of employment than most other East Lothian settlements, and therefore development of this site would be focusing development towards the most accessible and sustainable locations. The site is moderately well positioned to access public transport, active travel routes, as well as local facilities and services. Realistically, however, development on the site would still lead to some increase in car-based journeys and resultant greenhouse gas emissions. The site's east facing aspect does not lend itself to development that is resource efficient through siting (i.e. solar gain).	-
Material Assets	The development of the site would result in the loss of greenfield land and prime agricultural land.	-
Cultural Heritage	There are no listed buildings within or adjacent to the site and it is not within a Conservation Area. Broxmouth Park Garden and Designed Landscape lies to the east of Queens Road directly opposite the site. The site is within the Dunbar II designated battlefield area, however the main battle action took place further south around Doon Hill. Historic Scotland does not consider that the site contributes significantly towards the understanding of the battlefield landscape and has not raised concerns over its development. There are known remains of a prehistoric settlement to the north and good potential for unknown archaeological remains	o/?

	in the area. It is likely that pre-determination evaluation would be required.	
Landscape	<p>The site is undulating arable land with a plateau of higher ground located toward the north east of the site. The lowest point of the site is at the south east corner, where the land is lower than the surrounding roads. There are some mature to mid aged deciduous trees growing in groups along the grassy verge between the road and the site and there is a section of natural stone wall along the road side boundary and along a section of the north boundary.</p> <p>The site is not in an AGLV or a Conservation Area, however at the highest point on the site there are uninterrupted panoramic views towards the coastal AGLV and Broxmouth Designed Garden and Landscape which forms the western boundary with the A1087.</p> <p>It is likely that housing on this site would impact on the setting of Dunbar as viewed from the south and also on the setting of the AGLV and Broxmouth GDL. If noise mitigation measures are required, they may have an impact on the landscape and/or views from the East Coast Main Line.</p>	o/-/?

SITE INFORMATION	
Topic	Comments
Site Name	Land at Newtonlees Dunbar
Site Ref	PM/DR/OTH010
Source of Site Suggestion	Sustaining Dunbar with the Ridge (Scotland) (CIC)
Site Size (ha)	3.4ha
Current Use	Agricultural
Proposed Use	Allocation for use for a productive/training garden, restaurant, function room and shop, and provision of training opportunities.
Summary Description	A greenfield site in agricultural use to the south of Dunbar.



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SUITABILITY AND DELIVERABILITY OF SITE		
Topic	Assessment	Score
Location	The site is outwith, but close to the existing settlement of Dunbar. Land to the west – on the other side of the railway – is allocated for employment use and has permission for a solar array farm.	
Accessibility	Dunbar's overall accessibility via public transport to the wider city region and key employment locations as well as health and retail facilities ranks sixth among other settlements in East Lothian. The site is not within 400m of a bus stop. It is not within 800m of a railway station. It is within walking distance (1600m) of Dunbar town centre where there are a range of facilities including shops, the new Dunbar primary school, healthy living centre and sports facilities.	
Exposure	The site has a little shelter from northerly winds due to its lower elevation relative to land to the north, however is relatively exposed to the coast to the east.	
Aspect	The site is generally east/north east facing.	
Suitability for Proposed Use	The site is generally suitable for the proposed uses and would not result in any conflicts with surrounding uses which include agriculture, public open space and business/industrial land (with a planning permission for a solar array farm). The East Coast mainline runs along the western boundary therefore noise mitigation measures may be required.	
Fit with strategic policy objectives and direction	The site is adjacent to a main settlement within the East Lothian SDA as identified within SESplan. Its development would therefore align well with strategic policy objectives of steering new development towards the most sustainable locations within the city region. The proposed development would align well with the aims of SESplan in that it would help support local economic growth in key sectors in East Lothian which include food and drink and tourism. For	

	assessment against other more detailed policy objectives see 'Potential Impacts of Development: SEA'.	
Physical infrastructure capacity	The site would be served by Castle Moffat Water Treatment Works and Dunbar Waste Water Treatment Works. Castle Moffat WTW has available capacity and Dunbar WTW has very limited capacity. Vehicular access could be taken from the A1087 and could be shared with Newtonlees. A footway would need to be provided along the site's frontage.	
Service infrastructure capacity	Education capacity is not relevant to the proposed use.	
Deliverability/ Effectiveness	The site submission states that the proposed combination of uses allows a financially viable and sustainable business model. There are no known significant constraints that would prevent the proposal being developed although it has not yet been established whether there is sufficient infrastructure capacity to serve the development and what the timescales would be for achieving this.	

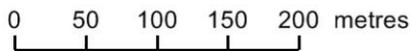
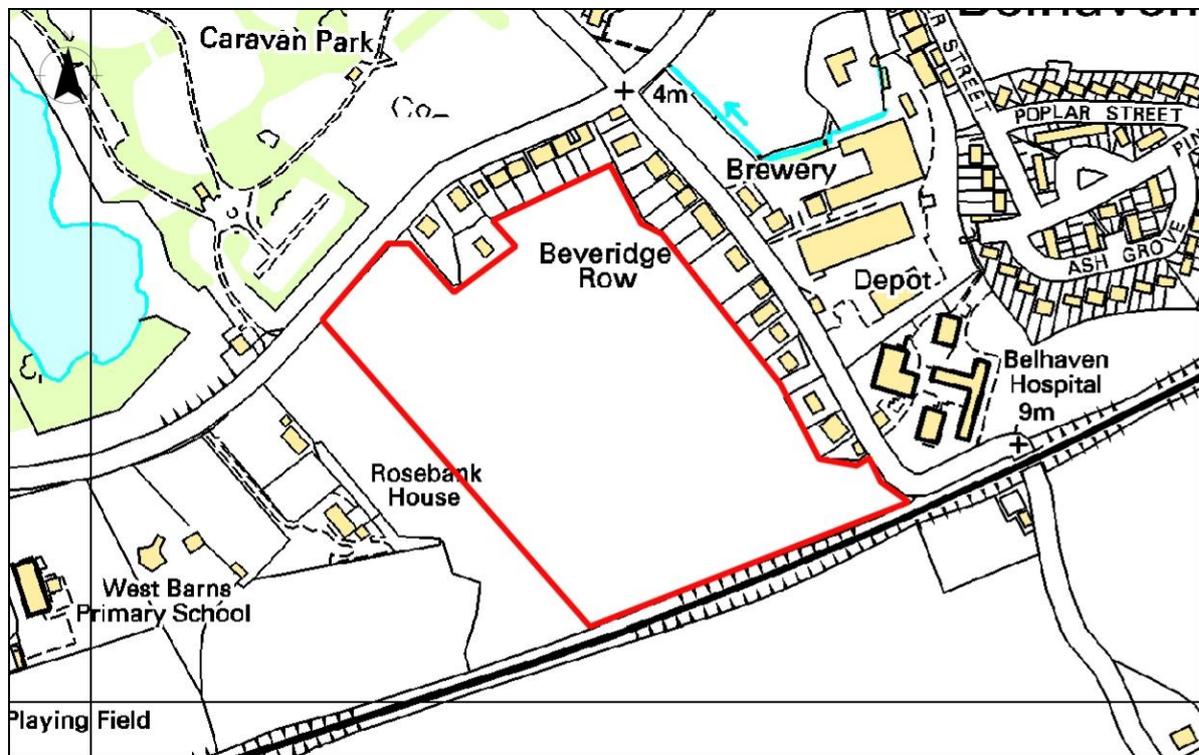


POTENTIAL IMPACTS OF DEVELOPMENT: SEA		
Topic	Comments	Score
Biodiversity, Flora and Fauna	The site is not within any areas designated for their international, national or local nature conservation interests. However, SNH has advised that there are records of SPA birds using the area, there is suitable habitat on the site, and there is potential connectivity to the SPA, therefore the site should be screened in for consideration through the Habitats Regulations Appraisal (HRA) process at this stage. No notable species have been recorded within 100m of the site boundary. There are no protected trees within the site.	o/?*
Population	The proposed development would provide local employment opportunities for Dunbar residents and also a range of training opportunities which would be delivered by the Social Enterprise The Ridge organisation. The site has reasonable access to the Dunbar town centre through active travel.	+
Human Health	The site is not known to be contaminated. It has good access to the core path which runs parallel to the sites eastern boundary.	+

Soil	The development of the site would result in some loss of prime agricultural land (mainly class 2). A small amount of the prime agricultural land would be lost to the proposed buildings and car park but the majority would be retained in productive use for the training garden. There are no rare or carbon rich soils on this site.	-/o
Water	The site is within Potentially Vulnerable Area 10/25. It is not within an area at risk of river or coastal flooding based on SEPA's flood map but small parts of the site are shown to be at risk of surface water flooding. The site will therefore potentially require a drainage impact assessment. SEPA has not raised any concerns with regards flood risk or impact upon the ecological status of the water environment.	?
Air	The development of the site would be unconstrained by existing sources of air pollution. The site has reasonably good access by active travel to and from the town centre however the railway line severs the site from the south western area of the town (although connections could be made through the existing underpass at the south west corner of the site). It is likely that a significant proportion of visitors would travel to the development by private car, leading to an increase in emissions.	o
Climatic Factors	Dunbar is in a reasonably accessible location in regional terms although is further from major centres of employment than most other East Lothian settlements, and therefore development of this site would be focusing development towards the most accessible and sustainable locations. The site is moderately well positioned to access public transport, active travel routes, as well as local facilities and services. The proposed development would reduce the need and distance travelled to access current similar training opportunities, as the site submission indicates that there is a shortage of such opportunities in the local area. The site submission also states that group transport options would be explored for transporting trainees from outlying areas, which would minimise the number of private vehicle trips. Realistically, however, development on the site would still lead to some increase in car-based journeys and resultant greenhouse gas emissions. The site's north-east facing aspect does not lend itself to development that is resource efficient through siting (i.e. solar gain).	-
Material Assets	The development of the site would result in the loss of some greenfield land to accommodate the buildings and car parking. Food production would be continued on the majority of the site, making use of the high quality agricultural land.	o/-
Cultural Heritage	There are no listed buildings within or adjacent to the site and it is not within a Conservation Area. Broxmouth Park garden and Designed Landscape lies to the east of Queens Road directly opposite the site and development on the site could potentially affect its setting. The site is within the Dunbar II designated battlefield area, however the main battle action took place further south around Doon Hill. Historic Scotland does not consider that the site contributes significantly towards the understanding of the battlefield landscape and has not raised concerns over its development. The site is currently undeveloped and under plough and it is considered there is good potential for unknown archaeological remains. There is a prehistoric settlement known to	o/?

	have existed in the locality and known remains close to the site.	
Landscape	The site is not in an Area of Great Landscape Value or a Conservation Area, however there are extensive views towards the coastal AGLV and Broxmouth Designed Garden and Landscape which forms the western boundary with the A1087. Development on the site could potentially impact upon the setting of the GDL. If noise mitigation measures are required, they may have an impact upon the landscape and/or surrounding views from the East Coast Main Line.	o/-/?

SITE INFORMATION	
Topic	Comments
Site Name	Land at Beveridge Row
Site Ref	PM/DR/HSG034
Source of Site Suggestion	Agent (Rick Finc Associates) on behalf of landowner.
Site Size (ha)	6.63 ha
Current Use	Agricultural land
Proposed Use	Housing – approximately 90 dwellings
Summary Description	A gently sloping site on the western edge of Dunbar, located on the principal road leading to the town centre (A1087). The site is currently agricultural land and bordered to the south by the East Coast Railway Line. A planning application for the principle of residential development on the site was refused by the Council but allowed on appeal in 2012.



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SUITABILITY AND DELIVERABILITY OF SITE		
Topic	Assessment	Score
Location	The site is outside of current settlement boundaries but is adjacent to and well related to the Belhaven area of Dunbar.	
Accessibility	Dunbar's overall accessibility via public transport to the wider city region and key employment locations as well as health and retail facilities ranks sixth among other settlements in East Lothian. There are bus stops within 200m of the centre of site with regular services to Dunbar and Edinburgh, and also services to Berwick-upon-Tweed. The site is more than 800m to railway station. There are primary and secondary schools (Dunbar Grammar) within 1600m, a convenience store, and a public house. The site is approximately 2km from Dunbar Town Centre where a wide range of facilities and services can be accessed.	
Exposure	The existing development along the Edinburgh Road frontage provides an element of shelter for the north-eastern part of the site however the site becomes more exposed towards the south as its elevation increases.	
Aspect	The site is generally north-west facing, and slopes upwards from its northern boundary to the East Coast mainline on its southern boundary.	
Suitability for Proposed Use	The site adjoins existing residential use therefore its development for housing would be unlikely to result in land use conflicts with surrounding uses. The East Coast railway line forms the southern boundary of the site and could potentially result in noise impacts, although these could likely be mitigated against through siting, design and landscaping.	

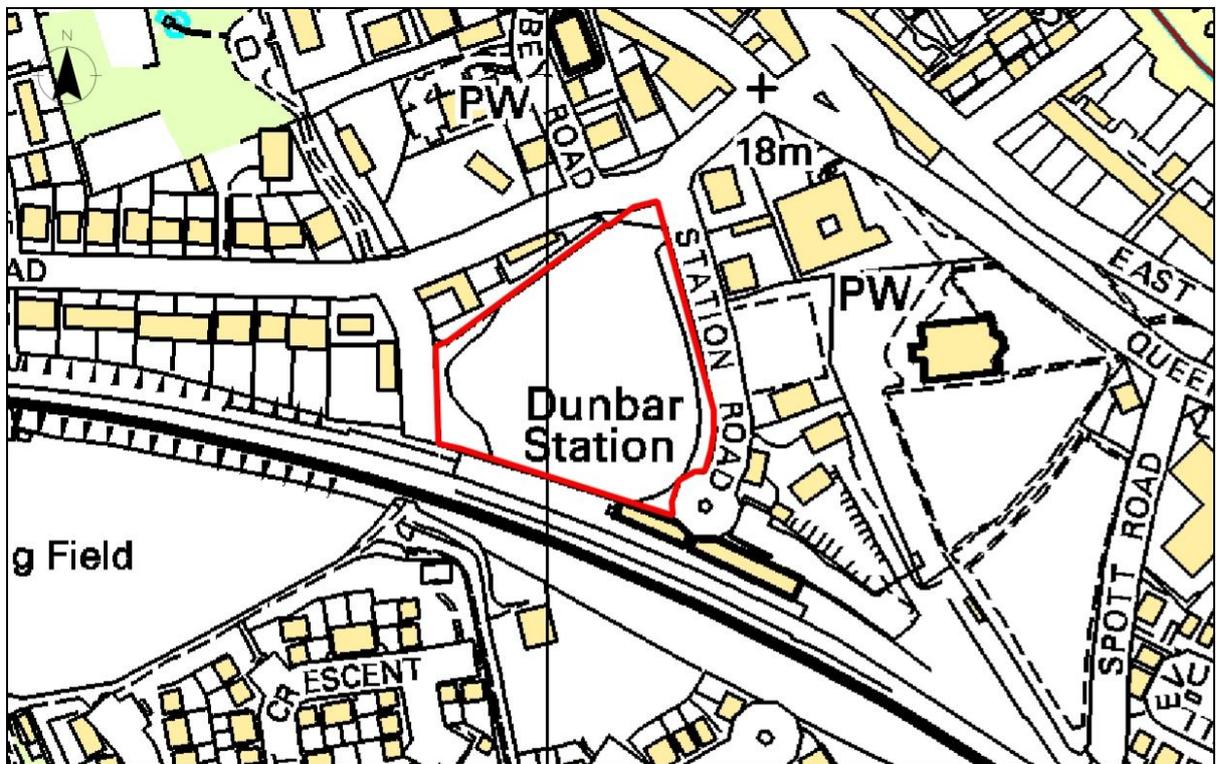
Fit with strategic policy objectives and direction	The site is adjacent to a main settlement within the East Lothian SDA as identified within SESplan. Its development would therefore align well with strategic policy objectives of steering new development towards the most sustainable locations within the city region. For assessment against other more detailed policy objectives see 'Potential Impacts of Development: SEA'.	
Physical infrastructure capacity	The site would be served by Castle Moffat WTW and Dunbar WWTW. Castle Moffat WTW has available capacity and Dunbar WTW has very limited capacity. Vehicular access could be gained from the A1087 to the north as agreed as part of the recent planning application. A footway would need to be provided along the site frontage and a suitable pedestrian route to the secondary school would need to be provided.	
Service infrastructure capacity	The site is within the catchment of West Barns Primary School which has no capacity but potential for further very limited expansion on site may be possible dependent on the timing of implementation of existing planning permissions. At secondary level the site would be served by Dunbar Grammar School that has no capacity but there may be potential for further limited expansion on the site.	
Deliverability/ Effectiveness	The site benefits from planning permission in principle. However it has not yet been established whether there is sufficient infrastructure capacity to serve the development and what the timescales would be for achieving this.	



POTENTIAL IMPACTS OF DEVELOPMENT: SEA		
Topic	Comments	Score
Biodiversity, Flora and Fauna	The site is not within any sites designated for international, national or local nature conservation interests, however it is within 500m of the Forth of Forth SPA. SNH has advised that there are records of SPA birds using the area, there is suitable habitat on the site, and there is potential connectivity to the SPA, therefore the site should be screened in for consideration through the Habitats Regulations Appraisal (HRA) process at this stage. There is no record of notable species having been identified on the site and there is no priority habitat identified within the site.	o/?*
Population	The site would provide housing, including an element of affordable housing to help meet need. The site has reasonable access by active travel and public transport to Dunbar town centre, education and community facilities and employment opportunities.	+
Human Health	The site is not known to be contaminated. The site is not directly linked with the core path network but has good access to existing public open space and the coast.	+/?
Soil	The development of the site would result in some loss of class 2 and 3.1 prime agricultural land. There are no rare or carbon rich soils on this site.	-
Water	The site is within Potentially Vulnerable Area 10/25. SEPA's flood map shows that a part of the north west corner of the site is at risk of coastal flooding. The flood map also shows that small parts of the site are at risk of surface water flooding. SEPA has commented that a Flood Risk Assessment would be required to assess flood risk from the small watercourse which flows adjacent to the site as well as the coastal risk to the site. The site is located within the surface water catchment for the Belhaven Bay bathing water – this is an environmentally sensitive receptor that may be at risk from increased surface water discharge so enhanced SUDS may be required to ensure a high standard of runoff in order to maintain bathing water quality.	?
Air	The site is unconstrained by existing sources of air pollution. The site has good active travel opportunities and good public transport accessibility providing realistic alternatives to travel by car. However it is inevitable that housing development on the site would lead to an increase in the number of private car journeys to and from the site, and resultant emissions.	o
Climatic Factors	Dunbar is in a reasonably accessible location in regional terms although is further from major centres of employment than most other East Lothian settlements, and therefore development of this site would be focusing development towards the most accessible and sustainable locations. The site is moderately well positioned to access public transport, active travel routes, as well as local facilities and services. Realistically, however, development on the site would still lead to some increase in car-based journeys and resultant greenhouse gas emissions. The site's north-west facing aspect does not lend itself to development that is resource efficient through siting (i.e. solar gain).	-
Material Assets	The site is greenfield land therefore its development would not prioritise previously developed land. It would also lead to a reduction in prime agricultural land.	-

Cultural Heritage	The site is not within a Conservation Area and does not contain Listed Buildings. A category B listed building lies adjacent to the north east corner of the site. There are a number of cropmark sites in the general area as well as human burial sites. The area has a moderate to good potential for unknown archaeological remains to be present.	o/?
Landscape	The site is currently an agricultural field and forms part of an area of greenfield land which separates the village of West Barns from Belhaven, Dunbar. Development of the site would reduce the visual landscape break between West Barns and Dunbar, leaving only a narrow strip of open land between the site and Rosebank House and its grounds. The site was granted planning permission on appeal and therefore the principle of development on the site has been established. Impacts in terms of coalescence between the two settlements may be minimised through appropriate siting and design, including landscaping. There are no landscape features of major significance within the site that would be affected by its development. If noise mitigation measures are required, they may have an impact on the landscape and/or views from the East Coast Main Line.	-/?

SITE INFORMATION	
Topic	Comments
Site Name	Station Road Field
Site Ref	PM/DR/HSG109
Source of Site Suggestion	Existing Local Plan allocation
Site Size (ha)	1.65ha
Current Use	Vacant land
Proposed Use	Housing
Summary Description and Planning History	A site in Dunbar town centre that is currently allocated in the Local Plan for a mixture of housing and town centre car parking. Permission has been granted for a 60-bed nursing home (with no town centre car parking) while an application for 17 houses on the whole field was recently refused by the Planning Committee against officer advice and is currently at appeal.



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SUITABILITY AND DELIVERABILITY OF SITE		
Topic	Assessment	Score
Location	The site lies centrally in Dunbar, immediately North of the Rail line. It is within the existing settlement boundary, so well related to it.	
Accessibility	Dunbar's overall accessibility via public transport to the wider city region and key employment locations as well as health and retail facilities ranks sixth among other settlements in East Lothian. The site is within 40m of bus stops on the A1087, with a range of frequent and regular services to Edinburgh, East Linton, The Jewel, Haddington, North Berwick, Whitekirk, Broxburn etc . Access to rail travel is excellent, with Dunbar station only 50m away. The site boundary is less than 20m from the designated Dunbar town centre, and is within easy reach of a wide range of other services including primary school, community centre, medical centre and supermarket.	
Exposure	The site has little shelter from northerly winds by virtue of topography or vegetation. However, existing development north of the site may provide a degree of shelter, and the site is also bounded by a stone wall.	
Aspect	The site is relatively flat with no predominant aspect.	
Suitability for Proposed Use	The site is physically suitable for the proposed use. There could be amenity conflicts arising from proximity to the rail line, however, it should be possible to mitigate these through appropriate design.	
Fit with strategic policy objectives and direction	The site is within a main settlement within the East Lothian SDA as identified within SESplan. Its development would therefore align well with strategic policy objectives of steering new development towards the most sustainable locations within the city region. For	

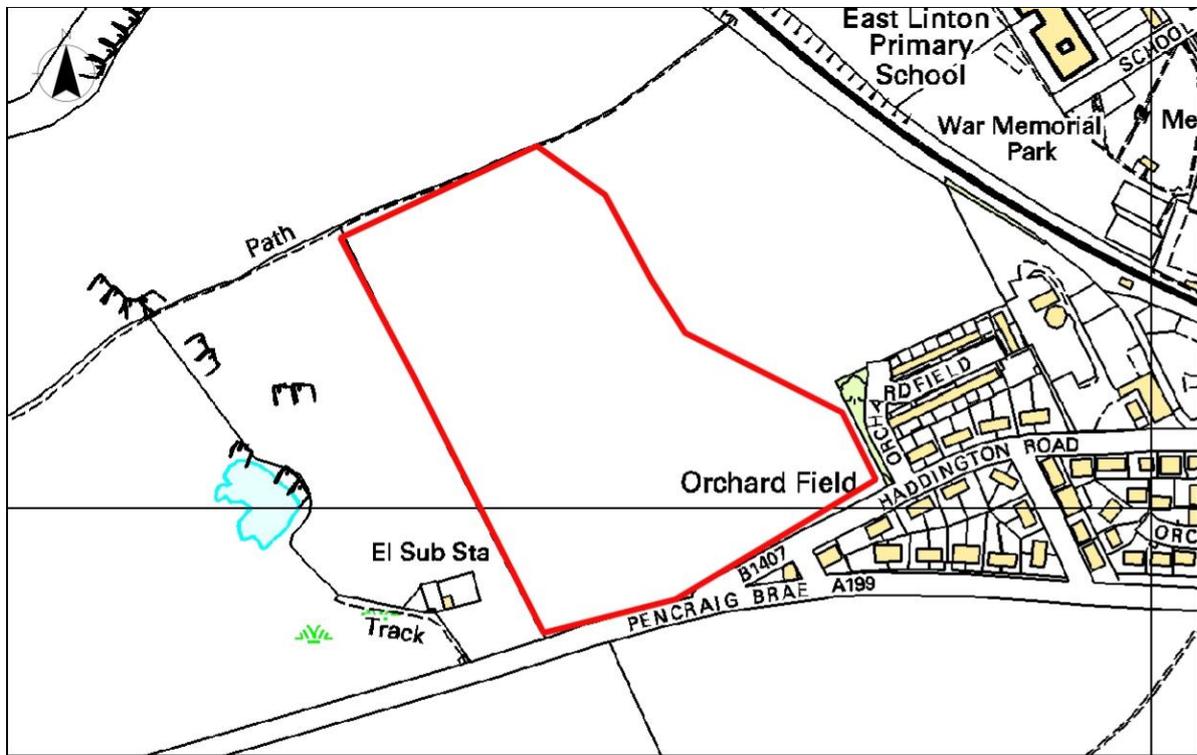
	assessment against other more detailed policy objectives see 'Potential Impacts of Development: SEA'.	
Physical infrastructure capacity	There are opportunities to connect to the local road network at Station Road and via Countess Road, however, one access would be adequate. There is existing public footpath and street lighting along Station road. The site is served by Castle Moffat Water Treatment Works and Dunbar Waste Water Treatment Works. Castle Moffat WTW has available capacity and Dunbar WTW has very limited capacity.	
Service infrastructure capacity	The site is within the catchment for Dunbar Primary School, and Dunbar Grammar School. Dunbar Primary School has no capacity, although limited expansion may be possible on existing sites. Dunbar Grammar has no capacity, though potential for further limited expansion on site may be possible.	
Deliverability/ Effectiveness	It has not yet been established whether there is sufficient infrastructure capacity to serve the development and what the timescales would be for achieving this.	



