

Supplementary Guidance - Technical Note



The Strategic Development Planning Authority
for Edinburgh and South East Scotland

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Introduction 1

1 Introduction

1.1 This Technical Note supports the Supplementary Guidance on Housing Land which has been prepared under Section 22 of the Planning etc (Scotland) Act 2006 in connection with the Strategic Development Plan (SDP) for South East Scotland approved by Scottish Ministers with modifications on the 27 June 2013. Once adopted the Guidance will form part of the development plan. The Technical Note will sit alongside the adopted Guidance providing the supporting evidence base.

Purpose

1.2 The purpose of the Technical Note is to provide the background evidence in support of the Supplementary Guidance on Housing Land. The Guidance has been prepared to provide detailed further information in support of SDP Policy 5 (Housing Land).

Preparation

1.3 The Technical Note outlines the analysis undertaken in support of the Supplementary Guidance, compliant with Policy 5, and contains the following:

- A summary of the relevant section of the Report of Examination and the context set by the approved plan;
- An outline of the need and demand for housing and the latest housing supply position;
- A commentary on the housing market;
- A summary of the analyses of opportunities and infrastructure and environmental capacity and constraints completed by SESplan;
- Consideration of the above and the definition of requirements; and
- Conclusions and commentary on issues in the delivery of the requirements.

1.4 The following considerations have been taken into account in the preparation of the Supplementary Guidance:

1. A fresh analysis not only of opportunities, but also of infrastructure and environmental capacities and constraints;
2. A focus where possible on new housing development on brownfield land and on the scope for the thirteen Strategic Development Areas (SDA) to accommodate any additional land requirement; and
3. How much of the housing needs and demand assessed as being generated within the City of Edinburgh will require to be met in the other LDP areas. As noted in para 110 of the approved SDP, environmental constraints and other restrictions on land availability within the city's boundaries may mean that a significant proportion of these additional needs and demands must be met in the other five LDP areas. This has been informed by a robust assessment of the likely scale of potential house completions which could be expected, in anticipation of economic recovery, from sites within the current housing land supply over each of these periods but also of the most suitable locations for further housing land allocations based on an analysis of opportunities and of infrastructure and environmental capacities and constraints.

1 Introduction

1.5 This Technical Note has been prepared by SESplan in consultation with the six member authorities (City of Edinburgh, East Lothian, Fife, Midlothian, Scottish Borders and West Lothian).

How to Get Involved

1.6 The Guidance and accompanying Technical Note was considered by SESplan Joint Committee on the **30 September 2013**. Following approval for ratification and consultation, the Guidance was ratified by each of the six member authorities. The Supplementary Guidance has now been published for consultation and is available through the SESplan public portal for comment (<http://sesplan-consult.objective.co.uk/portal>). The six week period during which comments may be submitted on the Guidance is open from **Monday 11 November 2013 until 5pm on Friday 20 December 2013**.

1.7 All comments should be submitted electronically via the SESplan portal. If you are having difficulty accessing the portal please contact a member of the SESplan team on 0131 524 5165.

The Examination and SDP Strategy 2

2 The Examination and SDP Strategy

The Report of Examination

2.1 The Report of Examination of the SDP found that the SDP should address the housing requirements identified in the SESplan Housing Need and Demand Assessment (HNDA) for each of the plan periods in the SDP. As the SDP did not do this the provisions of the submitted plan relating to its housing land requirements were not consistent with Scottish Planning Policy (SPP) in important respects. The Reporters concluded that Supplementary Guidance should be produced. This requirement and modification to the SDP was upheld by Scottish Ministers.

2.2 The Supplementary Guidance which is to be prepared, as required by SDP Policy 5 (Housing Land), will determine the scale of the housing requirements for the periods 2009 to 2019 and 2019 to 2024 which are to be delivered through site allocations in Local Development Plans (LDP). As it is intended to establish the framework for new housing land allocations, the six LDPs should be consistent with this Supplementary Guidance.

Strategic Planning Considerations

2.3 The Examination Report also required SESplan to be consistent with the approved strategy, vision and aims set out in the SDP when preparing the Supplementary Guidance and that the delivery of the Guidance contribute towards, and not conflict with, the delivery of the SDP aims. The delivery of the housing distribution in the Supplementary Guidance must contribute towards, and not conflict with, the delivery of the SDP aims.