POTENTIAL IMPACTS OF DEVELOPMENT: SEA		
Topic	Comments	Score
Biodiversity, Flora and Fauna	The site is not within any areas designated for their international, national or local nature conservation interest.	o
Population	The site would provide housing, including an element of affordable housing to help meet need. The site has good access to the town centre and a range of educational and community facilities as well as employment opportunities.	+
Human Health	The majority of the site is not known to be contaminated although there is potential contamination associated with the railway to the south-east of the site. Development may provide an opportunity to mitigate effects of this pollution. The site has good access to the core path network in the area and opportunities for active travel and recreation, as well as access to open spaces and leisure facilities within the town.	+/?
Soil	The development of this site would not result in the loss of any prime agricultural land and rare or carbon rich soils.	o
Water	The site is within Potentially Vulnerable area 10/25. It is not within an area at risk of river, coastal or surface water flooding based on SEPA's flood map. SEPA has not raised any concerns with regards flood risk or impact upon ecological status of the water environment.	o

Air	The development of the site would be unconstrained by existing sources of air pollution, although noise mitigation may be required due to the railway line running along the southern boundary of the site. The site has good access by active travel to the town centre, and although the railway line severs the site from the southern half of Dunbar, there are numerous under-passes to allow active travel permeability. However, it is inevitable that housing development on the site would lead to some increase in the number of private car journeys to and from the site, and resultant emissions.	o
Climatic Factors	Dunbar is in a reasonably accessible location in regional terms although is further from major centres of employment than most other East Lothian settlements, and therefore development of this site would be focusing development towards the most accessible and sustainable locations. The site is very well positioned to access public transport, active travel routes, as well as local facilities and services. Realistically, however, development on the site would still lead to some increase in car-based journeys and resultant greenhouse gas emissions. The site is likely to be resilient to the effects of climate change, due to lack of proximity to a watercourse, topography and low potential for surface water flooding.	o/-
Material Assets	The development of this site would result in the loss of greenfield land although it is vacant land within the town and is not in agricultural or horticultural use.	o
Cultural Heritage	There are no listed buildings within the site boundary, however, there are two category B listed buildings within 10m of the site's eastern boundary. These include Dunbar Railway Station, and Dunbar Station Lodge. The site is also within Dunbar conservation area. Impacts on the settings of these listed buildings and on the conservation area could be avoided through sensitive design, and retention of the high stone wall that surrounds much of the site. The site is also within the Dunbar II designated battlefield area. Historic Scotland does not consider that the site contributes significantly towards the understanding of the battlefield landscape and has not raised concerns over its development. There is good potential for archaeological remains in the area, and therefore it is recommended by ELCAS that a pre-determination evaluation is carried out prior to any ground-breaking operations.	o/?
Landscape	The site is within the town of Dunbar and would not present any significant landscape impact subject to appropriate design. It is currently bounded on the east, south and west sides by a high stone wall (approximately 2.5m). Extensive views are available across the site North to South, as far as Spott. However, the high stone walls on the West and East prevent clear lines of site across the rest of the area.	o

SITE INFORMATION	
Topic	Comments
Site Name	East Linton West Expansion
Site Ref	PM/DR/HSG090
Source of Site Suggestion	Agent (Nick Wright Planning) on behalf on landowner (Hamilton Farmers)
Site Size (ha)	6.5
Current Use	Agricultural land
Proposed Use	Residential
Summary Description	A greenfield site in agricultural use on sloping land to the west of East Linton. A current housing allocation (now under construction) borders the site to the north west, the extent of which was constrained to its current boundary based on land contours for landscape reasons.



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SUITABILITY AND DELIVERABILITY OF SITE		
Topic	Assessment	Score
Location	The site is outwith the existing settlement of East Linton but is well related, and would become more so once the adjacent housing site to the north east is developed.	
Accessibility	East Linton's overall accessibility via public transport to the wider city region and key employment locations as well as health and retail facilities ranks last among eleven key settlements in East Lothian. It is therefore less accessible in regional terms than the six main towns and some of the villages located further west. The site is within 400m of a bus stop, with services running between Edinburgh and Dunbar and occasional services to Berwick upon Tweed. The site is not within 800m of a railway station. A range of local facilities and services are available within walking distance (1600m) including a primary school, health centre and local shops and services on the High Street.	
Exposure	The site has little shelter from northerly winds given its rising gradient and lack of vegetation.	
Aspect	The site is generally north-east facing.	
Suitability for Proposed Use	The site is generally suitable for the proposed housing use with regards surrounding land uses which include agricultural and existing housing.	
Fit with strategic policy objectives and direction	The site is within the East Lothian SDA as identified within SESplan and is adjacent to a main settlement that provides a wide range of facilities and services. Its development would therefore align quite well with strategic policy objectives of steering new development towards the most sustainable locations within the city region. For assessment against other policy objectives see 'Potential Impacts of Development: SEA'.	

Physical infrastructure capacity	The site would be served by Castle Moffat Water Treatment Works and East Linton Waste Water Treatment Works. Castle Moffat WTW has available capacity and East Linton WWTW has very limited capacity. The site would be difficult to access safely from Haddington Road, and could not be accessed from the A199 unless a major new junction was provided i.e. a roundabout at the A199/B1407 junction.	
Service infrastructure capacity	The site is within the catchment of East Linton Primary School which has limited capacity but potential for further limited expansion on site may be possible. At secondary level the site would be served by Dunbar Grammar School that has no capacity but there may be potential for further limited expansion on the site.	
Deliverability/ Effectiveness	The site submission states that there are no constraints that would prevent the site being delivered in the LDP period. However, it has not yet been established whether there is sufficient infrastructure capacity to serve the development and what the timescales would be for achieving this.	



POTENTIAL IMPACTS OF DEVELOPMENT: SEA		
Topic	Comments	Score
Biodiversity, Flora and Fauna	The site is not within any areas designated for their international, national or local nature conservation importance. There is no priority habitat within the site however priority habitat including swamp and marshy grassland lies approximately 150m west from the western boundary and great crested newts have been recorded in numerous surveys around that habitat. There are no protected trees within the site boundary.	?/-
Population	The site would provide housing, including an element of affordable housing to help meet need. The site has good access to local facilities and services but poorer access to employment opportunities and higher level services.	+/o
Human Health	The site is not known to be contaminated. The site has good access to existing open space facilities and the Core Path network which runs along the northern boundary of the site, and the John Muir	+

	Way path also passes through East Linton. There are therefore good opportunities for active travel and recreation nearby.	
Soil	The development of site would result in some loss of class 3.1 prime agricultural land. There are no rare or carbon rich soils on this site.	-
Water	The site is not within a Potentially Vulnerable Area. SEPA's flood map does not identify the site as being at risk of river, coastal or surface water flooding. SEPA has not raised any concerns with regards potential flood risk issues or impact on the local water environment.	o
Air	The site is unconstrained by existing sources of air pollution. The site has good active travel accessibility to local facilities and services to reduce the need to travel by car at a local scale, however in order to access higher level services at a County/regional scale, the site's location would not reduce the need to travel by car.	o
Climatic Factors	East Linton is in a less accessible location in regional terms than most other East Lothian towns and larger villages and is further from major centres of employment than many other East Lothian settlements, though has a moderate range of local facilities and services. Therefore development of this site would not be focusing development in the most accessible and sustainable locations. However, the site is reasonably well positioned to access public transport, active travel routes, as well as local facilities and services. Realistically, however, development on the site would still lead to some increase in car-based journeys and resultant greenhouse gas emissions. The site's north-east facing aspect does not lend itself to development that is resource efficient through siting (i.e. solar gain).	-/--
Material Assets	The development of the site would result in the loss of greenfield land and prime agricultural land.	-
Cultural Heritage	The site is not within a Conservation Area but could affect the overall setting of the village and its Conservation Area due to its landscape impact on the western approach to East Linton along the A199. There are no listed buildings or scheduled monuments within or adjacent to the site. There are no known archaeological remains within the proposed site area but significant remains have been identified in the vicinity including to the immediate east, and therefore it is considered there is significant potential for unknown remains on the site and pre-determination evaluation would be required.	o/?
Landscape	This site has a north-easterly aspect and consists of undulating arable land surrounded by natural stone walls. The A199 and B1407 form the southern boundary of the site, a natural stone wall forms the western boundary and a tree belt forms the eastern boundary and screens the adjacent housing development at Orchardfield to the east. The site rises in height with distance west from the village and development on the site would result in built development encroaching into the surrounding rural countryside, and the village expanding beyond its natural landscape setting. Development up the rising slope could affect views towards East Linton and its valley setting, on the approach from the west along the A199. The site is not in an AGLV or a Conservation Area.	-/--/?

SITE INFORMATION	
Topic	Comments
Site Name	East Linton Sale Ground
Site Ref	PM/DR/HSG086
Source of Site Suggestion	Agent (Montagu Evans) on behalf of landowner.
Site Size (ha)	0.96ha
Current Use	Currently designated for business use in the Local Plan and is partly occupied, containing a small garden centre and storage area.
Proposed Use	Residential.
Summary Description	A brownfield site within East Linton partly in use for business, but largely vacant. It borders residential development to the west and an industrial estate to the east and contains the category B listed auction mart sale house.



0 0.025 0.05 0.075 0.1 kilometres

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0 0.025 0.05 0.075 0.1 kilometres

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SUITABILITY AND DELIVERABILITY OF SITE		
Topic	Assessment	Score
Location	The site is within the existing village of East Linton.	
Accessibility	East Linton's overall accessibility via public transport to the wider city region and key employment locations as well as health and retail facilities ranks last among eleven key settlements in East Lothian. It is therefore less accessible in regional terms than the six main towns and some of the villages located further west. There is a bus stop adjacent to the site within 400m which provides services approximately hourly services between Edinburgh and Dunbar and additionally some services between Edinburgh and Berwick upon Tweed. The site is not within 800m of a railway station. A range of local facilities and services are available within walking distance (1600m) including a primary school, health centre and local shops and services on the High Street. The development of the site could also help improve pedestrian links from the Orchardfield housing development to the High Street.	
Exposure	The surrounding topography offers some shelter from northerly winds.	
Aspect	The site is generally north-east facing.	
Suitability for Proposed Use	The site is generally suitable for housing in terms of surrounding land uses which include residential, a motor garage, vacant employment land and the east coast railway line which runs along the northern boundary. Noise mitigation measures would likely be required on the northern part of the site due to the railway.	
Fit with strategic policy objectives and direction	Although within the East Lothian SDA as identified within SESplan, the site is outwith a main settlement that provides a wide range of facilities and services. Its development would therefore align quite well with strategic policy objectives of steering new development	

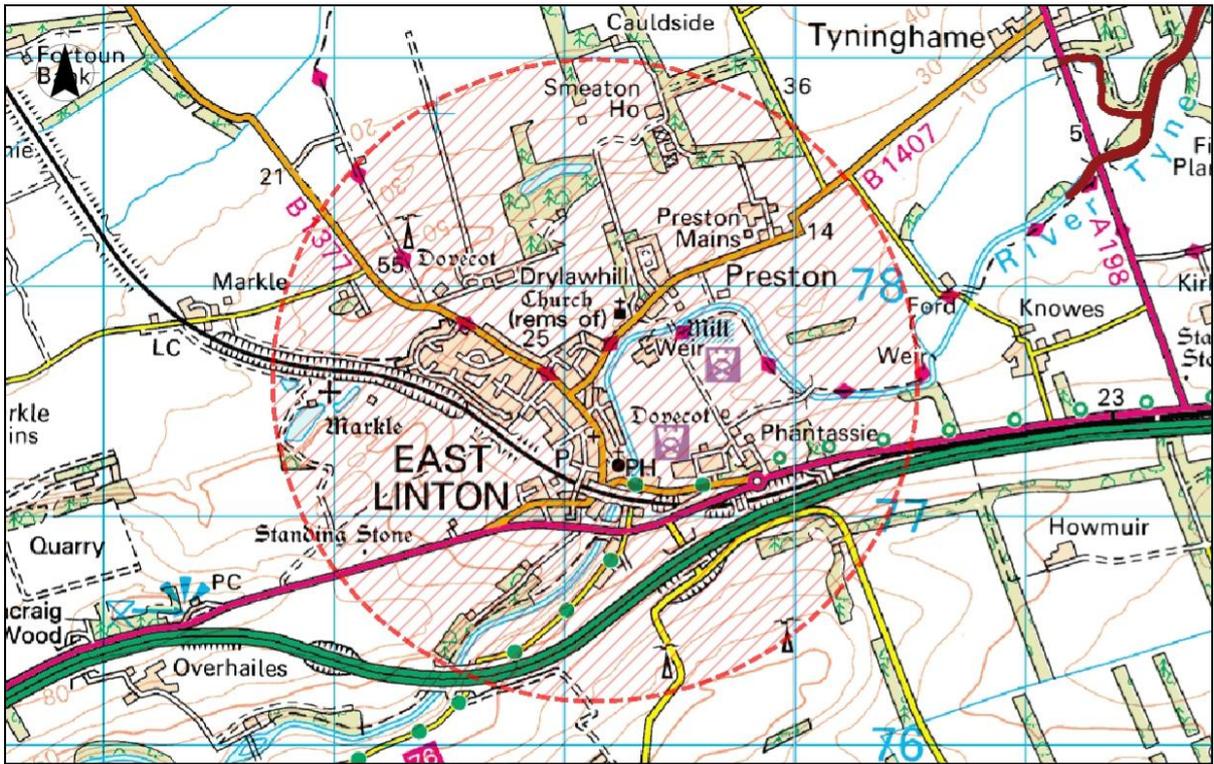
	towards the most sustainable locations within the city region. For assessment against other policy objectives see 'Potential Impacts of Development: SEA'.	
Physical infrastructure capacity	The site would be served by Castle Moffat Water Treatment Works and East Linton Waste Water Treatment Works. Castle Moffat WTW has available capacity and East Linton WWTW has very limited capacity. Vehicular access can be gained from the B1407 Haddington Road.	
Service infrastructure capacity	The site is within the catchment of East Linton Primary School which has limited capacity but potential for further limited expansion on site may be possible. At secondary level the site would be served by Dunbar Grammar School that has no capacity but there may be potential for further limited expansion on the site.	
Deliverability/ Effectiveness	The positioning of the listed building in the site and the need for a development that respects its setting may constrain the developable area and economic viability of redeveloping the site. It has not yet been established whether there is sufficient infrastructure capacity to serve the development and what the timescales would be for achieving this.	



POTENTIAL IMPACTS OF DEVELOPMENT: SEA		
Topic	Comments	Score
Biodiversity, Flora and Fauna	The site is not within any areas designated for their international, national or local nature conservation interest. There are no protected trees on the site and no notable species within 100m of the site. SNH has not raised any concerns with regards impacts on biodiversity, flora and fauna.	0
Population	The site could provide an element of affordable housing to help meet local need. The site has good access to local facilities and services but poorer access to employment opportunities and higher level services. Additionally the land is currently allocated for business use and its development for housing would therefore	+/0/?

	prejudice the development of business land and local employment opportunities within East Linton.	
Human Health	The site is not known to be contaminated. The site has good access to existing open space facilities and the Core Path network, and the John Muir Way path also passes through East Linton. There are therefore good opportunities for active travel and recreation nearby.	+
Soil	The development of the site would result in some loss of class 3.1 prime agricultural land. There are no rare or carbon rich soils on this site.	-
Water	The site is not within a Potentially Vulnerable Area. SEPA's flood map does not identify the site as being at risk of river, coastal or surface water flooding. SEPA has not raised any concerns with regards potential flood risk issues or impact on the local water environment.	o
Air	The site is unconstrained by existing sources of air pollution. The site has good active travel accessibility to local facilities and services to reduce the need to travel by car at a local scale, however in order to access higher level services at a County/regional scale, the site's location would not reduce the need to travel by car.	o
Climatic Factors	East Linton is in a less accessible location in regional terms than most other East Lothian towns and larger villages and is further from major centres of employment than many other East Lothian settlements, though has a moderate range of local facilities and services. Therefore development of this site would not be focusing development in the most accessible and sustainable locations. However, the site is reasonably well positioned to access public transport, active travel routes, as well as local facilities and services. Realistically, however, development on the site would still lead to some increase in car-based journeys and resultant greenhouse gas emissions. The site's north-east facing aspect does not lend itself to development that is resource efficient through siting (i.e. solar gain).	-/--
Material Assets	The site is previously developed land therefore its re-development for housing would prioritise the use of brownfield land over greenfield.	+
Cultural Heritage	The site is not within a Conservation Area. The category B listed Old Auction Mart Hall is located in the northern half of the site and would need to be retained if the site is to be developed. Any future development on the site would have to be designed in a way that provides an appropriate setting for the listed building. There is moderate to low potential archaeological remains as the ground has been disturbed previously for building work.	-/?
Landscape	The site is located within the existing settlement of East Linton and would not therefore result in an encroachment into a rural landscape. There are few landscape features within the site. A stone boundary wall forms the southern boundary along Haddington Road. If noise mitigation measures are required, they may have an impact upon the landscape and/or views from the East Coast main Line.	o/?

SITE INFORMATION	
Topic	Comments
Site Name	East Linton Area of Search
Site Ref	PM/DR/HSG115
Source of Site Suggestion	East Lothian Council
Site Size (ha)	Approx 600ha – ‘area of search’ only
Current Use	Largely agricultural land surrounding the existing village
Proposed Use	Settlement expansion – mainly residential
Summary Description and Planning History	An ‘area of search’ for a potential settlement expansion. The area contains the largely agricultural land surrounding the existing village of East Linton.



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0 0.25 0.5 0.75 1 kilometres

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SUITABILITY AND DELIVERABILITY OF SITE		
Topic	Assessment	Score
Location	The area of search is centred on the existing settlement of East Linton. It contains areas that would be well related to the existing settlement as well as areas that, in isolation, may not be. Ultimately this would be dependent on the location and scale and phasing of any development.	
Accessibility	East Linton's overall accessibility via public transport to the wider city region and key employment locations as well as health and retail facilities ranks last among eleven key settlements in East Lothian. It is therefore less accessible in regional terms than the six main towns and some of the villages located further west. Currently the site is not within 800m of a railway station although the East Coast Main Line does pass through the village. The Council supports the provision of a new rail halt at East Linton, which would improve its regional accessibility, but this has not been confirmed by the Scottish Government and the success of the bid is not dependent on new housing being directed here. Existing bus services within the village are approximately hourly between Edinburgh and Dunbar and additionally some services between Edinburgh and Berwick upon Tweed. Parts of the site are not within 400m of a bus stop but dependent on the scale of any new development there might be opportunities to re-route services through new development and/or improve their frequency. The site is mainly within 1600m of the modest range of services and facilities within East Linton, including local shops and a primary school.	

Exposure	Exposure varies across the site; some parts have a degree of shelter due to topography or planting but other areas are exposed to northerly winds.	
Aspect	East Linton is located in the valley of the River Tyne. To the south-west of the settlement this is relatively steeply enclosed, while to the north-east the land flattens out more. Drylawhill rises to the north of the village and hence presents a south-facing aspect, while to the west Pencraig Hill rises up and has an easterly aspect.	
Suitability for Proposed Use	The majority of the land around East Linton is likely to be physically suitable for development, although parts of the area are fairly steeply sloping. The proximity of parts of the area to the East Coast Main Line and A1 could result in amenity conflicts due to noise impacts, depending upon siting and design, and potentially requiring mitigation.	
Fit with strategic policy objectives and direction	Although within the East Lothian SDA as identified within SESplan, the site is outwith a main settlement that provides a wide range of facilities and services. Its development would therefore align reasonably well with strategic policy objectives of steering new development towards the most sustainable locations within the city region. For assessment against other policy objectives see 'Potential Impacts of Development: SEA'.	
Physical infrastructure capacity	There are a number of potential bottlenecks in the local road network within the village and improvements to these may be required, dependent on the scale and location of any development. Development to the north and east would tend to result in traffic through the village centre, whereas development to the south would be less likely to result in impacts on the town centre. Access onto the A199 may raise road safety implications due to the high traffic speeds, particularly traffic descending Pencraig Hill. Junction alternations may be required. The area would be served by castle Moffat Water Treatment Works and Dunbar Waste Water Treatment Works. Castle Moffat WTW has available capacity and Dunbar WTW has very limited capacity.	
Service infrastructure capacity	The search area falls within the catchment of East Linton Primary School which has limited capacity but further limited expansion on site may be possible. At secondary school level the site falls within the catchment of Dunbar Grammar School which has no capacity but further limited expansion on site may be possible. Dependent on the scale of new development, a new primary school may be required.	
Deliverability/ Effectiveness	It has not yet been established whether there is sufficient infrastructure capacity to serve the development and what the timescales would be for achieving this.	





POTENTIAL IMPACTS OF DEVELOPMENT: SEA		
Topic	Comments	Score
Biodiversity, Flora and Fauna	The search area does not contain any sites designated for international or national nature conservation interests, however, it is within 1.8km of the Forth of Firth SPA, and development in the area would need to be screened into the Habitats Regulations Assessment process at this stage. The banks of the River Tyne are a listed wildlife site, and contain a variety of natural habitats. There are a number of areas of priority habitat in the search area, including to the west (Great Crested Newts), to the north-west (Drylawhill), and to the east on the B1407 (ancient and species rich hedgerows). Additional priority habitat and native woodland areas lie along the south bank of the (lowland meadow. There is ancient woodland in the north of the area around Smeaton Nursery, and also south of the A1 in the south-east. There are several Tree Preservation Orders within the area, adjacent to Prestonkirk Church and along the B1377.	-/?*
Population	Development within the area could provide housing, including an element of affordable housing to help meet need. The site has good access to local facilities and services but poorer access to employment opportunities and higher level services.	+/o
Human Health	There are a number of areas of potential contamination within the search area, including due to electricity production and distribution, gas manufacture and distribution, filled land, and general quarrying. Development may present opportunities to mitigate this. The area contains opportunities for active travel and recreation, including core paths to Haddington, North Berwick and Dunbar, with the John Muir way passing directly through the village centre, leading to Dunbar and North Berwick. There may be opportunities to improve path linkages and open space provision in association with new development. There are extensive areas around East Linton that may be affected by radon gas (class 1) and this would need to be taken into account in the design of any buildings.	+/?
Soil	The development of the site could result in a significant loss of class 2 and 3.1 prime agricultural land, depending on its scale and location. The flood plain of the River Tyne includes rare or carbon rich alluvial soils.	-
Water	The flood plain of the River Tyne includes large areas of open fields to the east of the village centre, and development in these areas would have significant flooding impacts that would be unlikely to be able to be avoided or mitigated. Other areas within the search area are at risk of surface water flooding. Dependent on the location of	?/-/+

	development, a flood risk assessment and/or drainage impact assessment may be required. SNH suggests that the floodplain area could benefit the setting of any expansion of East Linton if it was safeguarded as part of a green/blue network.	
Air	The site is unconstrained by existing sources of air pollution. The site has good active travel opportunities and reasonable public transport accessibility providing alternatives to travel by car. There is also the potential for a new railways station though this is not confirmed. However it is inevitable that housing development in the search area would lead to an increase in the number of private car journeys to and from the village, and resultant emissions.	o
Climatic Factors	East Linton is in a less accessible location in regional terms than most other East Lothian towns and larger villages and is further from major centres of employment than many other East Lothian settlements, though has a moderate range of local facilities and services. Therefore development in this location would not be focusing development in the most accessible and sustainable locations, though the settlement's accessibility would improve were a new station to be provided. However, the site is moderately well positioned to access public transport, active travel routes, as well as local facilities and services. Realistically, however, development on the site would still lead to some increase in car-based journeys and resultant greenhouse gas emissions.	-/--
Material Assets	Dependent on the scale of any development, this may involve significant areas of greenfield land of prime agricultural quality, and potentially.	--
Cultural Heritage	Historic Scotland notes East Linton has a large number of designated heritage assets. Its Conservation Area covers an extensive area containing the historic village core and land to the east to including Preston Mill, Phantassie Cottages and the land between. It has 65 listed buildings, mostly within the well preserved village centre but also including buildings related to the extensive agricultural heritage of the area at Phantassie, Preston, Houston, Smeaton, Drylaw, and Limekilns. The inter-relationship between listed buildings and their setting and the setting of the Conservation Area are important and designated areas should not be surrounded by new development. Six scheduled monuments affect the village with including the Drylawhill cursus and the Preston Mains cursus. No development should take place on the site of, or that fundamentally affects the setting of, these scheduled monuments. Historic Scotland notes that the setting of the scheduled monument at Markle, settlement and Laird's House (SM 6680) includes long views towards North Berwick Law. Smeaton and Phantassie are gardens and designed landscape of local importance. Further assessment would be required to narrow down potential development areas within the search area that avoid adverse heritage impact.	-/?
Landscape	Scottish Natural Heritage notes that East Linton's special relationship to its landscape setting could be adversely affected by poorly conceived development. It has a well defined landscape setting and character. This includes rising land to the north at Drylawhill, south to Traprain and west to Pencraig and Markle. Pencraig Hill lies on the A199 and has key views over the village and beyond to the coast. The village is very contained within its defined	-/--/?

	<p>landscape setting. As with Haddington, this is a significant feature of East Linton. To the south the valley of the River Tyne is steeply enclosed and frames key views, including from the A1, with the majority of built development on the north side of the river. To the east lies the floodplain of the River Tyne and Scottish Natural Heritage notes that part of the search area is constrained by flood risk along the River Tyne corridor but that this area could benefit the setting of an expanded East Linton if it was safeguarded as part of a green/blue network. Further detailed landscape studies would be required to identify any potential development areas though Scottish Natural Heritage considers that a potential 1,000 houses would likely be very challenging to its well defined landscape setting and character. The East Coast Main Line runs through East Linton; any noise mitigation measures required to accommodate development could have an impact on landscape and or surrounding views from the A1 and/or East Coast Main Line.</p>	
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SITE INFORMATION	
Topic	Comments
Site Name	Innerwick west
Site Ref	PM/DR/HSG091
Source of Site Suggestion	East Lothian Council
Site Size (ha)	0.8ha
Current Use	Agricultural
Proposed Use	Housing – 16 units
Summary Description	A small greenfield site on the northern edge of Innerwick.



0 25 50 75 100 metres

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SUITABILITY AND DELIVERABILITY OF SITE		
Topic	Assessment	Score
Location	The site lies outwith the existing settlement boundary of Innerwick but is well related to the village as it adjoins existing residential development.	Yellow
Accessibility	The site is within 400m of a bus stop with at most hourly daytime service between Edinburgh and Berwick upon Tweed. The site is not within 800m of a railway station. It is within walking distance of the village primary school but other village facilities are extremely limited with only a mobile post office service visiting once a week. The nearest town with a variety of services is Dunbar at 7.7km away.	Yellow
Exposure	The site is exposed to northerly winds and has no shelter from topography or vegetation.	Red
Aspect	The site has a northerly aspect.	Red
Suitability for Proposed Use	The site is generally suitable for the proposed housing use and would not result in conflicts with existing surrounding land uses which include housing and agricultural fields.	Green
Fit with strategic policy objectives and direction	Although within the East Lothian SDA as identified within SESplan, the site is outwith a main settlement but is adjacent to a small settlement that provides a very limited range of facilities and services. Its development would therefore align moderately well with strategic policy objectives of steering new development towards the most sustainable locations within the city region. For assessment against other policy objectives see 'Potential Impacts of Development: SEA'.	Green
Physical infrastructure capacity	The site would be served by castle Moffat Water Treatment Works and Innerwick Waste Water Treatment Works. Castle Moffat WTW has available capacity and Innerwick WTW has limited capacity. Vehicular access could be provided from the C125. The footway,	Yellow

	street lighting and 30mph speed limit would need to be extended along the site's road frontage.	
Service infrastructure capacity	The site is within the catchment of Innerwick which has very limited capacity but potential for further modest expansion on site may be possible. At secondary level the site would be served by Dunbar Grammar School that has no capacity but there may be potential for further limited expansion on the site.	
Deliverability/ Effectiveness	There are no known major constraints that would prevent the delivery of the site though it has not yet been established whether there is sufficient infrastructure capacity to serve the development and what the timescales would be for achieving this. The landowner has expressed interest in developing housing on their landholdings around Innerwick.	



POTENTIAL IMPACTS OF DEVELOPMENT: SEA		
Topic	Comments	Score
Biodiversity, Flora and Fauna	The site is not within any areas designated for their international, national or local nature conservation importance and is outwith the main pink-footed geese feeding area. However, SNH has advised that there are records of SPA birds using the area, there is suitable habitat on the site, and there is potential connectivity to the SPA, therefore the site should be screened in for consideration through the Habitats Regulations Appraisal (HRA) process at this stage. There is no priority habitat within the site and no notable species have been recorded within 100m of the site. There are no protected trees within the site.	o/?*
Population	The site would provide housing, including an element of affordable housing to help meet need. The site has limited access to local and wider services and facilities by public and active transport.	+/o
Human Health	The site is not known to be contaminated. Innerwick is not connected to the Core Path network and sports facilities in the village are limited. Therefore opportunities for active travel and recreation are limited at a local level however a good range of sports and leisure facilities are available in Dunbar approximately 7km to the north.	o/?

Soil	The development of the site would result in some loss of class 3.1 prime agricultural land. There are no rare or carbon rich soils on this site.	-
Water	The site is not within a Potentially Vulnerable Area. SEPA's flood map does not show that the site is at risk from river, coastal or surface water flooding. SEPA has not raised any concerns with regards flood risk or impact on the water environment.	o
Air	The site is not affected by any existing sources of air pollution. The site does not have good access to facilities, services or employment locally and does not have a sufficient level of active and public transport accessibility such that the need to travel by car would be minimised. Development on the site would therefore lead to an increase in emissions, albeit a small increase due to the small size of the proposed site.	o
Climatic Factors	The site is within 8km from Dunbar which is in a reasonably accessible location in regional terms although is further from major centres of employment than most other East Lothian settlements. The development of this site would not contribute to a sustainable settlement strategy as it would not be focussing new development towards the existing main settlements where facilities and services are easily accessible. The development of the site would increase the need and distance travelled to access most services. The northerly aspect of the site would not lend itself to development that is energy efficient through siting and orientation.	-/--
Material Assets	The site is greenfield and prime agricultural land and its development would not therefore be prioritising brownfield land over greenfield land.	-
Cultural Heritage	The site is not within a Conservation Area and there are no listed buildings or scheduled monuments within or adjacent to the site. It is not within a designated battlefield area.	o
Landscape	The site is arable land sloping to the north. Rear gardens of single storey dwellings form the southern boundary of the site. A post and wire fence forms the east road side boundary with the road C122 that dissects the village. There is an existing opening in this hedge to the site at the southeast corner. There are no existing natural boundary features along the west, north and east of the site and the development of the site would result in a small encroachment into an open rural landscape. A new settlement boundary feature would be required to integrate any new development on the site into the landscape which would ideally comprise of native hedgerow with interspersed medium to large scale trees. There are panoramic view from the site to the north, taking in Torness Nuclear Plant, Barns Ness lighthouse, Lafarge cement works and the Firth of Forth. The Conservation village of Innerwick rises behind the site providing the landscape setting for proposed housing site as viewed from the north.	-/?

SITE INFORMATION	
Topic	Comments
Site Name	Innerwick east
Site Ref	PM/DR/HSG104
Source of Site Suggestion	East Lothian Council
Site Size (ha)	0.9ha
Current Use	Agricultural
Proposed Use	Housing – 18 units
Summary Description	A small greenfield site on the northern edge of Innerwick.



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SUITABILITY AND DELIVERABILITY OF SITE		
Topic	Assessment	Score
Location	The site is outwith the existing settlement boundary of Innerwick but is well related, being adjacent to existing housing development and the primary school.	Yellow
Accessibility	The site is within 400m of a bus stop with at most hourly daytime service between Edinburgh and Berwick upon Tweed. The site is not within 800m of a railway station. It is within walking distance of the village primary school but other village facilities are extremely limited with only a mobile post office service visiting once a week. The nearest town with a variety of services is Dunbar at 7.7km away.	Yellow
Exposure	The site is exposed to northerly winds and has no shelter from topography or vegetation.	Red
Aspect	The site has a northerly aspect.	Red
Suitability for Proposed Use	The site is generally suitable for the proposed housing use and would not result in conflicts with existing surrounding land uses which include housing, a primary school and agricultural fields.	Light Green
Fit with strategic policy objectives and direction	Although within the East Lothian SDA as identified within SESplan, the site is outwith a large settlement but is adjacent to a small settlement that provides a very limited range of facilities. Its development would therefore align moderately well with strategic policy objectives of steering new development towards the most sustainable locations within the city region. For assessment against other policy objectives see 'Potential Impacts of Development: SEA'.	Light Green
Physical infrastructure capacity	The site would be served by castle Moffat Water Treatment Works and Innerwick Waste Water Treatment Works. Castle Moffat WTW has available capacity and Innerwick WTW has limited capacity. Vehicular access could be provided from the C125. The footway, street lighting and 30mph speed limit would need to be extended	Yellow

	along the site's road frontage.	
Service infrastructure capacity	The site is within the catchment of Innerwick which has very limited capacity but potential for further modest expansion on site may be possible. At secondary level the site would be served by Dunbar Grammar School that has no capacity but there may be potential for further limited expansion on the site.	
Deliverability/ Effectiveness	There are no known major constraints that would prevent the delivery of the site though it has not yet been established whether there is sufficient infrastructure capacity to serve the development and what the timescales would be for achieving this. The landowner has expressed interest in developing housing on their landholdings around Innerwick.	



POTENTIAL IMPACTS OF DEVELOPMENT: SEA		
Topic	Comments	Score
Biodiversity, Flora and Fauna	The site is not within any areas designated for their international, national or local nature conservation importance and is outwith the main pink-footed geese feeding area. There is no priority habitat within the site and no notable species have been recorded within 100m of the site. There are no protected trees within the site.	o
Population	The site would provide housing, including an element of affordable housing to help meet need. The site has limited access to local and wider services and facilities.	+/o
Human Health	The site is not known to be contaminated. Innerwick is not connected to the Core Path network and sports facilities in the village are limited. Therefore opportunities for active travel and recreation are limited at a local level however a good range of sports and leisure facilities are available in Dunbar approximately 7km to the north.	o/?
Soil	The development of the site would result in some loss of class 3.1 prime agricultural land. There are no rare or carbon rich soils on this site.	-
Water	The site is not within a Potentially Vulnerable Area. SEPA's flood	o

	map does not show that the site is at risk from river, coastal or surface water flooding. SEPA has not raised any concerns with regards flood risk or impact on the water environment.	
Air	The site is not affected by any existing sources of air pollution. The site does not have good access to facilities, services or employment locally and does not have a sufficient level of active and public transport accessibility such that the need to travel by car would be minimised. Development on the site would therefore lead to an increase in emissions, albeit small due to the small size of the proposed site.	o
Climatic Factors	The site is within 8km from Dunbar which is in a reasonably accessible location in regional terms although is further from major centres of employment than most other East Lothian settlements. The development of this site would not contribute to a sustainable settlement strategy as it would not be focussing new development towards the existing main settlements where facilities and services are easily accessible. The development of the site would increase the need and distance travelled to access most services. The northerly aspect of the site would not lend itself to development that is energy efficient through siting and orientation.	-/--
Material Assets	The site is greenfield and prime agricultural land and its development would not therefore be prioritising brownfield land over greenfield land.	-
Cultural Heritage	The site is not within a Conservation Area and there are no listed buildings or scheduled monuments within or adjacent to the site. It is not within a designated battlefield area.	o
Landscape	The site is arable land sloping to the north. Rear gardens of single storey dwellings on Kirk Brae form the southern boundary of the site with a variety of boundary treatments present. A mature hedgerow forms the west boundary with the C122 road that dissects the village. There is an existing opening in this hedge to the site at the southwest corner. There are no existing natural boundary features along the east and north of the site and the development of the site would result in a small encroachment into an open rural landscape. A new settlement boundary feature would be required to integrate any new development on the site into the landscape which would ideally comprise of native hedgerow with interspersed medium to large scale trees. There are panoramic view from the site to the north, taking in Torness Nuclear Plant, Barns Ness lighthouse, Lafarge cement works and the Firth of Forth. The Conservation village of Innerwick rises behind the site providing the landscape setting for proposed housing site as viewed from the north.	-/?

SITE INFORMATION	
Topic	Comments
Site Name	North of St John's Street, Spott
Site Ref	PM/DR/HSG066
Source of Site Suggestion	Landowner
Site Size (ha)	0.32
Current Use	Agricultural land.
Proposed Use	Housing – 6 units
Summary Description	A small rural site adjoining the village of Spott and accessed from St John's Street. The land is currently used for grazing and slopes down relatively steeply at its northern edge down to Spott burn.



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SUITABILITY AND DELIVERABILITY OF SITE		
Topic	Assessment	Score
Location	The site is located within land currently designated as countryside. It is not within an existing settlement boundary but is well related to the village of Spott, being directly adjacent to existing housing on St John's Street.	Yellow
Accessibility	There is a bus stop within 100m of the site but the service is quite limited and serves Dunbar (ASDA) and a few local settlements. The infrequent service would therefore generally not be suitable for commuting. The site is more than 800m from a railway station. There is not a range of facilities and services within walking distance (1600M) – there are no facilities in Spott except for the Parish Church. The nearest town with a variety of services is Dunbar at 4.4km away.	Red
Exposure	The site is generally exposed to northerly winds given its northerly aspect and sloping nature, with little shelter from vegetation.	Red
Aspect	The site is north west facing.	Red
Suitability for Proposed Use	The development of the site would be unlikely to result in conflicts with surrounding land uses given that the surrounding uses are residential and agricultural.	Green
Fit with strategic policy objectives and direction	The site is not within the East Lothian SDA as identified by SESPlan and is outwith a main settlement. Its development would therefore not align very well with strategic policy objectives of steering new development towards the most sustainable locations within the city region. For assessment against other policy objectives see 'Potential Impacts of Development: SEA'.	Red
Physical infrastructure	The site would be served by Castle Moffat WTW and Spott Orlits SEP. Castle Moffat WTW has available capacity and Spott Orlits has	Yellow

capacity	very limited capacity. St John Street is wide enough to accommodate the traffic that would be generated by the proposed development and the priority junction with High Road has adequate visibility to safely accommodate extra traffic movements of the scale proposed.	
Service infrastructure capacity	The site is within the catchment of West Barns Primary School which has no capacity but potential for further very limited expansion on site may be possible dependent on the timing of implementation of existing planning permissions. At secondary level the site would be served by Dunbar Grammar School that has no capacity but there may be potential for further limited expansion on the site.	
Deliverability/ Effectiveness	The site submission states that development could begin in 2014 and be completed within one year. However, it has not yet been established whether there is sufficient infrastructure capacity to serve the development and what the timescales would be for achieving this.	



POTENTIAL IMPACTS OF DEVELOPMENT: SEA		
Topic	Comments	Score
Biodiversity, Flora and Fauna	The site is not within any sites designated for international or national nature conservation interests. There is no record of notable species having been identified on the site. A strip of the site between 10-15m wide along the north western boundary is identified as priority habitat – Lowland Meadow. The Spott Burn which flows within 30m of the site boundary is also a locally listed wildlife site.	o/?
Population	The site would provide housing, including an element of affordable housing to help meet need. However development on this site would not provide future residents with good accessibility to facilities, services and employment.	+/-

Human Health	The land is not known to be contaminated. In terms of active travel and recreation a public right of way passes through the site and connects it to the core path network, providing opportunities for active travel.	+
Soil	The development of the site would result in some loss of grade 3.1 prime agricultural land. There are no rare or carbon rich soils on this site.	-
Water	The site lies approximately 20m from an area at risk of flooding from the Spott Burn but it occupies an elevated position in relation to the Burn. The area is not at risk from coastal, river or surface flooding. SEPA has not raised flood risk issues or concerns over water environment	o
Air	The site is not affected by existing sources of air pollution. The site does not have access to existing facilities, services and employment locally therefore its development for housing would increase the need to travel by car and resultantly increase emissions.	o
Climatic Factors	The site is within 4.4km from Dunbar which is in a reasonably accessible location in regional terms although is further from major centres of employment than most other East Lothian settlements. The development of this site would not contribute to a sustainable settlement strategy as it would not be focussing new development towards the existing main settlements where facilities and services are easily accessible. The development of the site would increase the need and distance travelled to access most services. The northerly aspect of the site would not lend itself to development that is energy efficient through siting and orientation.	-/--
Material Assets	The site is greenfield and prime agricultural land, and its development would not therefore be prioritising previously developed land.	-
Cultural Heritage	The site is not within but lies adjacent to Spott Conservation Area. This proximity may need to be taken in to account prior to development in order to mitigate potential impacts on the Conservation Area. There are no listed buildings or scheduled monuments within or adjacent to the site. The site lies within the Dunbar I battlefield designation. There is a moderate potential for unknown archaeological remains on the site.	-/o/?
Landscape	The site is surrounded by countryside on 3 sides which gives rise to long distance views northwards from the elevated southern part of the site. There is no natural boundary along the eastern edge of the proposed site and therefore landscaping would be required to reduce the visual intrusion of development into open countryside. The northern boundary of the site is well defined by the mature hedge and hawthorn planting along the Burn.	-

SITE INFORMATION	
Topic	Comments
Site Name	Stenton south-east
Site Ref	PM/DR/HSG101
Source of Site Suggestion	East Lothian Council
Site Size (ha)	0.87ha
Current Use	Agricultural
Proposed Use	Housing – approximately 16 dwellings.
Summary Description	A small greenfield site on the eastern edge of Stenton



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SUITABILITY AND DELIVERABILITY OF SITE		
Topic	Assessment	Score
Location	The site is outwith the existing settlement boundary of Stenton but well related, being adjacent to existing housing.	Yellow
Accessibility	The site is just within 400m of a bus stop but there are only 4 services per day. It is not within 800m of a railway station. Stenton has very limited local facilities within walking distance (1600m) which include a primary school and mobile post office service. The nearest town with a variety of services is Dunbar at 9km away.	Yellow
Exposure	The site has some shelter from northerly winds due to existing development and a mature tree belt to the north.	Yellow
Aspect	The site is generally north west facing.	Red
Suitability for Proposed Use	The site is generally suitable for housing and would not result in conflicts with surrounding land uses which include existing housing and agricultural fields.	Green
Fit with strategic policy objectives and direction	The site is outwith the East Lothian SDA as identified within SESplan and its development would therefore not align well with strategic policy objectives of steering new development towards the most sustainable locations within the city region. It is also outwith a settlement that provides a wide range of facilities and services. For assessment against other more detailed policy objectives see 'Potential Impacts of Development: SEA'.	Red
Physical infrastructure capacity	The site would be served by served by Castle Moffat Water Treatment Works and Stenton Waste Water Treatment Works. Castle Moffat WTW has available capacity and Stenton WTW has limited capacity. Vehicular access to the site would be gained via the B6370 and the U188. The priority junction between B6370 and the U188 is of a suitable standard to accommodate the traffic generated	Yellow

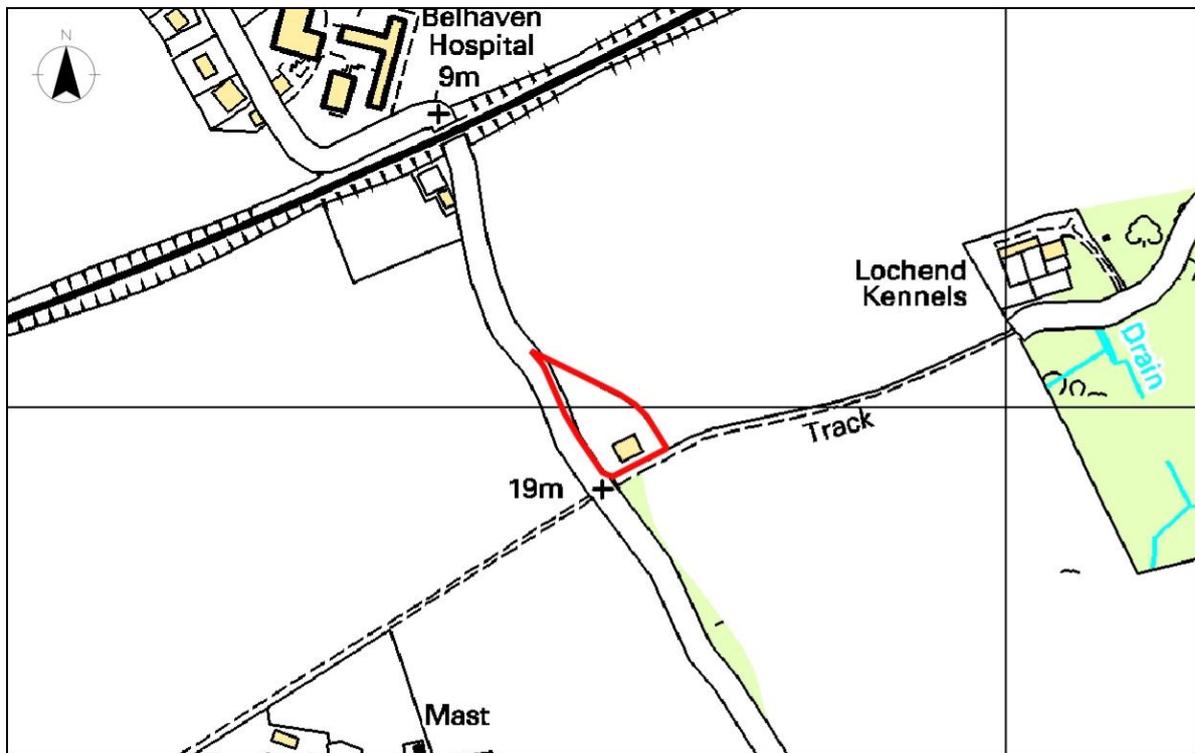
	by seven additional dwellings. However the existing public road network in the vicinity of the site would require a number of improvements such as the extension of the existing public footpath, the relocation of the 30mph zone, extension of the street lighting and some road widening.	
Service infrastructure capacity	The site is within the catchment of Stenton Primary School which has limited capacity and cannot expand. At secondary level the site would be served by Dunbar Grammar School that has no capacity but there may be potential for further limited expansion on the site.	
Deliverability/ Effectiveness	It has not yet been established whether there is sufficient infrastructure capacity to serve the development such as the required local road network improvements education facilities that would be required, and what the timescales would be for achieving this. Additionally there has not been landowner/developer interest in developing the site.	