2.4 The approved aims of the SDP are set out below:

- Enable growth in the economy by developing key economic sectors, acting as the national hub for development and supporting local and rural development;
- Set out a strategy to enable delivery of housing requirements to support growth and meet housing need and demand in the most sustainable locations;
- Integrate land use and sustainable modes of transport, reduce the need to travel and cut carbon emissions by steering new development to the most sustainable locations;
- Conserve and enhance the natural and built environment;
- Promote green networks including through increasing woodland planting to increase competitiveness, enhance biodiversity and create more attractive, healthy places to live;
- Promote the development of urban brownfield land for appropriate uses;
- Promote the provision of improved infrastructure to enhance connectivity within the area, between the area and other parts of the UK and elsewhere to support economic growth and meet the needs of communities; and
- Contribute to the response to climate change through mitigation and adaptation and promote high quality design / development.

2 The Examination and SDP Strategy

SPP Requirements

2.5 Paragraph 38 of SPP sets out eight objectives of sustainable development that should be factored into the decisions on the location of development. These are reflected in the approved SDP aims and spatial strategy.

2.6 Paragraph 74 of SPP also requires "*sufficient land is available to meet the housing requirement for each housing market area in full, unless there are serious local environmental or infrastructure constraints which cannot be resolved to allow development within the life of the plan*"

2.7 The distribution of the housing requirement must be deliverable. This is a key consideration set out in paragraph 77 of SPP when setting spatial strategies and in paragraph 80 on the location of housing.

Need and Demand and the Supply of Housing Land 3

3 Need and Demand and the Supply of Housing Land

3.1 This Section sets out the approach to calculating the need and demand for and supply of housing land within the SESplan area.

The Need and Demand for Housing

3.2 Paragraph 67 of SPP states that HNDAs provide the evidence base for defining housing supply targets in Local Housing Strategies (LHSs) and allocating land for housing in development plans.

3.3 Within the SESplan area, and at the commencement of the SDP preparation process, the three previous Structure Plan areas covering Edinburgh and the Lothians, Fife and the Scottish Borders had all produced relatively recent HNDAs. The agreed approach was therefore to update these local studies and commission an umbrella SESplan HNDA to align them (the SESplan HNDA is available for download at http://www.sesplan.gov.uk/dev_plans/supportingdocs.html). This approach was agreed with the Scottish Government and the Centre for Housing Market Analysis (CHMA). As detailed within the Housing Technical Note November 2011 (available for download at http://www.sesplan.gov.uk/dev_plans.html and prepared in support of the Proposed Plan), the SESplan HNDA drew on the inputs and outputs from the individual studies and reviewed their findings.

3.4 SPP also states that HNDAs should be undertaken at a functional housing market area level and consider the operation of the housing market as a whole, covering all tenures. Housing market areas are geographical areas where the demand is relatively self contained. Local authorities should define the housing market area or areas that will be used in defining housing requirements, recognising that they may overlap and rarely coincide with local authority boundaries.

3.5 The SESplan HNDA, as agreed by CHMA and the Scottish Government and supported by the Reporter in the Report of the Examination, considered the SESplan area as one functional housing market area though it is acknowledged that there may be sub areas operating within that. This approach reflected evidence on the extent of the Edinburgh travel to work area which was a key factor in determining the boundary of SESplan. As the SESplan HNDA was based on a reconciliation of three local HNDAs that were themselves updates of existing studies, it was not practical to conduct research into the extent or workings of internal housing market areas. The decision was therefore taken that for strategic planning, the entire SESplan area should be treated as a single functional housing market area.

3.6 The SESplan HNDA, which was signed off as robust and credible by CHMA on the 7 June 2011, produced an estimate of need and demand for the entire SESplan area and for each of the six member authorities within the three plan periods 2009 - 2019, 2019 - 2024 and 2024 - 2032. These estimates are set out in Table 3.1 below.