POTENTIAL IMPACTS OF DEVELOPMENT: SEA		
Topic	Comments	Score
Biodiversity, Flora and Fauna	The site is not within any areas designated for their international, national or local nature conservation importance. There is no priority habitat within the site. There are no protected trees or woodland within the site. No notable species have been recorded within 100m of the site.	o
Population	The site would provide housing, including an element of affordable housing to help meet need. However the site has limited access to services and facilities by public transport and active travel.	+/o
Human Health	The site is not known to be contaminated. The site has reasonable	+

	access to the Core Path network to provide opportunities for active travel and recreation. There is a playground and bowling green in the local village.	
Soil	The development of the site would result in some loss of class 3.1 prime agricultural land. There are no rare or carbon rich soils on this site.	-
Water	The site is not within a Potentially Vulnerable Area. SEPA's flood map does not show that the site is at risk from river, coastal or surface water flooding. SEPA has not raised any concerns with regards flood risk or impact on the water environment.	o
Air	The site is unconstrained by existing sources of air pollution. Given the site's poor public transport accessibility, future residents would be reliant upon private car usage to access facilities, services and employment, thus leading to an increase (albeit small) in emissions.	o
Climatic Factors	The site is within 9km from Dunbar which is in a reasonably accessible location in regional terms although is further from major centres of employment than most other East Lothian settlements. The development of this site would not contribute to a sustainable settlement strategy as it would not be focussing new development towards the existing main settlements where facilities and services are easily accessible. The development of the site would increase the need and distance travelled to access most services. The north-westerly aspect of the site would not lend itself to development that is energy efficient through siting and orientation.	-/--
Material Assets	The site is greenfield land therefore its development would not be prioritising the use of brownfield over greenfield land.	-
Cultural Heritage	The site is within Stenton Conservation Area. The Category B listed building Stenton House and its B listed stable court are located directly to the west of the site and development on the site has the potential to affect their setting. There are some mature trees around these buildings that provide an established landscape setting and natural boundary features.	-/?
Landscape	Existing residential development at The Crofts forms the north western boundary of the site and the boundary consists of mature beech hedge and a range of heights and styles of wooden fences interspersed with street lamps. A natural stone wall forms the southern field boundary beyond the proposed extent of the development site, and an existing hedgerow with a roadside ditch forms the northern roadside boundary of the site. On the opposite side of the road there is an existing mature shelterbelt of trees that help to provide a natural boundary feature. The existing natural boundary features would need to be retained if the site was to be developed and a new landscaped boundary feature would need to be established along the south eastern boundary, as the development would result in built development encroaching into a currently open field.	o/-/?

SITE INFORMATION	
Topic	Comments
Site Name	Land at Kennel Brae
Site Ref	PM/DR/HSG038
Source of Site Suggestion	Agent (Buccleuch Rural Solutions) on behalf of landowner (A Taylor & Son).
Site Size (ha)	0.26 ha
Current Use	Curtilage of one existing dwelling.
Proposed Use	Housing – three additional units.
Summary Description	A small site surrounded by large open arable fields. The site contains one existing bungalow within a curtilage defined by a sandstone wall along its western boundary and low wooden fence and vegetation along its eastern boundary.



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SUITABILITY AND DELIVERABILITY OF SITE		
Topic	Assessment	Score
Location	The site is outwith an existing settlement boundary and is not well related. It does however sit directly to the north of the existing Hallhill South West housing allocation in the adopted Local Plan 2008, and should that be developed this site would adjoin the expanded Dunbar settlement.	
Accessibility	The site does not have good public transport accessibility. The site is more than 400m from the nearest bus stop and more than 800m from a railway station. A good range of facilities and services are not available within walking distance. (Primary and secondary school are within 1600m however).	
Exposure	The site is relatively exposed to northerly winds given its north westerly aspect. The existing trees give a small amount of protection dependent upon wind direction.	
Aspect	The site is north-west facing.	
Suitability for Proposed Use	Development of the site for housing would be unlikely to result in conflict with adjoining land uses (arable farming and potential future housing development to the south). There may be noise impacts which arise from the proximity of the East Coast Main Line to the North.	
Fit with strategic policy objectives and direction	Although within the East Lothian SDA as identified within SESplan, the site is outwith a main settlement that provides a wide range of facilities and services (although the Hallhill South West allocated site will extend the settlement over land adjacent to this site in future). Its development would therefore align quite well with strategic policy objectives of steering new development towards the most	

	sustainable locations within the city region. For assessment against other policy objectives see 'Potential Impacts of Development: SEA'.	
Physical infrastructure capacity	The site would be served by Castle Moffat WTW and Dunbar WWTW. Castle Moffat WTW has available capacity and Dunbar WTW has very limited capacity. Vehicular access to the site is poor and could not provide access for additional housing in its current state. Access could potentially be gained through the allocated housing site to the south when developed. There are issues with poor visibility at the junction on the south western boundary due to the stone boundary wall.	
Service infrastructure capacity	Due to the small scale of the proposed development it is unlikely to have any implications for service infrastructure capacity. The site is within the catchment of Dunbar Infant and Primary School which has no capacity but limited expansion may be possible on existing sites. At secondary level the site would be served by Dunbar Grammar School that has no capacity but there may be potential for further limited expansion on the site.	
Deliverability/ Effectiveness	No information has been provided in the site submission with regards deliverability, but the site appears to be largely free of constraints and could potentially be delivered within the LDP period. However it has not yet been established whether there is sufficient infrastructure capacity to serve the development and what the timescales would be for achieving this.	

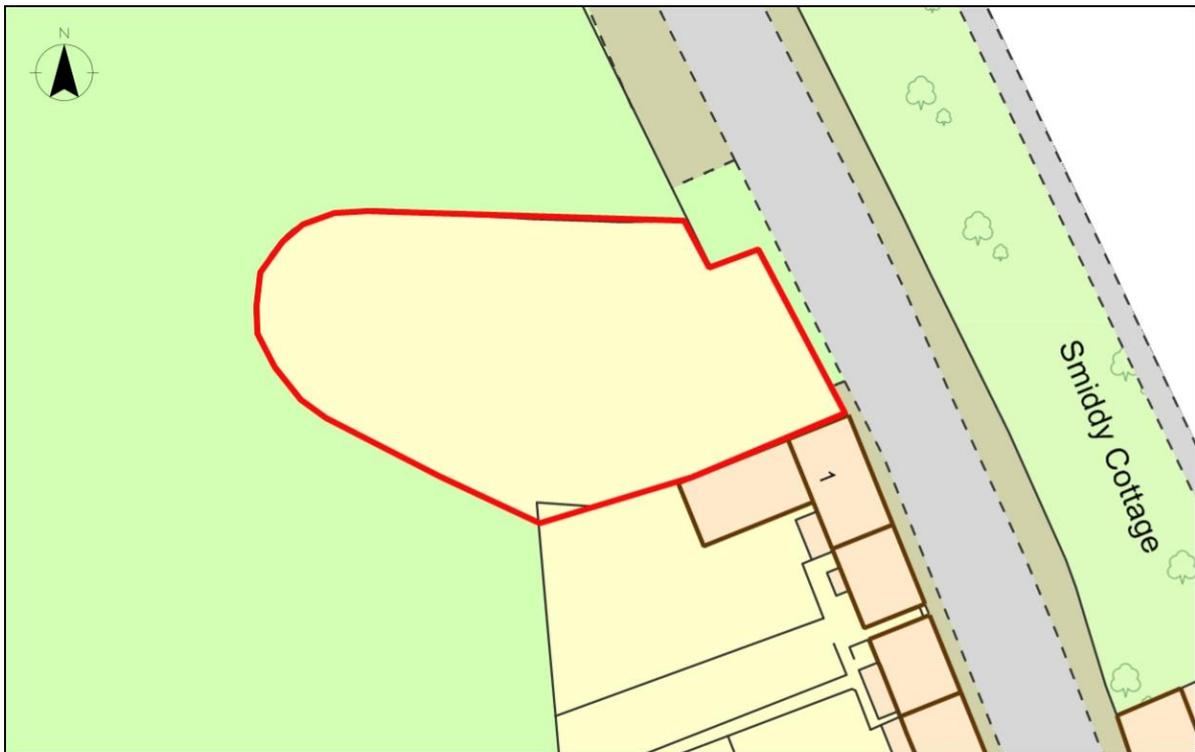


POTENTIAL IMPACTS OF DEVELOPMENT: SEA		
Topic	Comments	Score
Biodiversity, Flora and Fauna	The site is not within any sites designated for international, national or local nature conservation interests. There is no record of notable species having been identified on the site and there is no priority habitat within the site.	0
Population	The development of the site is unlikely to result in any benefits for the local population through the provision of affordable housing or good access to facilities and services.	o/-

Human Health	The site is not known to be contaminated and is not within a HSE Consultation Zone. The core path network runs along the southern boundary of the site, and links with Lochend Wood and Dunbar, providing opportunities for active travel and recreation.	+
Soil	The development of the site would result in some loss of class 2 prime agricultural land. There are no rare or carbon rich soils on this site.	-
Water	The site is within Potentially Vulnerable Area 10/25. A very small part of the northern tip of the site is within an area at risk of flooding from a watercourse. SEPA has commented that an FRA would be required to assess the flood risk from the small watercourse which flows through the site. Due to historic flooding downstream and near the site careful consideration must be given to development on site to ensure there is no increase of runoff downstream which could affect vulnerable receptors including Belhaven hospital and the railway line.	?
Air	The site is not affected by existing sources of air pollution. The development of the site would not minimise the need to travel and residents would be reliant on private car usage, leading to additional vehicle emissions, however the impact would be small due to the small scale of the proposed development.	o
Climatic Factors	The site is within 2km from Dunbar which is in a reasonably accessible location in regional terms although is further from major centres of employment than most other East Lothian settlements. The development of this site would not contribute to a sustainable settlement strategy as it would not be focussing new development towards the existing main settlement where facilities and services are easily accessible. The development of the site would increase the need and distance travelled to access most services. The north-west facing aspect of the site would not lend itself to development that is energy efficient through siting and orientation.	-/-
Material Assets	The site is previously developed but redevelopment of the site would not reuse the existing building and would result on development of parts of the site that are currently undeveloped garden area.	-
Cultural Heritage	The site is not within a Conservation Area and the existing building on the site is not listed or of any architectural or historic significance. It lies within the Dunbar II Battlefield designation. There are a number of known cropmark sites in the general area as well as human burial sites. The area has a moderate to good potential for unknown remains to be present.	o/?
Landscape	The site is a small isolated site surrounded by large open arable fields, and its development would result in built development in a currently open landscape (however land adjacent to the south is allocated for housing and is likely to be developed in future meaning the site would no longer be isolate). There are panoramic views from the site to the north, south and east which overlook the townscape of Dunbar, mature woodlands, a new primary school and new housing development. There are a number of mature evergreen and deciduous trees to the north of the site which form and established landscape feature and should be retained. A 2m high sandstone wall forms the western roadside boundary and is also an important built feature in the landscape. If noise mitigation	-/?

	measures are required, they may have an impact upon the landscape and/or views from the East Coast Main Line.	
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SITE INFORMATION	
Topic	Comments
Site Name	Land at Broxburn Cottages
Site Ref	PM/DR/HSG035
Source of Site Suggestion	Landowner (Rupert Sherwood)
Site Size (ha)	0.10ha
Current Use	Effectively forms part of curtilage/garden ground of 1 Broxburn Cottages. Being used currently for storing containers, vehicles and building materials.
Proposed Use	Housing
Summary Description	A small rural site adjoining the existing settlement of Broxburn.



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SUITABILITY AND DELIVERABILITY OF SITE		
Topic	Assessment	Score
Location	The site is located in land designated as countryside but is adjacent to the small rural settlement of Broxburn and effectively forms the curtilage of the adjacent dwelling.	Green
Accessibility	The site is in an area with poor public transport accessibility. The site is less than 400m to a bus stop but the service is infrequent and only serves Dunbar and a small selection of other villages. The site is more than 800m to a rail station. The site is not within walking distance (1600m) to a range of facilities and services. The nearest town with a variety of services is Dunbar at 2.4km away.	Red
Exposure	The site is sheltered by the existing boundary landscaping.	Green
Aspect	The site is relatively flat but the predominant aspect is north-west facing.	Red
Suitability for Proposed Use	The site adjoins residential uses and agricultural fields so there would not be land use conflicts.	Green
Fit with strategic policy objectives and direction	Although within the East Lothian SDA as identified within SESplan, the site is outwith a main settlement that provides a wide range of facilities and services. Its development would therefore moderately well with strategic policy objectives of steering new development towards the most sustainable locations within the city region. For assessment against other policy objectives see 'Potential Impacts of Development: SEA'.	Yellow
Physical infrastructure capacity	The site would be served by Castle Moffat WTW and Dunbar WWTW. Castle Moffat WTW has available capacity and Dunbar WTW has very limited capacity.	Yellow

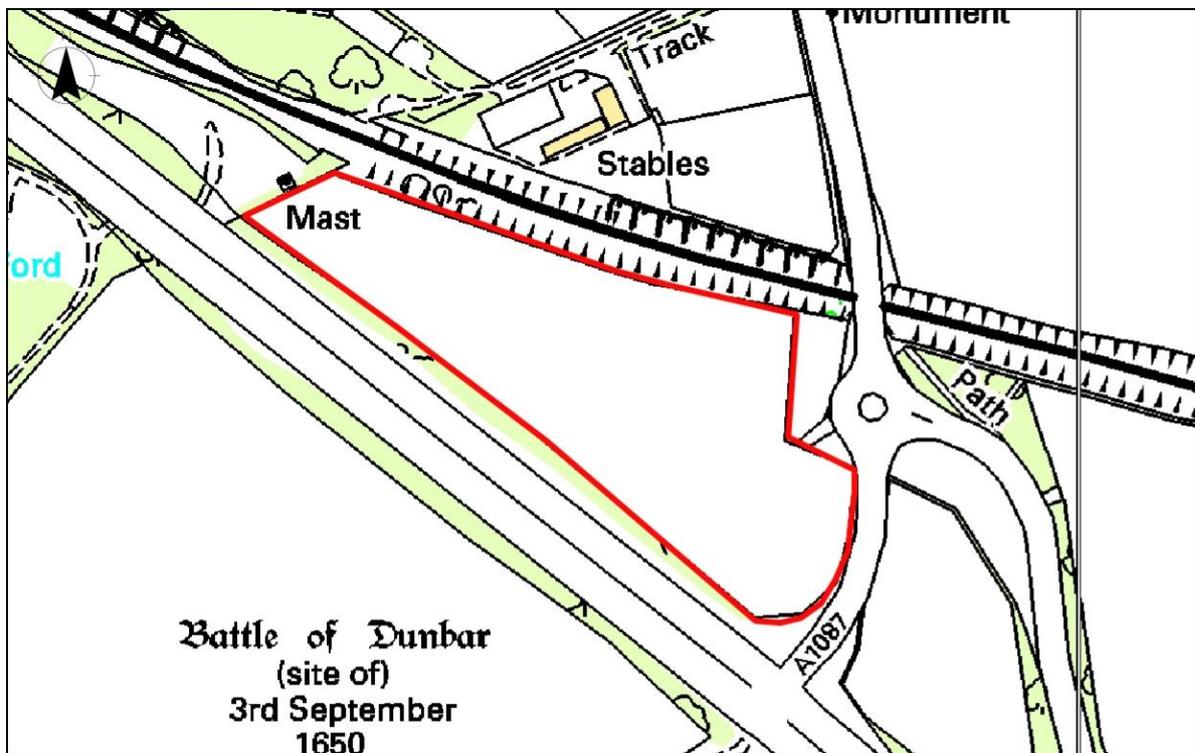
	Turning facilities would be required on the site as it would be accessed from a classified road, and the access would need full visibility splays which may be difficult to achieve given the curve of the road.	
Service infrastructure capacity	The site is within the catchment of Dunbar Infant and Primary School which has no capacity but limited expansion may be possible on existing sites. At secondary level the site would be served by Dunbar Grammar School that has no capacity but there may be potential for further limited expansion on the site.	
Deliverability/ Effectiveness	The site submission states that development could start on site in 2014 and be completed within 12 months. However it has not yet been established whether there is sufficient infrastructure capacity to serve the development and what the timescales would be for achieving this.	



POTENTIAL IMPACTS OF DEVELOPMENT: SEA		
Topic	Comments	Score
Biodiversity, Flora and Fauna	The site is not within any sites designated for international, national or local nature conservation interests. There is no record of notable species having been identified on the site and there is no priority habitat within the site. There are a number of mature evergreen and deciduous trees within the site boundary.	o
Population	Development of the site would not result in any likely benefits for the existing/future local population, although could potentially provide affordable housing for the local population. It has poor access to facilities and services through public transport and active travel.	o/-
Human Health	The site is not known to be contaminated. The site is located alongside the core path network which could provide opportunities for active travel and recreation.	+
Soil	The development of the site would result in some loss of class 3.1 prime agricultural land. There are no rare or carbon rich soils on this site.	-
Water	The site is not within a Potentially Vulnerable Area or identified as being within an area at risk of coastal, river or surface water flooding on SEPA's flood map. Private waste water treatment would be required to serve the site.	o
Air	The site has poor public transport accessibility therefore future residents would be reliant on private car usage resulting in an increase greenhouse gas emissions and pollutants.	o
Climatic Factors	The site is within 2.4km from Dunbar which is in a reasonably	-/--

	<p>accessible location in regional terms although is further from major centres of employment than most other East Lothian settlements. The development of this site would not contribute to a sustainable settlement strategy as it would not be focussing new development towards the existing main settlement where facilities and services are easily accessible. The development of the site would increase the need and distance travelled to access most services. The north-west facing aspect of the site would not lend itself to development that is energy efficient through siting and orientation.</p>	
Material Assets	The site is currently garden ground.	-
Cultural Heritage	<p>The site is not within a Conservation Area and there are no listed buildings or scheduled monuments within or adjacent to the site. The site is within the Battle of Dunbar II battlefield designation. There are no archaeological issues with the development of the site.</p>	o
Landscape	<p>The site is not within a particularly visually sensitive landscape however is adjacent to the Dunbar Coastal AGLV and Broxmouth designed garden and landscape. There are a number of mature evergreen and deciduous trees within the proposed site which currently form an established landscape feature which effectively contains the small settlement. Development of the site would likely result in the loss of some of the trees and established landscape edge to the settlement.</p>	o/-

SITE INFORMATION	
Topic	Comments
Site Name	Land to East of A1 Little Pinkerton
Site Ref	PM/DR/OTH004
Source of Site Suggestion	Agent (Vincent and Gorbing Planning Associates) on behalf of landowner (Trenport Investments Ltd)
Site Size (ha)	3.06ha
Current Use	Agriculture
Proposed Use	Road side uses – services, petrol station, budget hotel, fast food restaurant or any combination thereof.
Summary Description	A site to the south east of Dunbar, currently in agricultural use, bounded to the south by the A1 and to the north by the East Coast railway line, proposed for road side services.



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SUITABILITY AND DELIVERABILITY OF SITE		
Topic	Assessment	Score
Location	The site is outwith an existing settlement boundary and not well related.	
Accessibility	The site is not within 400m of a bus stop or 800m of a railway station, however given the proposed use of roadside services it is accepted that it would be used by road vehicle users principally, and would need to be easily accessible from the A1. The site would not be locally accessible by public transport for potential employees of the development. The site is not within walking distance (1600m) of a range of services and facilities.	
Exposure	The site's northerly aspect and lack of shelter on its southern boundary results in it being exposed to northerly winds.	
Aspect	The site is north facing.	
Suitability for Proposed Use	The development of the site for roadside services is unlikely to result in any land use conflicts with surrounding uses, and is compatible with its location adjacent to the A1. The site is directly adjacent to the mainline railway and confirmation would be needed from Network Rail that the development would be compatible with the railway's operation. The need and demand for this type of facility in this location would need to be demonstrated. There may be noise impacts which arise from the proximity of the East Coast Main Line to the North and the A1 to the South of the site. Mitigation measures may be required.	
Fit with strategic policy objectives and	The site is within the Strategic Development Area identified in SESPlan and is outwith a main settlement with a variety of facilities and services. Its development would therefore not align very well	

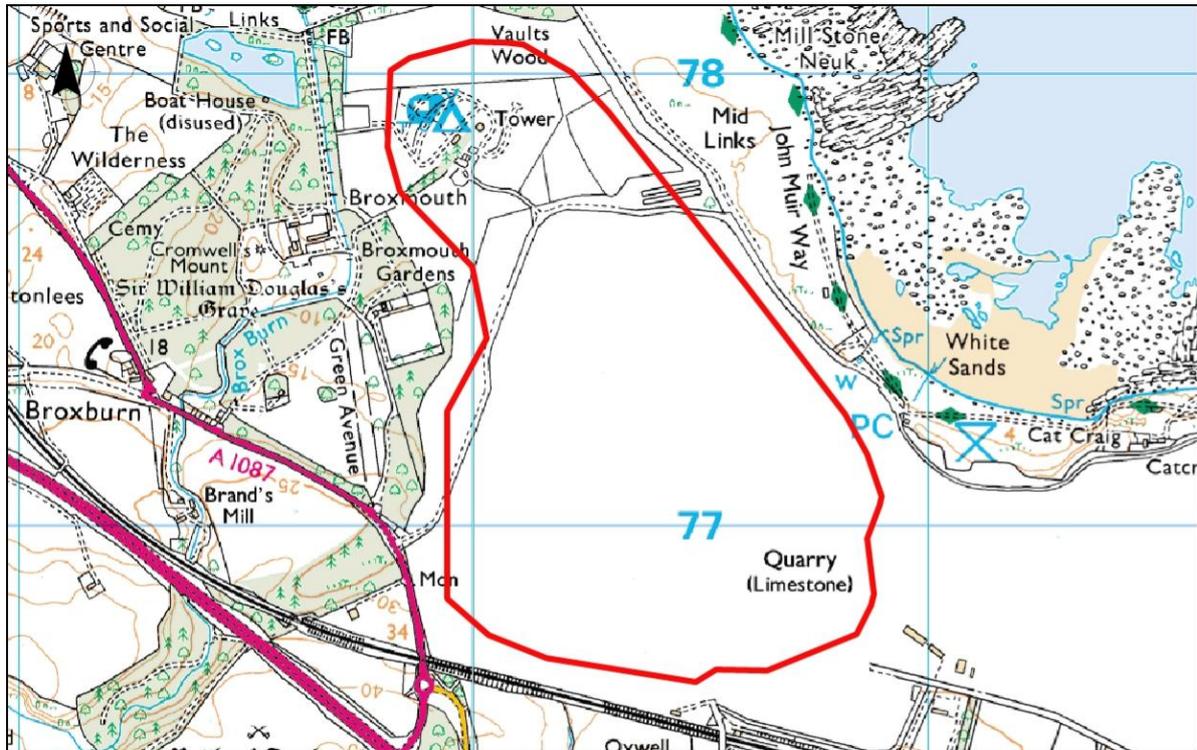
direction	with strategic policy objectives of steering new development towards the most sustainable locations within the city region. For assessment against other policy objectives see 'Potential Impacts of Development: SEA'.	
Physical infrastructure capacity	The site would be served by Castle Moffat Water Treatment Works. There is no waste water network in the vicinity. Castle Moffat WTW has available capacity.	
Service infrastructure capacity	Education capacity is not relevant to the proposed use.	
Deliverability/ Effectiveness	The site submission suggests there is no programme for the development at this stage, but subject to securing planning permission the site's development could be commenced before 2018. However it has not yet been established whether there is sufficient infrastructure capacity to serve the development and what the timescales would be for achieving this. Development would likely take 2 years to complete.	



POTENTIAL IMPACTS OF DEVELOPMENT: SEA		
Topic	Comments	Score
Biodiversity, Flora and Fauna	The site is not within any sites designated for their international, national or local nature conservation importance. There is no record of notable species having been identified on the site and there is no priority habitat within the site. An area of nearly native woodland borders the western boundary of the site.	0

Population	The development of the site for the proposed uses would provide facilities for traffic passing through the area and visitors and tourists to East Lothian. It would also provide local employment opportunities.	o/+
Human Health	Part of the north east of the site is shown to be affected by Radon gas (Class 4). Development may provide an opportunity to mitigate effects of this pollution. The site is within close proximity to the core path network.	+/?
Soil	The development of the site would result in some loss of grade 3.1 prime agricultural land. There are no carbon rich or rare soils on the site.	-
Water	The site is not within a Potentially Vulnerable Area. SEPA's flood map does not show that the site is at risk from river, coastal or surface water flooding. SEPA has not raised any concerns with regards flood risk or impact on the water environment.	o
Air	The site is in close proximity to the A1 and the Lafarge cement works, therefore close to the main sources of air pollution in East Lothian. The development of the site for the proposed use would not reduce the need to travel by car and resultant emissions, as it would be supporting road traffic.	o
Climatic Factors	The site is within 3km of Dunbar which is in a reasonably accessible location in regional terms although is further from major centres of employment than most other East Lothian settlements. The development of this site would not contribute to a sustainable settlement strategy as it would not be focussing new development towards the existing main settlement where facilities and services are easily accessible. The development of the site would increase the need and distance travelled to access most services. The north-west facing aspect of the site would not lend itself to development that is energy efficient through siting and orientation.	-/--
Material Assets	The development would not make efficient use of land as it is greenfield as opposed to brownfield land, and is also prime agricultural land.	-
Cultural Heritage	The site is within the Battle of Dunbar II battlefield designation. The area is currently used for arable farming and there is good archaeological potential for unknown remains dependent upon the level of disturbance to the site that was caused by the A1 upgrade works.	o/-/?
Landscape	The site is within the countryside and is currently open and rural in nature although it is bound by the A1 and railway line reducing its sensitivity to some extent. The A1 forms the south western boundary and is screened by a belt of mature deciduous and coniferous trees. There is a group of mid aged deciduous trees along the eastern boundary which provide screening from the A1087. There is a steep drop along the northern boundary down onto the railway line, and the site's elevated position and northerly aspect gives rise to extensive views northwards towards the coastline. Development of site would reduce the openness and rural character of the site. If noise mitigation measures are required, they may have an impact upon the landscape and/or surrounding views from the A1 and/or East Coast Main Line.	-/?

SITE INFORMATION	
Topic	Comments
Site Name	North West Quarry
Site Ref	PM/DR/OTH008
Source of Site Suggestion	RSPB
Site Size (ha)	100ha
Current Use	Post quarrying restoration. Previously used for limestone extraction for production of cement
Proposed Use	Biodiversity enhancements and conservation, wildlife viewing, nature based tourism and environmental education
Summary Description	An extensive site adjacent to the coast comprising of a disused quarry, proposed for nature conservation, education and tourist activities



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SUITABILITY AND DELIVERABILITY OF SITE		
Topic	Assessment	Score
Location	The site is not within an existing settlement but well related to Dunbar. This criterion is not particularly relevant to this site.	Yellow
Accessibility	The site is within 400m to a bus stop but the service is infrequent and limited. It is not within 800m of a railway station. The nearest town with a variety of services is Dunbar at 3.3km away.	Red
Exposure	The site has very little shelter from northerly winds.	Red
Aspect	The site is generally north facing but this is not particularly relevant to the proposals.	Red
Suitability for Proposed Use	There are not likely to be any land use conflicts with surrounding uses and the site generally lends itself well to the proposed use.	Yellow
Fit with strategic policy objectives and direction	The proposed development aligns well with the sustainability aims of SESplan. It is within the East Lothian SDA as identified by SESplan but is outwith a main settlement with a variety of services and facilities. Its development would therefore not align very well with strategic policy objectives of steering new development towards the most sustainable locations within the city region. For assessment against other policy objectives see 'Potential Impacts of Development: SEA'.	Yellow
Physical infrastructure capacity	The site could be served by Castle Moffat WTW and Dunbar WWTW. Castle Moffat WTW has available capacity and Dunbar WTW has very limited capacity. Vehicular access can only be gained from Whitesands access road which is a single track road with passing places. Dependent upon the scale of traffic that may arise from the proposed use upgrading of the road may be necessary.	Yellow
Service infrastructure	Service infrastructure such as education capacity is not relevant to the proposed use.	Green

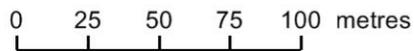
capacity		
Deliverability/ Effectiveness	The site submission suggests a start on site would be around 2015 subject to landform stabilisation. However it has not yet been established whether there is sufficient infrastructure capacity to serve the development and what the timescales would be for achieving this. Initial habitat creation would be in the first 2 years. Ongoing management and provision of visitor and educational facilities thereafter.	



POTENTIAL IMPACTS OF DEVELOPMENT: SEA		
Topic	Comments	Score
Biodiversity, Flora and Fauna	The development of the site for the proposed use would have a positive effect on biodiversity, flora and fauna as it would involve the creation and enhancement of wildlife habitats. Currently there are no priority habitats within the area and no notable species have been identified within the site boundary. The site is within 300m of the Barns Ness Coast SSSI and presents an opportunity to contribute to the nature conservation interests of it.	++
Population	The restoration of the quarry and development of a nature conservation/education/visitor facility would provide an additional visitor attraction to contribute to the local tourism economy, and would provide an educational and recreational facility for the local population. However it is has poor accessibility links including public transport and active travel.	+/-
Human Health	The site is not known to be contaminated and there are core path networks located to the eastern and western boundary of the site.	+
Soil	The development of the site would lead to some loss of class 3.1 prime agricultural land. There are no rare or carbon rich soils on this site.	-
Water	Small parts of the site are shown on SEPA's flood map to be at risk of surface water flooding and there is an existing water body, however it is intended that the presence of water would be used to create and enhance nature habitats. SEPA has advised that an FRA to assess coastal flood risk would be needed should any other uses be proposed.	?/+
Air	The site is adjacent to the Cement works, a major polluter in East Lothian and may therefore be affected by air pollution, however given the proposed use is not a sensitive receptor this is not considered to be an issue. It is likely that the development of the site for the proposed use would generate additional private vehicle usage once it is established as a visitor attraction, thus leading to increased emissions, however compared with previous quarrying	o

	and industrial activity on the site in the past, the impact is likely to be negligible.	
Climatic Factors	Questions of a sustainable settlement strategy are not relevant to the proposed use. The use might have benefits in terms of resilience to climate change for biodiversity interests.	o
Material Assets	The proposed development would re-use previously developed land and restore a degraded landscape into wildlife habitat.	++
Cultural Heritage	The site is within the Dunbar II battlefield. It is not within a Conservation Area. The site extends into the Broxmouth Park Garden and Designed Landscape, and contains the C listed Broxmouth Park observatory. Broxmouth Hill fort (previously excavated) is within the site boundary. It is considered that there is low to good potential for unknown archaeological remains within the proposal area.	-/?
Landscape	The Barns Ness Coastline Area of Great Landscape Value crosses a small part of the northern part of the proposed site. The Broxmouth Park Garden and Designed Landscape designation covers part of the north western part of the site. The proposed development including the restoration of the quarried landscape and creation of wildlife habitats is likely to improve the landscape of the area and the settings of both the AGLV and GDL.	++

SITE INFORMATION	
Topic	Comments
Site Name	Blue Row Cottages
Site Ref	PM/DR/HSG005
Source of Site Suggestion	Agent (Ristol Ltd) on behalf of landowner.
Site Size (ha)	1.66 ha
Current Use	Farmland
Proposed Use	Housing
Summary Description	Small rural site containing existing buildings (Blue and Red Row Cottages) which have fallen into a state of disrepair but are mostly intact. The site is overgrown and access is along a poor quality narrow track.



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SUITABILITY AND DELIVERABILITY OF SITE		
Topic	Assessment	Score
Location	The site is in a rural location and is not within or adjacent to an existing settlement.	Red
Accessibility	The site is not within 400m of regular bus services. The nearest rail station (Dunbar) is over 10km away. The site is not within 1600m of any local facilities, with the nearest basic village facilities being in East Linton 4km away.	Red
Exposure	The existing boundary treatments provide some shelter from northerly winds however the area of the site outwith the current building group is exposed given its open nature and northerly aspect.	Yellow
Aspect	The site is generally north facing.	Red
Suitability for Proposed Use	A residential use on the site has already been established with the existing cottages. A return to residential use would not result in any conflicts with surrounding land uses.	Green
Fit with strategic policy objectives and direction	The site is outwith the East Lothian SDA as identified within SESplan and its development would therefore not align well with strategic policy objectives of steering new development towards the most sustainable locations within the city region. It is also not within a main settlement that provides a wide range of facilities and services. For assessment against other more detailed policy objectives see 'Potential Impacts of Development: SEA'.	Red
Physical infrastructure capacity	The site has electricity and water connections. It is served by Castle Moffat Water Treatment Works. It is not on mains sewers and the nearest WWTW is Whittingehame SEP. Castle Moffat WTW has available capacity and Whittingehame has limited capacity. The site is currently accessed by a single narrow uneven track which is a	Yellow

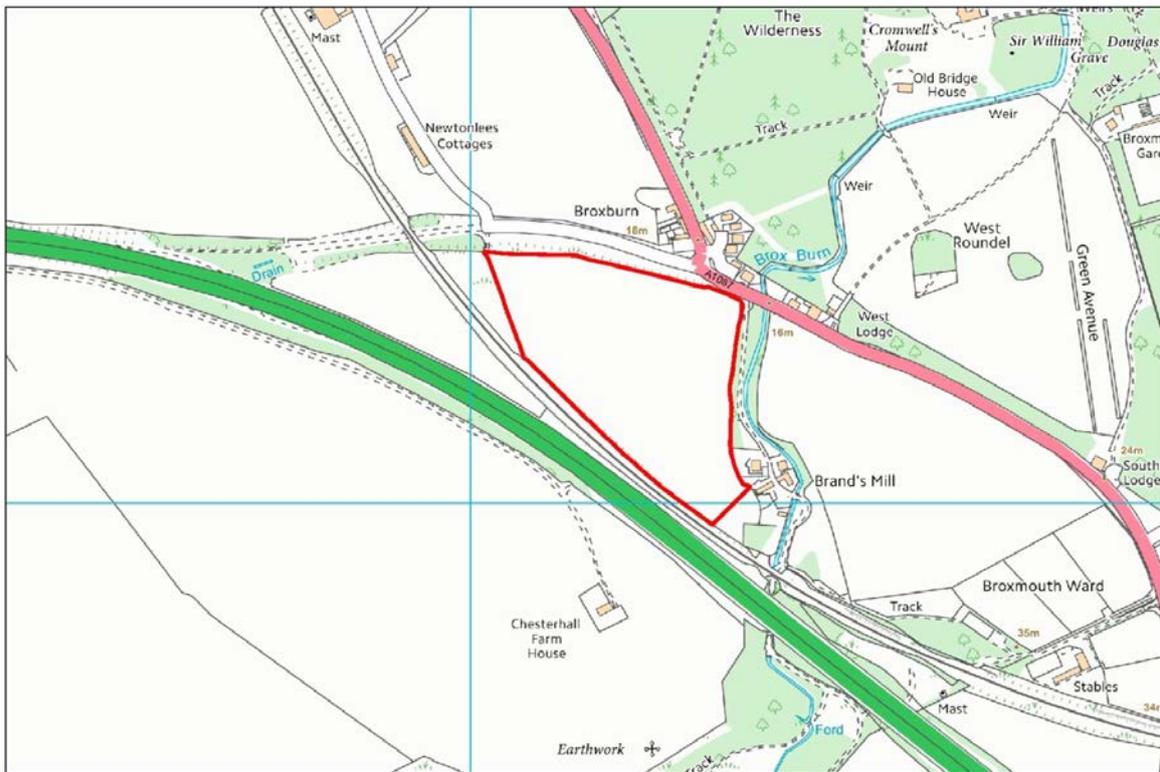
	private road and is heavily potholed and would require improvements.	
Service infrastructure capacity	The site is within the catchment of East Linton Primary School which has limited capacity but potential for further limited expansion on the site may be possible. At secondary level the site would be served by Dunbar Grammar School that has no capacity but there may be potential for further limited expansion on the site.	
Deliverability/ Effectiveness	The site submission indicates development would be brought forward within the LDP plan period and completed within one year. However it has not yet been established whether there is sufficient infrastructure capacity to serve the development and what the timescales would be for achieving this.	



POTENTIAL IMPACTS OF DEVELOPMENT: SEA		
Topic	Comments	Score
Biodiversity, Flora and Fauna	The site is not within any sites designated for international, national or local nature conservation interests. There is no record of notable species having been identified on the site.	0
Population	The site submission indicates the site would help meet local housing need. It could provide an element of affordable housing. The site would not provide reasonable access by active or public transport to a town centre, education and community facilities and employment.	+/-

Human Health	The site is not contaminated. It is not well related to public open space or the Core Path network so would not encourage active travel and recreation, and therefore would not enhance health. However equally its development would not be likely to have any detrimental effects on human health. The development of the site would not result in any noise or air quality amenity impacts for future residents which could affect human health.	o/?
Soil	The development of the site would result in the some loss of class 3.1 prime agricultural land, albeit of a limited scale given the proposed scale of development. There are no rare or carbon rich soils on this site.	-
Water	SEPA has stated that a Flood Risk Assessment would be required to assess flood risk from the small watercourse which flows along the eastern site boundary. The site is not within a Potentially Vulnerable Area (PVA) or identified as being at risk of river, coastal or surface water flooding on SEPA's flood map. There is no public sewer, and private treatment would likely be discharged to Luggate Burn (which has capacity).	?
Air	The site is not affected by existing sources of pollution. The site's development for housing would however increase the need to travel by car due to its poor accessibility so would result in an increase in air pollution and emissions.	o
Climatic Factors	The site is within 4km of East Linton which is in a less accessible location in regional terms than most other East Lothian towns and larger villages and is further from major centres of employment than many other East Lothian settlements, though has a moderate range of local facilities and services. Therefore development of this site would not be focusing development in the most accessible and sustainable locations. The development of the site would increase the need and distance travelled to access most services. The north facing aspect of the site would not lend itself to development that is energy efficient through siting and orientation.	-/--
Material Assets	The wider proposed site outwith the current building group is greenfield land. However the redevelopment of the site could result in the re-use of the existing cottages which are worthy of retention.	-/o
Cultural Heritage	There are no designated cultural heritage assets within or adjacent to site and it is not within a Conservation Area. There are no archaeological issues, and a there is a low potential for unknown archaeological remains.	o/?
Landscape	The site is not within the Green Belt or an area designated for its landscape sensitivity. There are no TPOs on the site. There are existing natural stone walls, hedgerows and mature trees and shrubs that provide well established natural boundaries around the existing building group. There are excellent views from the site to the surrounding landscape including Whittingehame Estate and Traprain Law. Development beyond the existing established boundaries would result into intrusion in the surrounding countryside.	o/?

SITE INFORMATION	
Topic	Comments
Site Name	Brands Mill, Broxburn
Site Ref	MIR/DR/HSG118
Source of Site Suggestion	Gordon Tweedie
Site Size (ha)	5.99Ha
Current Use	Agricultural
Proposed Use	Housing
Summary Description and Planning History	A greenfield site in agricultural use located directly south of the Broxburn settlement and bordered by the East Coast Main Line



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SUITABILITY AND DELIVERABILITY OF SITE		
Topic	Assessment	Score
Location	The site adjoins the southern edge of Broxburn but is outwith the existing settlement boundary. The topography of the site and distance to a larger settlement means it is not particularly well related.	
Accessibility	The site is not within 400m of a bus stop. The site is not within 800m of a railway station. The site is not within walking distance (1600m) of a town centre with a range of facilities and services.	
Exposure	The site has little to no shelter from northerly winds due to it sitting at a higher elevation than surrounding land.	
Aspect	The site is partially north west facing and partially south east facing	
Suitability for Proposed Use	The site is adjacent to the A1, so noise is likely to be an issue. There is no waste water infrastructure nearby. Service provision may be difficult. The route to school is poor and would require vehicle trips. The site is dislocated from the main settlement of Dunbar.	
Fit with strategic policy objectives and direction	The site is outwith a main settlement but is within the East Lothian SDA as identified within SESplan. Its development would therefore align well with strategic policy objectives of steering new development towards the most sustainable locations within the city region. For assessment against other more detailed policy objectives see 'Potential Impacts of Development: SEA'.	
Physical infrastructure capacity	The site would be served by Castle Moffat Water Treatment Works. There is no waste water infrastructure in the vicinity. Castle Moffat WTW has available capacity. Links to schools in Dunbar are poor and would result in more vehicle trips. Access onto the existing public	

	road A1087 could be achieved easily as there is good visibility. The A1087 to Dunbar only has a footway on the eastern side. Public transport connectivity is poor.	
Service infrastructure capacity	The site is served by Dunbar Infant and Primary School, which has very limited capacity, and Dunbar Secondary which has very limited capacity but potential for further modest expansion on site may be possible. School bus provision for primary pupils may be required for the site due to the intervening railway line making the shortest route likely to be over 2 miles.	
Deliverability/ Effectiveness	The site submission indicates development would be brought forward within the LDP period. However it has not yet been established whether there is sufficient infrastructure capacity to serve the development.	

PHOTOS

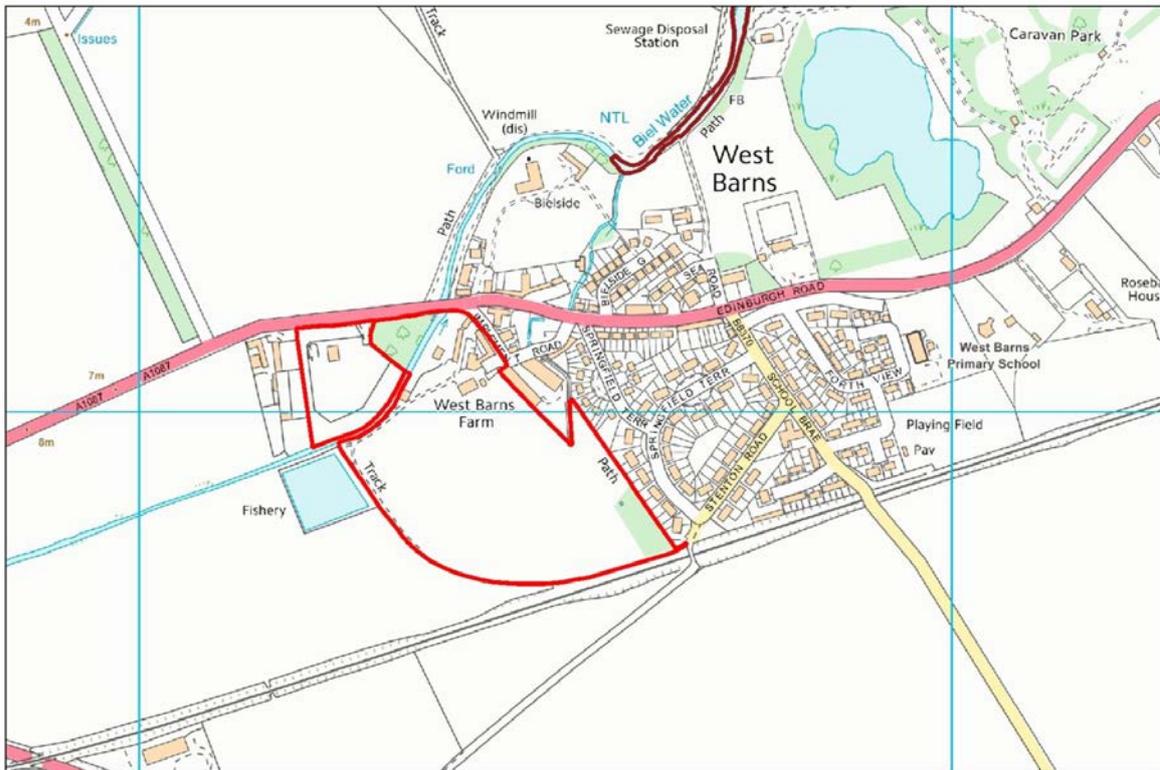


POTENTIAL IMPACTS OF DEVELOPMENT: SEA		
Topic	Comments	Score
Biodiversity, Flora and Fauna	The site is not within any areas designated for their international, national or local nature conservation importance. The site's development would not result in the loss of protected trees or woodland. The site is approximately 6km from the Firth of Forth SPA, Ramsar and SSSI. Tetrad data shows some use within the tetrad by Lapwing, an SPA species, and it is therefore scoped into HRA. The Spott Burn Listed Wildlife Site runs within close proximity to the east border of the site. Development for housing would be likely to provide more habitat than the current arable use. TWIC records show a record of badger for part of the site.	+/?*
Population	The site would provide housing, including an element of affordable housing to help meet need. However people on low incomes may suffer disproportionately from the sites very limited access to local and wider services and facilities by public and active transport, including jobs. The site is close several uses which may lower the amenity for residents: A1 and East Coast Main Rail line are adjacent; Dunbar Landfill site is within 3km ³) Dunbar Cement works is around 1.5km and the limestone quarry is also nearby.	-
Human Health	The site is not known to be contaminated. The site is connected to the core path network, with core paths running to Dunbar, parallel to the north and south borders however active movement to the SW of the site is precluded by the A1 and East Coast Main Railway line. Dunbar's main open spaces and sports facilities are approximately 2.5km from the site. Noise may be an issue. The site is around 1.5km from the Dunbar Cement Works, a site on the Scottish Pollution Release Inventory.	+
Soil	The development of this site would result in loss of prime agricultural land. There are no rare or carbon rich soils on this site.	-
Water	The site is shown to not be at risk of surface water flooding or river flooding on SEPA's flood map. There appears to be sufficient height difference between the site and the channel. Runoff to the Brox Burn will need to be carefully managed to ensure there is no increase in risk to the immediate downstream properties.	+/?
Air	The development of the site would be unconstrained by existing sources of air pollution. At a local level, development of the site for housing would increase the need to travel by private car and lead to an increase in air pollution.	-
Climatic Factors	Dunbar is in a reasonably accessible location in regional terms although is further from major centres of employment than many other East Lothian settlements, and therefore development of this site would be focussing development towards the most accessible and sustainable locations. The site is poorly positioned to access public transport and active travel for most people to most destinations is unlikely due to distance, and thus development on the site would still lead to an increase in car-based journeys and resultant greenhouse emissions. The site's north west and south east facing aspect does not particularly lend itself to development that is resource efficient through siting (i.e. solar gain).	-

³ <http://www.birmingham.ac.uk/Documents/college-social-sciences/business/economics/landfill-externalities-revision-2.pdf>

Material Assets	The site's development would not make efficient use of land and resources, being greenfield land.	-
Cultural Heritage	The site is not within a Conservation Area. Directly to the north east of the site lies the category B listed Thistle Inn, which is largely screened by woodland from the East Coast Main line. Development of the site would therefore not impact on views to or from the Thistle Inn. There are no scheduled monuments within or adjacent to the site nor is the site included within a historic garden/ Designed Landscape. However, HES state that in relation to Broxmouth Park GDL development in this location may impact on the axial view SW towards Traprain from 'The Wilderness'. This long distance view is a sig element of the late 17 th /early 18 th century extensive formal landscape at Broxmouth, which contributes to its outstanding value both historically and as a work of art. They consider there may be however be potential for some development in this area. The site is included within the Inventory of Historic Battlefields Inventory, being linked to the battle of Dunbar II, meaning there is good potential for archaeological remains. HES state they do not consider that development of the site would raise issues of national significance for the battlefield site.	-
Landscape	<p>The site is within the Dunbar Plain landscape character area and is elevated undulating arable land above the surrounding roads. It forms part of the essential setting of the Broxmouth Park inventory garden and designed landscape. It is bordered to the west by the Edinburgh to London East Coast Rail Line. A single track road lined with hedgerows and woodland know as the Spott Burn Listed Wildlife Site forms the eastern boundary, with an embankment forming the northern border down to the adjacent road to Newtonlees. There are currently views to the north across to Dunbar and the east to Broxburn. The development of the site at present would be largely isolated development surrounded by countryside. And would be visually prominent from the A1 and railway corridor.</p> <p>SCOTTISH NATURAL HERITAGEnote that although relatively small in scale, this is an elevated, prominent site and highlight the likely adverse landscape and visual impacts that would arise from development, including adverse impacts on the landscape setting of Broxburn and on wider regionally attractive views, including from the A1.</p>	--

SITE INFORMATION	
Topic	Comments
Site Name	Land at Sheriff Fields, West Barns
Site Ref	MIR/DR/HSG126
Source of Site Suggestion	Rick Finc Associates
Site Size (ha)	7.8Ha
Current Use	Mixed use
Proposed Use	Agricultural
Summary Description and Planning History	A greenfield site in agricultural use located directly the south west of West Barns, bordered by the East Coast Rail Line



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SUITABILITY AND DELIVERABILITY OF SITE		
Topic	Assessment	Score
Location	The site adjoins the western edge of West Barns but is outwith the existing settlement boundary, but remains well related to the existing settlement.	Yellow
Accessibility	The site is within 400m of a bus stop with services to Edinburgh, North Berwick and East Linton. The site is not within 800m of a railway station. The site is not within walking distance (1600m) of a town centre with a range of facilities and services.	Yellow
Exposure	The site has some shelter from northerly winds due to existing built development to the north.	Yellow
Aspect	The site is generally north facing.	Red
Suitability for Proposed Use	Use of the site for housing would not conflict with surrounding agriculture or residential use. However all or part of the site may be constrained due to flood risk.	Yellow
Fit with strategic policy objectives and direction	The site is outwith settlement boundaries but adjacent to a main settlement within the East Lothian SDA as identified within SESplan. Its development would therefore align well with strategic policy objectives of steering new development towards the most sustainable locations within the city region. For assessment against other more detailed policy objectives see 'Potential Impacts of Development: SEA'.	Green
Physical infrastructure capacity	The site would be served by Castle Moffat Water Treatment Works, and Dunbar Waste Water Treatment Works. Castle Moffat WTW has available capacity. The junction onto the A1087 is already in place and could accommodate additional vehicles. Visibility from	Red

	Implement Road is poor and should not be encouraged meaning access for both sites should be taken over the Biel water to A1087. Springfield Terrace acts as a barrier from the site as a pedestrian/cycle connection towards schools although the gap next to the rail bridge could be investigated as an active travel link to school. This may potentially be 3 rd party land.	
Service infrastructure capacity	The site is within the catchment of West Barns Primary and Dunbar Grammar, which both have very limited capacity, though further modest expansion on both sites may be possible.	
Deliverability/ Effectiveness	Educational capacity is limited and though there is potential for expansion this may be taken up by other sites, especially in the case of the Grammar. The site is likely to be constrained due to flood risk. Access costs of are likely to be higher than average due to the need to cross the Biel Water. The site was put forward through the MIR so the owner is presumed to be willing.	

PHOTOS

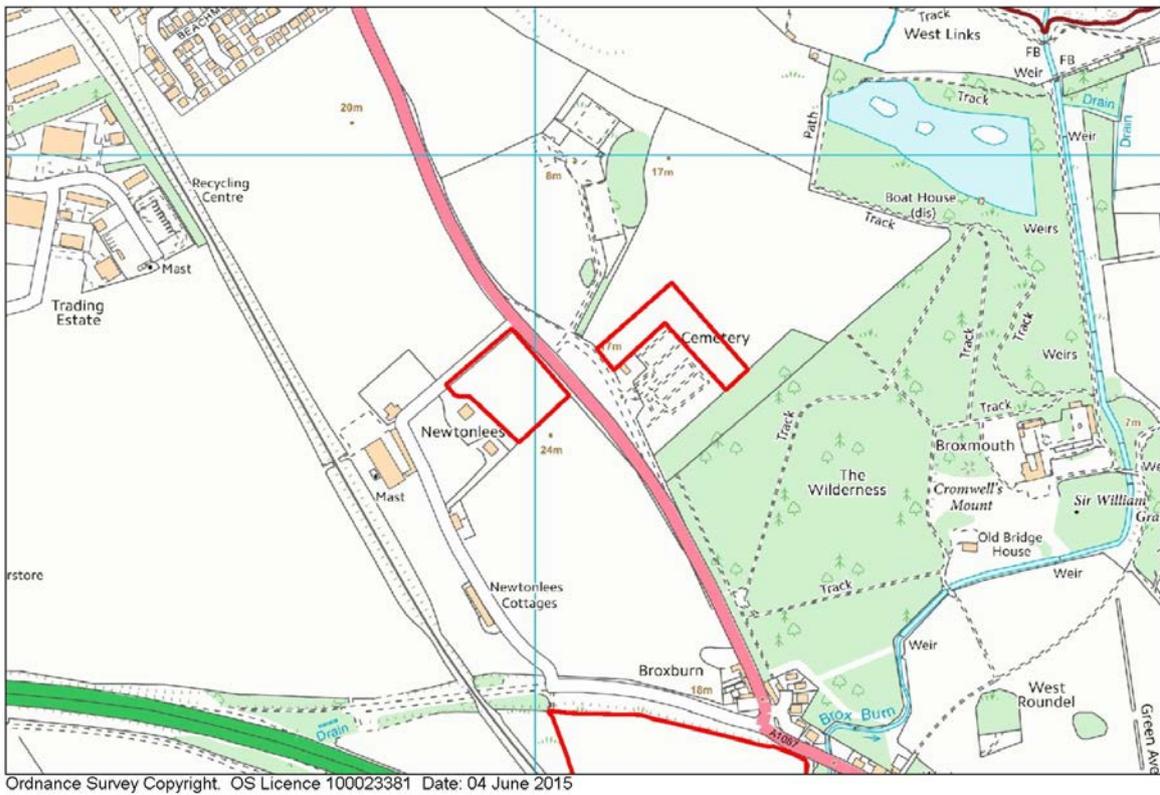


POTENTIAL IMPACTS OF DEVELOPMENT: SEA		
Topic	Comments	Score
Biodiversity, Flora and Fauna	The site is not within any areas designated for their international, national or local nature conservation importance. The site's development would not result in the loss of protected trees or woodland, and would be likely to provide more varied habitat than the current agricultural use. The site is approximately 550m from the Firth of Forth SPA, Ramsar and SSSI. There could be an impact of additional recreation in the SPA from development of this site. Tetrad data shows records of SPA species and the site is therefore scoped in to HRA. The Biel Water Listed Wildlife Site runs within close proximity to the east border of the site. There are records from TWIC of the flowering plant Dittander overlapping the site, and records of notable moths centred on the Trowse Mill Lade, less than 100m from the site.	?*
Population	The site would provide housing, including an element of affordable housing to help meet need, and is in an attractive location. At present the site has some access to local and wider services and facilities by public and active transport, and is on a bus route to Dunbar and Edinburgh, as well as being under 3km from a railway station.	+
Human Health	The site is not known to be contaminated. The site is very well connected to the core path network, with a core path along the east border running to East Linton and Dunbar. Dunbar's main open spaces and sports facilities are approximately 2.5km from the site.	+
Soil	The development of this site would result in loss of Class 2 agricultural land (prime). There are no rare or carbon rich soils on this site.	--
Water	<p>The north of the site is shown to be at high risk of surface water flooding. The site is shown to be at medium risk of river flooding due to proximity to the Biel Water on SEPA's flood map.</p> <p>SEPA note flooding was experienced in West Barns in 2002, 2007, and 2009, and that the Great Borders Flood of 1948 (Wood, 2002) mentions that "When the Biel Burn burst its banks south of the Maltings, it made a short cut towards the sea by means of the new British Malt Products factory and the racing stables of George Boyd and West Barnes House. In 1906, West Barnes Main Street (Edinburgh Road) was flooded to 1.2 metres. Much of the town was flooded and people were homeless for several days."</p> <p>A FRA assessing the risk from the Biel Water and mill lade which flows through the site, as well as surface water issues, will also be required. The site is likely to be constrained due to flood risk. Contact with the flood prevention officer is recommended.</p> <p>Development in this allocation would likely result in floodplain conveyance and storage loss which could result in the increase risk of flooding elsewhere in West Barns. As housing is proposed for this allocation, we would advise there there is an increase in sensitivity as the change of use is from industrial to housing, which in contrary to our vulnerability guidance. Consequently we would be unlikely to support any proposal for housing at this site.</p>	-

Air	The development of the site would be unconstrained by existing sources of air pollution. The site would have good active travel accessibility and public transport accessibility reducing the need to travel by car at a local level. However, given the proximity to the A1 junction it is still likely that development would lead to an increase in car travel in the area to access higher order services and wider employment opportunities.	-
Climatic Factors	Dunbar is in a reasonably accessible location in regional terms although is further from major centres of employment than many other East Lothian settlements, and therefore development of this site would be focussing development towards the most accessible and sustainable locations. The site is moderately well positioned to access public transport and active travel routes as well as local facilities and services. Realistically, development on the site would still lead to some increase in car-based journeys and resultant greenhouse emissions. The site's north facing aspect does not lend itself to development that is resource efficient through siting (i.e. solar gain).	-
Material Assets	The site's development would not make efficient use of land and resources, being largely Greenfield, prime agricultural land.	-
Cultural Heritage	The site is not within a Conservation Area but is adjacent to it and development here could have the potential to impact on the character of the conservation area. Directly to the north east of the site lies the category B listed Sherriff Works & Stalk, which is visible from the East Coast Main line. Development of the site could therefore impact negatively on views to or from the Sherriff Works & Stalk. A design strategy combined with a conservation area appraisal would allow for a full assessment of any potential impacts. There are no scheduled monuments within or adjacent to the site nor is the site included within the Inventory of Historic Battlefields Inventory or within a historic garden/ Designed Landscape.	-
Landscape	<p>The site is located within the Dunbar Plain landscape character area and is undulating arable land. It is bordered to the south by the Edinburgh to London East Coast Rail Line. Residential development known as Springfield Terrace and an agricultural machinery dealership forms the eastern boundary, with agricultural buildings known as West Barns Farm forming the northern border. The west boundary is formed by a narrow track with arable land and a fishery beyond. There is a group of trees worthy of retention in the southeast corner of the site.</p> <p>The site does not benefit from any valuable open views. The development of the site would represent a logical expansion to the West Barns Settlement.</p> <p>Access would require to be taken over the Biel Water.</p> <p>SCOTTISH NATURAL HERITAGE state that there is possibly some landscape capacity for development. Further consideration of landscape and visual impacts and relationship to the Biel Water is required, as well as consideration of the relationship to any proposed development in the adjoining area is also needed; cumulative impacts could raise possible adverse landscape and</p>	-

	visual impacts of strategic importance. Further detailed study of the landscape capacity for development would be needed to identify a suitable approach to siting and design and necessary mitigation.	
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SITE INFORMATION	
Topic	Comments
Site Name	Dunbar Burial Provision
Site Ref	MIR/DR/OTHO19a
Source of Site Suggestion	ELC Amenity Services
Site Size (ha)	1.04Ha
Current Use	Agricultural (a) + (b)
Proposed Use	Burial Provision
Summary Description and Planning History	Site a is a green field site in agricultural use to the north of Newtonlees and bordered by the A1087. Site b is currently scrubland and wraps around the current Deer Park Cemetery.



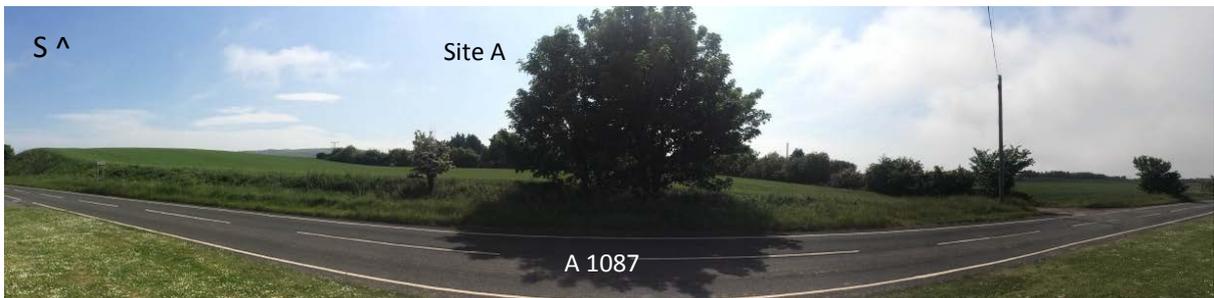


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SUITABILITY AND DELIVERABILITY OF SITE		
Topic	Assessment	Score
Location	The sites are in a rural location outwith the main settlement of Dunbar and therefore are not well related, however it will become better related with the development of the site at Newtonlees.	
Accessibility	The site is not within 400m of a bus stop. The site is not within 800m of a railway station. The site is not within walking distance (1600m) of a town centre with a range of facilities and services.	
Exposure	Both sites have little to no shelter from northerly winds however this is not relevant for burial site use as exposure will not increase energy use.	n/a
Aspect	Site A is generally west facing and site B is generally north facing however this is not relevant for burial site use as aspect will not affect energy use.	n/a
Suitability for Proposed Use	Land use conflicts would not arise from the development of the site for burial ground with the surrounding agricultural land.	
Fit with strategic policy objectives and direction	The sites are outwith the East Lothian SDA as identified within SESplan and their development would therefore not align well with strategic policy objectives of steering new development towards the most sustainable locations within the city region. However, they are adjacent to a settlement and would provide for an existing local need so would fit with other SESplan objectives such as reducing travel.	
Physical infrastructure capacity	The site would be served by Castle Moffat Water Treatment Works. There is no waste water infrastructure in the vicinity. Castle Moffat WTW has available capacity. The proposed use would not be likely	

	to require waste water services. The site is close to an existing road and access not problematic. The footpath along the west of the A1087 will be extended as part of the Bowmont Terrace Site. For the site to the west, the existing farm access track could be upgraded or a new access onto the A1087 could be formed.	
Service infrastructure capacity	Service infrastructure capacity is not relevant to the proposed use.	n/a
Deliverability/ Effectiveness	The landowners willingness to sell the land is not known at this stage. Access to the site appears to be possible.	

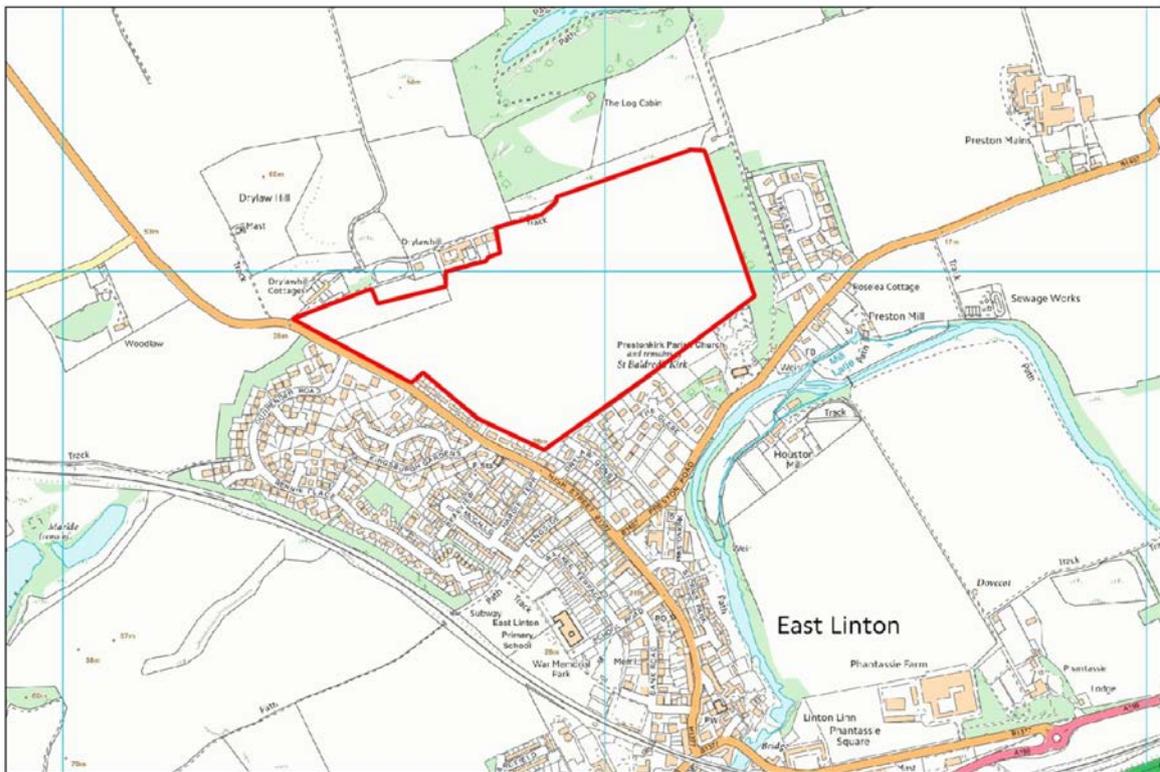
PHOTOS



POTENTIAL IMPACTS OF DEVELOPMENT: SEA		
Topic	Comments	Score
Biodiversity, Flora and Fauna	The site is not within any areas designated for their international, national or local nature conservation importance. The site's development would not result in the loss of protected trees or woodland and is likely to improve biodiversity through more varied planting and undisturbed stone as habitat for lichen. The site is approximately 700m from the Barns Ness SSSI and just under 3km from Firth of Forth SPA. Tetrad data records lapwing in this area, therefore the site is scoped into HRA. The Biel Water Listed Wildlife Site runs within close proximity to the north west border of the site. There are no TWIC records of notable species on or within 100m of the site.	+
Population	Development of the site would benefit the local population in that burial at Dunbar would remain an option.	+
Human Health	Development of the site is likely to lead to benefits to mental health by allowing people who wish to do so to bury their loved ones in a site in Dunbar, and by its relatively scenic location could aid the grieving process. Emissions to air associated with cremation would be avoided.	+
Soil	The development of this site would result in no loss of prime agricultural land. There are no rare or carbon rich soils on this site. The long term effects of burial plastic and chipboard coffins on soil are uncertain. Embalming fluid, caustic cleaning of memorials and use of herbicides in ground maintenance may also contaminate the soil.	-
Water	The site is not shown to be within or adjacent to an area at risk of flooding from any sources on SEPA's flood map. Proposals for new cemeteries or cemetery extensions will be assessed on their merits and in particular with regard to the impact of such use on the Water Environment, in accordance with SEPA Guidance on Assessing the Impacts of Cemeteries on Groundwater - Land Use Planning System: Guidance Note 32	0
Air	The development of the site would be unconstrained by existing sources of air pollution. Travel related emissions are hard to predict however it is likely that by providing burial facilities locally travel would generally be reduced. Emissions to air for associated with cremation would be avoided.	+
Climatic Factors	Burial avoids the energy use of cremation however is arguably not an efficient use of land. Availability of burial land is likely to increase journeys associated with bereavement and consumption of cut flowers, with associated CO2 emissions.	?
Material Assets	The site's development would not make efficient use of land and resources, being greenfield land.	-
Cultural Heritage	The site is not within a Conservation Area. There are no listed buildings or scheduled monuments within or adjacent to the site. However, the site is included within Broxmouth Park Garden and Designed Landscape. The site labelled Site B is also included within the Inventory of Historic Battlefields Inventory, being linked to the battle of Dunbar II, meaning there is good potential for archaeological remains.	-

Landscape	<p><u>Site A</u></p> <p>The site is located within the Dunbar Plain landscape character area.</p> <p>The site is arable land and bounded by the A1087 to the northeast and to the south west by the hamlet of Newtonlees with an established mature treed edge. A private access track with hedge forms the northwest boundary. Arable land borders the site on the south east which is undefined. The site rises significantly from north to south with an embankment rising up from the road, making it highly visible locally, as well as visible from the A1 and Edinburgh to London east coast rail line to the southwest.</p> <p>Development of this site could adversely impact on the setting of the designed landscape and eastern entrance to Dunbar.</p>	-
	<p><u>Site B</u></p> <p>The site is located within the Dunbar Plain landscape character area and the Broxmouth Park garden and designed landscape.</p> <p>The site is within an arable field and wraps around the northern side of the existing cemetery, with no defined boundary to the northwest or northeast. The development of the site B would represent a logical expansion to the existing Deer Park Cemetery and would not adversely impact on the setting of the designed landscape.</p> <p>The existing cemetery is in a well established landscape setting, contained by the stone wall to the southwest and policy woodlands to the southeast and northwest. Therefore in landscape terms this site has the ability to accommodate a larger expansion than proposed and would have less of a landscape and visual impact than developing site A. This would negate the requirement for site A in its current location.</p>	+

SITE INFORMATION	
Topic	Comments
Site Name	Drylaw, East Linton
Site Ref	MIR/DR/HSG124
Source of Site Suggestion	Wallace Land Investment
Site Size (ha)	22.9Ha
Current Use	Agriculture
Proposed Use	Housing (215 units)
Summary Description and Planning History	A greenfield site in agricultural use located north of East Linton, and south of Drylaw Hill.





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SUITABILITY AND DELIVERABILITY OF SITE		
Topic	Assessment	Score
Location	The site adjoins the northern edge of East Linton but is outwith the existing settlement boundary. The north part of the site is on high ground which does not relate well to East Linton which is in a valley, however lower parts of the site do relate well.	Yellow
Accessibility	The site is within 400m of a bus stop with regular services to North Berwick and Dunbar. The site is not within 800m of a railway station. The site is within walking distance (1600m) of East Linton town centre and its range of facilities and services.	Yellow
Exposure	The site has some shelter from northerly winds by topography being lower in elevation than Drylaw hill to the north.	Yellow
Aspect	The site is generally south facing.	Light Green
Suitability for Proposed Use	There are no conflicts of use with the surrounding agricultural land, though its elevation and position would give rise to landscape impacts especially through development to the north of the site. The impacts of increase in traffic through East Linton are uncertain. A large part of the site is a Scheduled Monument.	Red
Fit with strategic policy objectives and direction	The site is adjacent to a settlement within the East Lothian SDA as identified within SESplan. Its development would therefore align well with strategic policy objectives of steering new development towards the most sustainable locations within the city region. Realistically there is likely to be an increase in car journeys to access services other than local ones. For assessment against other more detailed policy objectives see 'Potential Impacts of Development: SEA'.	Yellow

Physical infrastructure capacity	<p>The site would be served by Castle Moffat Water Treatment Works, and East Linton Waste Water Treatment Works. Castle Moffat WTW has available capacity. There would be an increase in traffic in East Linton High Street but not to unacceptable levels.</p> <p>The best access point is on the B1377 to the north of the site. A footway would be required along the eastern side of the B1377 to link into the existing network. In the field access (between existing houses on Drylawhill) the visibility onto the B1377 is not good so a build out would be required if this access was used, as it would be for the access through Drylaw Gardens. A single access could however be acceptable. A transport assessment would be needed to look at impacts on traffic through East Linton.</p>	
Service infrastructure capacity	<p>The site is within the catchments for East Linton Primary and Dunbar Secondary. Both of these have very limited capacity, with potential for further modest expansion on site. This may however be taken up by other sites.</p>	
Deliverability/ Effectiveness	<p>The landowner is willing and the site appears marketable. HES would object to development on this site due to the presence of Drylawhill, curcus and settlements 320m SE of (Index no. 6379), a Scheduled Monument. There are some uncertainties over transportation; access is probably feasible but the impact on East Linton generally would require assessment.</p>	

PHOTOS

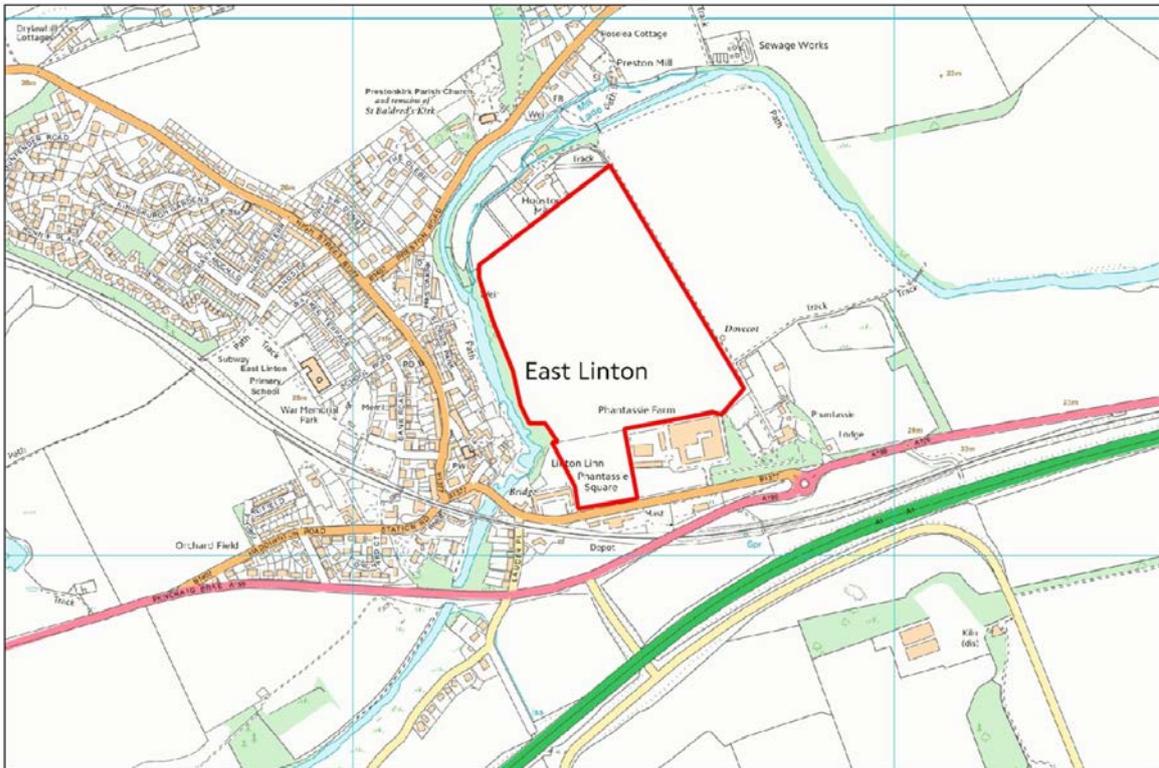




POTENTIAL IMPACTS OF DEVELOPMENT: SEA		
Topic	Comments	Score
Biodiversity, Flora and Fauna	The site is not within any areas designated for their international, national or local nature conservation importance. The site's development would not result in the loss of protected trees or woodland. The site is approximately 3km from the Firth of Forth SPA, Ramsar and SSSI. Tetrad data show high use of tetrad which includes the northern part of the site by pink footed goose and lapwing, though none for the tetrad which includes the southern part of the site. Housing use could also lead to cumulative recreational pressure on the Firth of Forth SPA therefore the site is scoped into HRA. TWIC has records of notable moths which overlaps a small part of the site, centred on a house in Drylaw Terrace. Bats have also been recorded less than 100m from the site. Development of the site for housing would be likely improve the variety of habitat over its current agricultural use.	+/?*
Population	The site would provide housing, including an element of affordable housing to help meet need. At present the site has good access to local and wider services and facilities by public and active transport.	+
Human Health	The site is not known to be contaminated. The site is well connected to the core path network, with a core path along the west border running to North Berwick and Haddington. East Linton's main open spaces and sports facilities are approximately 800m from the site.	+
Soil	The development of this site would result in loss of some class 2 prime agricultural land. There are no rare or carbon rich soils on this site.	-
Water	A small area in the east of the site is shown to be at high risk of surface water flooding. The site is not shown to be at risk of river flooding on SEPA's flood map. The site is not within a Potentially Vulnerable Area. The contours suggest a sufficient height difference between the site and the Tyne to avoid flooding from this source. There are no water environment issues if the development connected to the public sewer.	0
Air	The site is unconstrained by existing sources of air pollution. The site has good active travel opportunities and reasonable public transport accessibility providing alternatives to travel by car. There is also the potential for a new railway station though this is not confirmed. However, it is inevitable that housing development would lead to an increase in the number of private car journeys and resultant emissions.	-
Climatic Factors	East Linton is in a less accessible location in regional terms than most other East Lothian towns and larger villages and is further from major centres of employment than many other East Lothian	-

	<p>settlements, though has a moderate range of local facilities and services. Therefore development in this location would not be focusing development in the most accessible and sustainable locations, though the settlement's accessibility would improve were a new station to be provided. However, the site is moderately well positioned to access public transport, active travel routes, as well as local facilities and services. There is a good range of local facilities. Realistically, however, development on the site would still lead to some increase in car-based journeys and resultant greenhouse gas emissions.</p>	
Material Assets	<p>The site's development would not make efficient use of land and resources, being greenfield land of prime agricultural quality.</p>	-
Cultural Heritage	<p>HES states that it would object to this allocations inclusion in the proposed plan, or any planning application within the site boundary. This site includes the scheduled monument known as Drylawhill cursus (index no. 6379). Development in this area would contravene Scottish Planning Policy for protection of scheduled monuments in situ, and raise issues at a national level. The allocation would also have the potential to affect the setting of the A listed St Baldreds Kirk. By expanding the settlement, it would also change the character of East Linton Conservation Area and its listed parish church. There is the potential for substantive cumulative impacts on the Conservation Area.</p>	--
Landscape	<p>The site is located within the North Berwick Plain landscape character area. It is mainly arable land with a paddock on the steeper northwest corner of the site. The southern half of the site is relatively flat. The northern half of the site slopes steeply with a southerly aspect.</p> <p>The site bounds the existing settlement of East Linton to the south with trees protected by Tree Preservation Order number 53 The Glebe along part of this boundary. The B1377 bounds the site to the west. Prestonkirk Parish Church bounds the site to the southeast. Smeaton local designed landscape encloses the site to the east and part of the north boundary with mature woodland. The settlement of Drylaw Hill is located to the northwest of the site.</p> <p>The existing village is contained within its Tyne valley bowl setting. The lower southern area of the site, to the east of Drylaw Terrace forms a logical extension to the existing built pattern.</p> <p>The northern steeper area of the site rises above the natural landscape containment and could have detrimental landscape and visual impact in both local and wider views.</p> <p>It is a sensitive site and would require careful design to enable it to fit with the existing settlement and give an equally sensitive balance to the modern development to the west side of the B1377 (Dunpender Road).</p>	--

SITE INFORMATION	
Topic	Comments
Site Name	Phantassie Farm, East Linton
Site Ref	MIR/DR/HSG123
Source of Site Suggestion	Stewart Milne Homes
Site Size (ha)	16.56Ha
Current Use	Agricultural
Proposed Use	Housing
Summary Description and Planning History	A greenfield site in agricultural use located East of East Linton, and North of Phantassie Farm Steadings. (97/00864/HIS_P)



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SUITABILITY AND DELIVERABILITY OF SITE		
Topic	Assessment	Score
Location	The site adjoins the eastern edge of East Linton but is outwith the existing settlement boundary. It is separated from the main part of East Linton by the River Tyne however due to the short distances to most facilities is in that sense relatively well related to the East Linton settlement.	Yellow
Accessibility	The site is within 400m of a bus stop with regular services to Berwick upon Tweed and Dunbar. The site is not within 800m of a railway station. The site is within walking distance (1600m) of East Linton town centre and its range of facilities and services.	Yellow
Exposure	The site is reasonably sheltered from northerly winds due to topography, existing built development and woodland to the north.	Green
Aspect	The site is generally north facing.	Red
Suitability for Proposed Use	This site is heavily constrained by flooding issues. It is compatible with the adjacent agricultural use but may have minor conflict with tourism use at the nearby Preston Mill.	Red
Fit with strategic policy objectives and direction	The site is adjacent to a main settlement within the East Lothian SDA as identified within SESplan. Its development would therefore align well with strategic policy objectives of steering new development towards the most sustainable locations within the city region. Realistically there is likely to be an increase in car journeys to access services other than local ones. For assessment against other more detailed policy objectives see 'Potential Impacts of Development: SEA'.	Yellow
Physical	The site would be served by Castle Moffat Water Treatment Works,	Yellow

infrastructure capacity	and East Linton Waste Water Treatment Works. Castle Moffat WTW has available capacity. Access onto the B1377 can be achieved however the route to school would be difficult as there are no pedestrian facilities over the bridge over the Tyne. There is a pedestrian bridge over the Tyne at Preston Mill and links to this could be improved; this would also require a footpath along Preston Road. Alternatively the existing road bridge could be signalised.	
Service infrastructure capacity	The site is within the catchments for East Linton Primary and Dunbar Secondary. Both of these have very limited capacity, with potential for further modest expansion on site. This may however be taken up by other sites.	
Deliverability/ Effectiveness	The site has a willing developer. Flood issues may reduce marketability of parts the site. A solution for pedestrian access would have to be found.	

PHOTOS



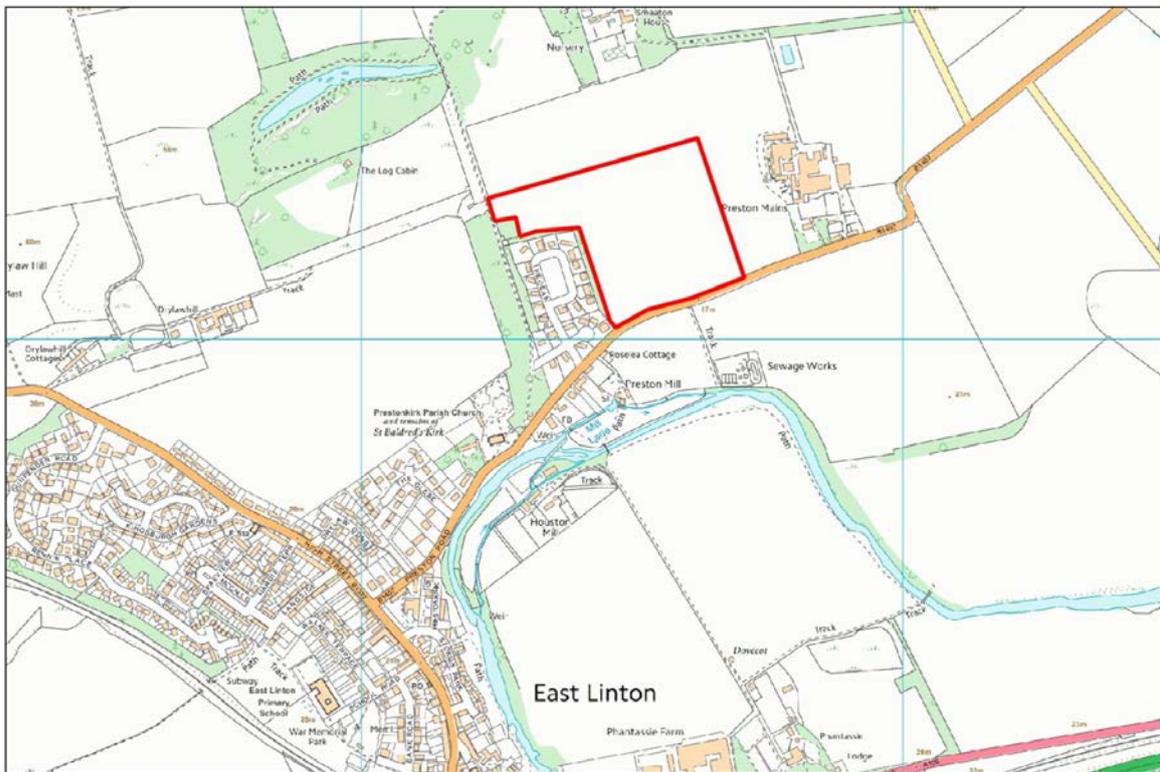
POTENTIAL IMPACTS OF DEVELOPMENT: SEA		
Topic	Comments	Score
Biodiversity, Flora and Fauna	The site is not within any areas designated for their international, national or local nature conservation importance. The site's development would not result in the loss of protected trees or	+/-/?*

	<p>woodland. The site is approximately 3km from the Firth of Forth SPA, Ramsar and SSSI. Tetrad data show no records of SPA species in the area however housing use could cumulatively lead to greater recreational pressure on the Firth of Forth SPA and the site is therefore scoped into HRA.</p> <p>The River Tyne Listed Wildlife Site runs within close proximity to the west border of the site. Development for housing may lead to greater variety of habitat than the current arable use.</p> <p>There are no TWIC records on the site; notable species Otter, the Old Lady moth and the vulgar slug have been recorded within 100m.</p>	
Population	<p>The site would provide housing, including an element of affordable housing to help meet need. At present the site has good access to local and wider services and facilities by public and active transport. If flooding issues remain residents could be adversely affected.</p>	+/-
Human Health	<p>The site is not known to be contaminated. The site is moderately well connected to the core path network, with a core path passing by the north west corner of the site, running to North Berwick and Dunbar. East Linton's main open spaces and sports facilities are approximately 1km from the site.</p>	+
Soil	<p>The development of this site would result in some loss of class 2 prime agricultural land and a large area of rare carbon rich alluvial soil.</p>	--
Water	<p>On SEPA's flood maps, an area in the north west of the site is shown to be at high risk of surface water flooding. The same area on the site is shown to be at medium risk of river flooding due to proximity to the River Tyne.</p> <p>SEPA state that they would require an FRA which assesses the risk from the River Tyne which flows along the west and north perimeter of the site. As the site has flooded before and approximately half the site is within the 1:200 year flood map, the site is likely to be heavily constrained due to flood risk and only small parts may be developable. There are no issues with the water environment provided the site is connected to the public sewer.</p>	-
Air	<p>The site is unconstrained by existing sources of air pollution. The site has good active travel opportunities and reasonable public transport accessibility providing alternatives to travel by car. There is also the potential for a new railway station though this is not confirmed. However, it is inevitable that housing development would lead to an increase in the number of private car journeys and resultant emissions.</p>	-
Climatic Factors	<p>East Linton is in a less accessible location in regional terms than most other East Lothian towns and larger villages and is further from major centres of employment than many other East Lothian settlements, though has a moderate range of local facilities and services. Therefore development in this location would not be focusing development in the most accessible and sustainable locations, though the settlement's accessibility would improve were a new station to be provided. However, the site is moderately well positioned to access public transport, active travel routes, as well as local facilities and services. Realistically, however, development on the site would still lead to some increase in car-based journeys and resultant greenhouse gas emissions.</p>	-

Material Assets	The site's development would not make efficient use of land and resources, being greenfield land of prime agricultural quality with a significant area of rare carbon rich alluvial soil.	-
Cultural Heritage	<p>HES states that the allocation will have the potential to affect the setting of the A listed Phantassie Doocot and to a lesser extent the farmhouse. By expanding the settlement, it could fundamentally change the character of the Conservation Area. However they suggest mitigation in the form of respecting the setting of the A listed buildings and developing a design strategy in conjunction with a Conservation Area appraisal. There is the potential for substantive cumulative impacts on the Conservation Area. The site also includes the Preston Mains cursus. HES stated in their previous response to the East Linton 'Other' proposal, that no development should take place on the site of, or that fundamentally affects the setting of, this scheduled monuments.</p> <p>Pedestrian access may require improvements to the Preston Mill Tyne crossing or signalisation of the road bridge over the Tyne. Both of these could affect the Conservation Area.</p>	--
Landscape	<p>The site is located in the North Berwick Plain landscape character area. It is currently arable land located within the river Tyne flood plain as well as the East Linton Conservation Area. The river Tyne defines the existing settlement boundary to the east of East Linton, which also sits adjacent to the western boundary of the site. A track forms the eastern site boundary, beyond which the arable land and flood plain continues. Category B listed Houston Mill Buildings are located to the north beyond the existing hedge boundary. The category A listed Phatassie Dovecot is located to the south east of the site on the edge of the track. The category B listed Phantassie Farm Steading and larger scale farm buildings are located adjacent to the southeast corner of the site. The southern site to boundary to the B1377 comprises a natural stone wall and a row of mature trees protected under tree preservation order number 8.</p> <p>Prominent views are gained from the Phantassie area across the open fields and flood plain towards Preston Village and the tight groupings of buildings rising up towards High Street.</p> <p>The listed buildings at Phantassie are a good example of the grand, post-agricultural improvement farm architecture of the mid nineteenth century.</p> <p>The existing village and the site is contained within its Tyne valley bowl setting. The site therefore forms a logical eastern extension to the existing built pattern, albeit to the east side of the river. It is a sensitive site and would require careful design to enable it to fit with the existing settlement and to prevent adverse impact on the setting of the listed structures.</p> <p>Scottish Natural Heritage notes that East Linton's special relationship to its landscape setting could be adversely affected by poorly conceived development. Further study which considers the suitability of the site in relation to landscape capacity and issues of landscape and visual impact is required.</p>	--



SITE INFORMATION	
Topic	Comments
Site Name	Preston Mains, East Linton
Site Ref	MIR/DR/HSG132
Source of Site Suggestion	Barratt David Wilson Homes
Site Size (ha)	9Ha
Current Use	Agricultural
Proposed Use	Housing (250 units)
Summary Description and Planning History	A greenfield site in agricultural use located north east of East Linton, and south of Smeaton House.





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SUITABILITY AND DELIVERABILITY OF SITE		
Topic	Assessment	Score
Location	The site adjoins the north east edge of East Linton but is outwith the existing settlement boundary. Visually, it is beyond woodland and the lane leading to Smeaton, reducing its sense of being well related to the original settlement of East Linton however there is housing beyond this already at The Dean, to which it is well related.	Yellow
Accessibility	The site is not within 400m of a bus stop with regular services. The site is not within 800m of a railway station. The site is within walking distance (1600m) of East Linton town centre and its range of facilities and services.	Yellow
Exposure	The site has some shelter from northerly winds due to woodland to the north and the lower elevation of the site.	Yellow
Aspect	The site is generally south facing.	Green
Suitability for Proposed Use	There is no conflict of use as housing with the surrounding arable use.	Green
Fit with strategic policy objectives and direction	The site is adjacent to a main settlement within the East Lothian SDA as identified within SESplan. Its development would therefore align well with strategic policy objectives of steering new development towards the most sustainable locations within the city region. Realistically there is likely to be an increase in car journeys to access services other than local ones. For assessment against other more detailed policy objectives see 'Potential Impacts of Development: SEA'.	Yellow
Physical infrastructure	The site would be served by Castle Moffat Water Treatment Works, and East Linton Waste Water Treatment Works. Castle Moffat WTW	Red

capacity	has available capacity. Car access is acceptable. However, footway facilities are poor along Preston Road which is narrow with no space for improvements.	
Service infrastructure capacity	The site is within the catchments for East Linton Primary and Dunbar Secondary. Both of these have very limited capacity, with potential for further modest expansion on site. This may however be taken up by other sites.	
Deliverability/ Effectiveness	The site has a willing developer and appears to be in a marketable location. There is no known contamination and the infrastructure is or could be made available (subject to school capacity).	

PHOTOS

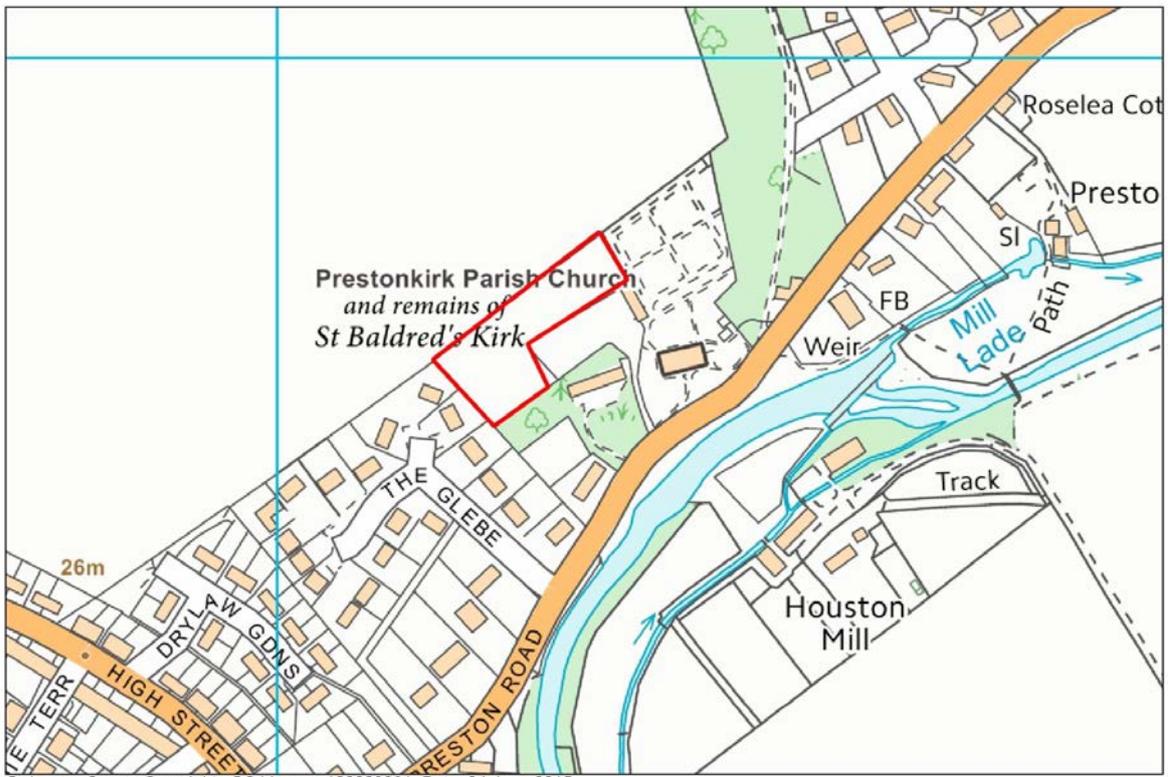


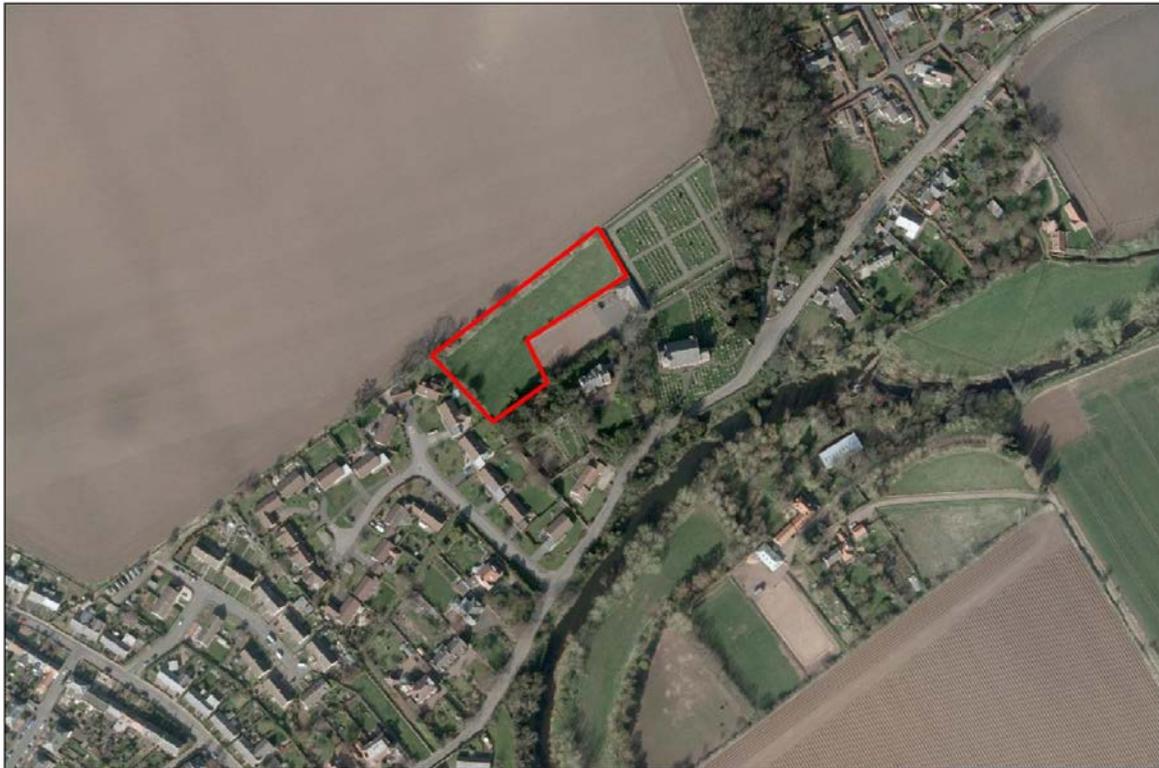
POTENTIAL IMPACTS OF DEVELOPMENT: SEA		
Topic	Comments	Score
Biodiversity, Flora and Fauna	The site is not within any areas designated for their international, national or local nature conservation importance. The site's development would not result in the loss of protected trees or	+/?*

	<p>woodland. The site is approximately 2.5km from the Firth of Forth SPA, Ramsar and SSSI. Tetrad data show high use of the area by pink footed goose and lapwing. Housing use could also lead to cumulative recreational pressure on the SPA therefore the site is scoped into HRA. Housing would be likely to improve the general variety of habitat over the current arable use.</p> <p>TWIC records do not show any notable species on site however there is a record of bats within 100m.</p>	
Population	The site would provide housing, including an element of affordable housing to help meet need. At present the site has limited access to local and wider services and facilities by public and active transport, however there are a good range of local services.	+
Human Health	The site is not known to be contaminated. The site is moderately well connected to the core path network, with a core path passing along the west border of the site, running to the town centre and Dunbar. East Linton's main open spaces and sports facilities are approximately 1km from the site.	+
Soil	The development of this site would result in some loss of class 2 prime agricultural land. There are no rare or carbon rich soils on this site.	-
Water	<p>A narrow band running centrally across the site is shown to be at high and medium risk of surface water flooding. The site is shown to not be at risk of river flooding on SEPA's flood map.</p> <p>SEPA state that OS Map contours suggest a sufficient height difference between the site and the River Tyne to avoid flooding of the site from the Tyne. The surface water map may be indicating a flow path through the site which should be investigated before the detailed design stage.</p>	0/?
Air	The site is unconstrained by existing sources of air pollution. The site has good active travel opportunities and reasonable public transport accessibility providing alternatives to travel by car. There is also the potential for a new railway station though this is not confirmed. However, it is inevitable that housing development would lead to an increase in the number of private car journeys and resultant emissions.	-
Climatic Factors	East Linton is in a less accessible location in regional terms than most other East Lothian towns and larger villages and is further from major centres of employment than many other East Lothian settlements, though has a moderate range of local facilities and services. Therefore development in this location would not be focusing development in the most accessible and sustainable locations, though the settlement's accessibility would improve were a new station to be provided. However, the site is moderately well positioned to access local facilities and services. Realistically, however, development on the site would still lead to some increase in car-based journeys and resultant greenhouse gas emissions.	-
Material Assets	The site's development would not make efficient use of land and resources, being greenfield land of prime agricultural quality.	-
Cultural Heritage	HES notes that there are potential cumulative impacts on the East Linton Conservation Area from the potential number of sites in the East Linton area. East Linton has a large number of designated heritage assets. There are no Listed Buildings or Scheduled	-

	<p>Monuments within the site, and it is not in the East Linton Conservation Area however there is a Category B Listed Building at Preston Mains Farmhouse the setting of which may be required to be taken into consideration; it is screened to some extent by trees.</p>	
Landscape	<p>The site is located in the North Berwick Plain landscape character area. It is existing arable land within a larger arable field with no defined boundaries to the north or east. There is an existing mature hedge bounding the B1407 to the south of the site. The existing residential development of The Dean forms the western boundary.</p> <p>The site is dislocated and remote from the village of East Linton and would extend the settlement north-eastwards out of the natural landform containment of the Tyne valley bowl and towards the local designed landscape of Smeaton.</p> <p>The Preston area of East Linton retains a more rural character, comprising picturesque collection of low cottages strung along the roadside between Preston Kirk and Preston Mill. Large scale housing development will urbanise the area having significant adverse impact on its strong rural character, adversely changing the north eastern entrance to the village and adversely impacting on the setting of the listed buildings of Preston Mill and Preston Kirk.</p> <p>Scottish Natural Heritagenotes that East Linton’s special relationship to its landscape setting could be adversely affected by poorly conceived development. Further study which considers the suitability of sites in relation to landscape capacity and issues of landscape and visual impact is required.</p>	--

SITE INFORMATION	
Topic	Comments
Site Name	East Linton Burial Provision
Site Ref	MIR/DR/OTHO20
Source of Site Suggestion	ELC Amenity Services
Site Size (ha)	0.504Ha
Current Use	Open green space
Proposed Use	Burial provision
Summary Description and Planning History	A greenfield site in use as open green space, north of Prestonkirk Manse. Application (ref 01/00103/FUL) was granted in April 2001 for the change of use of the land to form a car park extension.





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SUITABILITY AND DELIVERABILITY OF SITE		
Topic	Assessment	Score
Location	The site adjoins the northern edge of East Linton, within the existing settlement boundary.	
Accessibility	The site is not within 400m of a bus stop with regular services. The site is not within 800m of a railway station. The site is within walking distance (1600m) of East Linton town centre and its range of facilities and services.	
Exposure	The site has little to no shelter from northerly winds however this is not relevant for burial site use as exposure will not increase energy use.	n/a
Aspect	The site is generally flat and has no predominant aspect however this is not relevant for burial site use as aspect will not affect energy use.	n/a
Suitability for Proposed Use	Land use conflicts would not arise from the development of the site for burial ground with the surrounding agricultural and housing land, and would accord with nearby use of land for burial ground.	
Fit with strategic policy objectives and direction	The site is adjacent to a settlement within the East Lothian SDA as identified within SESplan. Its development would therefore align well with strategic policy objectives of steering new development towards the most sustainable locations within the city region. It would provide for an existing local need so would fit with other SESplan objectives such as reducing travel. For assessment against other more detailed policy objectives see 'Potential Impacts of Development: SEA'.	
Physical	The site would be served by Castle Moffat Water Treatment Works	

infrastructure capacity	and East Linton Waste Water Treatment Works. Castle Moffat WTW has available capacity. This use is unlikely to require waste water connections. The access is as to the existing church yard and is acceptable. If the site to the north goes forward alternative access might be possible there.	
Service infrastructure capacity	Service infrastructure capacity is not relevant to the proposed use.	n/a
Deliverability/ Effectiveness	The landowners willingness to sell the land is not known at this stage. Funding would be required for archaeological investigation, for which no budget has currently been identified.	

PHOTOS



POTENTIAL IMPACTS OF DEVELOPMENT: SEA		
Topic	Comments	Score
Biodiversity, Flora and Fauna	The site is not within any areas designated for their international, national or local nature conservation importance. The site's development would not result in the loss of protected trees or woodland, and is likely to improve biodiversity through more varied planting and undisturbed stone as habitat for lichen. The site is approximately 2.7km from the Firth of Forth SPA, Ramsar and SSSI. There are no records of use of the site by SPA species, and the use would not generate increased recreational pressure on any Natura 2000 site. It is therefore scoped out of HRA. There are no TWIC records of notable species on or within 100m of the site.	+
Population	Development of the site would benefit the local population in that burial at East Linton would remain an option. Active travel access is reasonable.	+
Human Health	Development of the site is likely to lead to benefits to mental health by allowing people who wish to do so to bury their loved ones in a site in East Linton, and by its peaceful, scenic location could aid the grieving process. Emissions to air associated with cremation would be avoided.	+
Soil	The development of this site would result in some loss of class 2 prime agricultural land. There are no rare or carbon rich soils on this site. There may be some contamination of soil from use as a burial ground.	-
Water	The site is not shown to be within or adjacent to an area at risk of flooding from any sources on SEPA's lood map. SEPA has not raised any concerns with regards flood risk or impact on the local water environment. Proposals for new cemeteries or cemetery extensions will be assessed on their merits and in particular with regard to the impact of such use on the Water Environment, in accordance with SEPA Guidance on Assessing the Impacts of Cemeteries on Groundwater - Land Use Planning System: Guidance Note 32.	0
Air	The development of the site would be unconstrained by existing sources of air pollution, though this is not particularly relevant for this use. The site has reasonable access by public transport and good access by active travel. Provision of burial ground avoids emissions to air from cremation.	+
Climatic Factors	Burial avoids the energy use of cremation however is arguably not an efficient use of land. Availability of burial land is likely to increase journeys associated with bereavement and consumption of cut flowers, with associated CO2 emissions.	?
Material Assets	The site's development would not make efficient use of land and resources, being greenfield land of prime agricultural quality.	-
Cultural Heritage	The site is within East Linton Conservation Area and close to the A listed Prestonkirk Parish Church. It is adjacent to Drylawhill, cursus and settlements 320m SE of (Index no. 6379). Any development proposals must assess the potential impact on that heritage asset. There is a high potential for unknown remains on this site and archaeological investigation would be required.	-
Landscape	The site is located within the North Berwick Plain landscape character area and is within the East Linton Conservation Area. A dilapidated stone wall forms the northern boundary, interspersed	0

	<p>with trees, beyond which lies arable land. The site bounds the Glebe residential development to the west. The eastern boundary comprises the stone wall of the existing Prestonkirk Cemetery and the Prestonkirk Parish Church car park sits to the southeast. The southern boundary adjoins the manse grounds.</p> <p>The development of this site for the proposed use would represent a logical expansion to the existing Prestonkirk Cemetery.</p> <p>Scottish Natural Heritagenotes that East Linton’s special relationship to its landscape setting could be adversely affected by poorly conceived development. Development of this site for this use is unlikely to not affect the setting of the village however.</p>	
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SITE INFORMATION	
Topic	Comments
Site Name	Whitekirk Burial Provision
Site Ref	MIR/ NK/OTH024
Source of Site Suggestion	ELC Amenity Services
Site Size (ha)	0.617Ha
Current Use	Agricultural
Proposed Use	Burial provision
Summary Description and Planning History	A greenfield site currently used as agricultural land , located to the south of Whitekirk Mains.





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SUITABILITY AND DELIVERABILITY OF SITE		
Topic	Assessment	Score
Location	The site adjoins the south edge of Whitekirk but is outwith the existing settlement boundary. It is relatively well related to the Whitekirk settlement.	
Accessibility	The site is within 400m of a bus stop with services to North Berwick and Dunbar. The site is not within 800m of a railway station. The site is not within walking distance (1600m) of a town centre and its range of facilities and services.	
Exposure	The site has some shelter from northerly winds due to existing built development however this is not relevant for burial site use as exposure will not increase energy use.	n/a
Aspect	The site is generally south facing however this is not relevant for burial site use as aspect will not affect energy use.	n/a
Suitability for Proposed Use	Land use conflicts would not arise from the development of the site for burial ground with the surrounding agricultural and housing land	
Fit with strategic policy objectives and direction	The site is outwith the East Lothian SDA as identified within SESplan and its development would therefore not align well with strategic policy objectives of steering new development towards the most sustainable locations within the city region. However, it is adjacent to a settlement and would provide for an existing local need so would fit with other SESplan objectives such as reducing travel.	
Physical infrastructure capacity	The site would be served by Castle Moffat Water Treatment Works and Whitekirk Waste Water Treatment Works. Castle Moffat WTW has available capacity. The site is unlikely to require waste water services and would have limited demand for water supply.	

	Access is adequate onto the West Road though visibility splays would be required.	
Service infrastructure capacity	Service infrastructure capacity is not relevant to the proposed use.	n/a
Deliverability/ Effectiveness	The landowners willingness to sell the land is not known at this stage.	

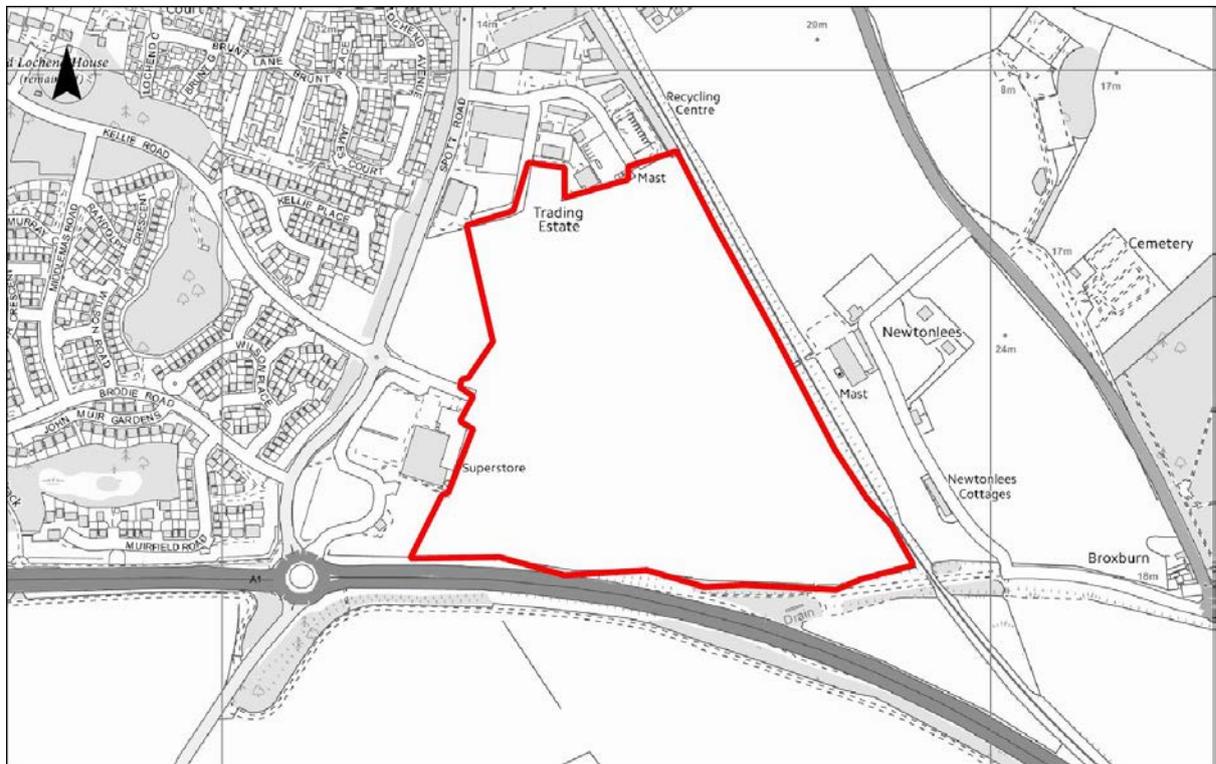
PHOTOS



POTENTIAL IMPACTS OF DEVELOPMENT: SEA		
Topic	Comments	Score
Biodiversity, Flora and Fauna	The site is not within any areas designated for their international, national or local nature conservation importance. The site's development would not result in the loss of protected trees or woodland and is likely to improve biodiversity through more varied planting and undisturbed stone as habitat for lichen. The site is approximately 2.8km from the Firth of Forth SPA, Ramsar and SSSI. Tetrad data does not record any use by SPA species. The use is not	+

	likely to increase pressure on the Firth of Forth SPA, and the site is therefore scoped out of HRA.	
Population	Development of the site would benefit the local population as burial in Whitekirk would remain an option.	+
Human Health	Development of the site is likely to lead to benefits to mental health by allowing people who wish to do so to bury their loved ones in a site in Haddington, and by its peaceful, scenic location could aid the grieving process. Emissions to air associated with cremation would be avoided.	+
Soil	The development of this site would result in no loss of prime agricultural land. There are no rare or carbon rich soils on this site.	+
Water	The site is not shown to be within or adjacent to an area at risk of flooding from any sources on SEPA's flood map. Proposals for new cemeteries or cemetery extensions will be assessed on their merits and in particular with regard to the impact of such use on the Water Environment, in accordance with SEPA Guidance on Assessing the Impacts of Cemeteries on Groundwater - Land Use Planning System: Guidance Note 32.	0
Air	The development of the site would be unconstrained by existing sources of air pollution, though this is not particularly relevant for this use. The site has some access by public transport and active travel. Provision of burial ground avoids emissions to air from cremation.	+
Climatic Factors	Burial avoids the energy use of cremation however is arguably not an efficient use of land. Availability of burial land is likely to increase journeys associated with bereavement and consumption of cut flowers, with associated CO2 emissions.	?
Material Assets	The site's development would not make efficient use of land and resources, being greenfield land of Class 3.1 agricultural quality.	-
Cultural Heritage	The site is within Whitekirk Conservation Area. Lady'sfield Walls and Piers, category B listed, lies to the east of the site, largely screened by woodland and a high wall. The proposed development of the site would therefore not impact on views to or Lady'sfield Walls and Piers. There are no scheduled monuments within or adjacent to the site nor is the site included within the Inventory of Historic Battlefields Inventory or within a historic garden/ Designed Landscape.	+
Landscape	The site is located within the North Berwick Plain landscape character area. It is located within the Whitekirk Conservation Area. It is currently arable land and is defined to the northwest by the West Road and stone wall boundary with a mature tree, to the northeast by the stone wall and mature trees of Ladysfield. It forms part of a larger arable field with no defined boundary to the south. It forms an attractive gateway entrance from the west, framed by the housing to the north side of the road and the established wooded boundary to the east. Any proposed car park would have a significant adverse landscape impact. A cemetery in this location would have to be sensitively designed to retain the character of the area including sensitive and appropriate boundary treatments such as stone walls. A more appropriate location in landscape setting terms would be to the east side of the A198, where the cemetery could be related to the church.	?

SITE INFORMATION	
Topic	Comments
Site Name	Spott Road
Site Ref	SDP/DR/PROPDR7
Source of Site Suggestion	Existing site in East Lothian Local Development Plan 2008
Site Size (ha)	21 ha
Current Use	Agricultural
Proposed Use	Employment Use
Summary Description	A greenfield site in agricultural use on the southern edge of Dunbar. Planning permission was granted in March 2012 for the development of a renewable energy park comprising photovoltaic panels. That planning permission was not implemented and expired in March 2015.



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SUITABILITY AND DELIVERABILITY OF SITE		
Topic	Assessment	Score
Location	The site is outwith the existing settlement boundary of Dunbar but land within the settlement boundary extends along the extent of the north and west boundaries, and the site is well related to the existing town with employment uses bordering it to the north and west . The East Coast Main line bounds the site to the east.	
Accessibility	Dunbar's overall accessibility via public transport to the wider city region and key employment locations as well as health and retail facilities ranks sixth among other settlements in East Lothian. The site is within 400m of a bus stop. It is not within 800m of the railway station. However it is adjacent to a local centre and a wide range of facilities and services including the new Dunbar primary school, healthy living centre and sports facilities are within walking distance..	
Exposure	The site has little shelter from northerly winds due to its position in relation to existing built development. There is some shelter provided from the raised embankment of the East Coast Mainline to the east.	
Aspect	The site does not have a clear predominant aspect although it does generally fall in elevation from south to north towards the coast.	
Suitability for Proposed Use	In terms of surrounding land uses the site is generally suitable for the proposed employment use. The A1 runs along the southern boundary and the East Coast Mainline runs along the eastern boundary therefore noise mitigation measures may be required.	
Fit with	The site is adjacent to a main settlement within the East Lothian SDA	

strategic policy objectives and direction	as identified within SESplan. Its development would therefore align well with strategic policy objectives of steering new development towards the most sustainable locations within the city region. For assessment against other more detailed policy objectives see 'Potential Impacts of Development: SEA'.	
Physical infrastructure capacity	The site would be served by Castle Moffat WTW and Dunbar WWTW. Castle Moffat WTW has available capacity and Dunbar WTW has very limited capacity. Vehicular access could be provided from Spott Road.	
Service infrastructure capacity	School catchments and other service infrastructure are not relevant to the proposed use for business.	
Deliverability/ Effectiveness	Development within the LDP period would be dependent on infrastructure provision. It has not yet been established whether there is sufficient infrastructure capacity to serve the development and what the timescales would be for achieving this.	



POTENTIAL IMPACTS OF DEVELOPMENT: SEA		
Topic	Comments	Score
Biodiversity, Flora and Fauna	The site is not within any areas designated for their international, national or local nature conservation interests. No notable species have been recorded within 100m of the site boundary. There are no protected trees within the site. There are records of SPA birds using the area, there is suitable habitat on the site, and there is potential connectivity to the SPA, therefore the site should be screened in for consideration through the Habitats Regulations Appraisal (HRA) process at this stage.	o/?*
Population	The site's development would widen employment opportunities for the local population. It is reasonably accessible by active travel or public transport.	+
Human Health	It is not known to be contaminated. There is Access to the town centre and coastline from Spott Road providing opportunities for active travel.	+
Soil	The development of the site would result in some loss of class 2 (majority of site) and class 3.1 (minority of site) prime quality agricultural land. There are no rare or carbon rich soils on this site.	-
Water	The site is within Potentially Vulnerable Area 10/25. It is not within an area at risk of river or coastal flooding based on SEPA's flood map. Small parts of the site are shown to be at medium risk of surface water flooding on SEPA's flood map. The site will potentially require a drainage impact assessment.	?
Air	The development of the site would be unconstrained by existing	o

	sources of air pollution. The site has reasonably good access by active travel to the town centre however It is unlikely that the need to travel by car would be minimised.	
Climatic Factors	Dunbar is in a reasonably accessible location in regional terms although is further from major centres of employment than most other East Lothian settlements. Development of this site would provide local employment opportunities for the population. The site is moderately well positioned to access public transport, active travel routes, as well as local facilities and services. Realistically, however, development on the site would still lead to some increase in car-based journeys and resultant greenhouse gas emissions. The site's aspect may lend itself to development that is resource efficient through siting (i.e. solar gain).	-
Material Assets	The development of the site would result in the loss of greenfield land and prime agricultural land.	-
Cultural Heritage	There are no listed buildings within or adjacent to the site and it is not within a Conservation Area. The site is within the Dunbar II designated battlefield area, however the main battle action took place further south around Doon Hill. <i>The site is in relatively close proximity to the Broxmouth Park Garden and Designed Landscape and HES state there could be potential for impacts on its setting.</i> There are known remains of a prehistoric settlement to the north and good potential for unknown archaeological remains in the area. It is likely that pre-determination evaluation would be required.	o/?
Landscape	The site is relatively flat arable land with a plateau of higher ground located toward the southern part of the site. The site is not in an AGLV or a Conservation Area, however at the highest point on the site there are views towards the coastal AGLV to the north east and Dunbar Parish Church to the northwest. Whilst new development will be visible in relation to these views it is unlikely that employment uses on this site would impact on the setting of Dunbar as viewed from the south. If noise mitigation measures are required, they may have an impact on the landscape and/or views from the East Coast Main Line. <i>To ensure views of Dunbar from the A1 are maintained new development adjacent to the south boundary of the site should be set back in line with existing development .</i>	o/-/?

St Baldred's Craule

Tyne Mouth



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