3 Need and Demand and the Supply of Housing Land

Table 3.1 Estimate of Need and Demand for Housing

Member Authority	2009 - 2019	2019 - 2024	2024 - 2032
City of Edinburgh	34,290	14,200	22,505
East Lothian	5,210	2,740	3,820
Fife	16,260	7,400	10,363
Midlothian	1,700	500	171
Scottish Borders	5,955	2,780	3,802
West Lothian	11,420	5,090	7,338
Total	74,835	32,710	47,999
Total 2009 - 2032			155,544

3.7 All figures in Table 3.1 are taken from the SESplan HNDA (June 2011) and the SESplan Housing Technical Note (November 2011).

The Supply of Housing Land

3.8 Each member authority within the SESplan area conducts an annual audit of housing land (the Housing Land Audit or HLA). The HLA includes all sites which are currently part of the established land supply. This includes;

- **Effective Land** - Land which is free or expected to be free of development constraints in the period under consideration, and will therefore be available for the construction of housing; and
- **Constrained Land** - Land which may be affected by infrastructure constraints, land contamination or ownership / marketing issues.

3.9 In effect the established land supply includes both unconstrained and constrained sites. This includes the effective housing land supply, plus the remaining capacity for sites under construction, sites with planning consent, sites in adopted Local Plans and, where appropriate, other buildings and land with agreed potential for housing development.

3.10 The approved SDP was prepared on the basis of the HLA 2010, which was the most up to date information available at the time of its preparation. Each of the member authorities have now prepared HLA 2012 and a summary of these is provided in Tables 3.2 - 3.8 below. Across the SESplan area, the output from all brownfield sites in the established supply has been reconsidered, to ensure that new housing is focused on brownfield land wherever possible. This has resulted in an additional 753 units in Edinburgh being reprogrammed from the 2024 - 2032 period to the 2019 - 2024 period. These additional units have been added into the established land supply along with the updated figures from HLA 2012.

Need and Demand and the Supply of Housing Land 3

3.11 An estimate of windfall sites has also been included within the tables below. Windfall in this regard has been defined as a site which becomes available for development during the plan period which was not anticipated to be available when the plan was prepared.

3.12 Over the plan period it is likely that some of the current housing stock will be lost through demolitions. Such a loss is not directly taken into account by the demand forecasts within the SESplan HNDA but an allowance for demolitions should be made in calculating the established land supply. The tables below also note the number of house completions in each area over the period 2009 - 2012 since they contribute to the overall housing land supply. Completions 2009 -2012 and the impact of demolitions are described as 'other factors' in the tables below.

Table 3.2 City of Edinburgh Established Land Supply and Other Factors

	2009 - 2019	2019 - 2024	2024 - 2032
Effective Land Supply	7,612	5,589 ⁽¹⁾	5,078
Constrained Sites	2,039	2,066	2,193
Windfall	2,554	1,595	1,704
Completions 2009 - 2012	4,451	0	0
Demolitions	2,568	1,500	0
Total (Effective, Constrained, Windfall and Completions Minus Demolitions)	14,088	7,750	8,975

Table 3.3 East Lothian Established Land Supply and Other Factors

	2009 - 2019	2019 - 2024	2024 - 2032
Effective Land Supply	3,518	1,530	776
Constrained Sites	0	0	0
Windfall	220	110	110
Completions 2009 - 2012	1,107	0	0
Demolitions	0	0	0
Total (Effective, Constrained, Windfall and Completions Minus Demolitions)	4,845	1,640	886

1 Includes 753 from re-programming of existing brownfield sites

3 Need and Demand and the Supply of Housing Land

Table 3.4 Fife Established Land Supply and Other Factors

	2009 - 2019	2019 - 2024	2024 - 2032
Effective Land Supply	7,053	5,246	3,406
Constrained Sites	557	279	446
Windfall	980	700	1,120
Completions 2009 - 2012	2,374	0	0
Demolitions	320	100	160
Total (Effective, Constrained, Windfall and Completions Minus Demolitions)	10,644	6,125	4,812

Table 3.5 Midlothian Established Land Supply and Other Factors

	2009 - 2019	2019 - 2024	2024 - 2032
Effective Land Supply	5,583	2,339	1,641
Constrained Sites	0	0	0
Windfall	400	320	340
Completions 2009 - 2012	1,294	0	0
Demolitions	0	0	0
Total (Effective, Constrained, Windfall and Completions Minus Demolitions)	7,277	2,659	1,981

Table 3.6 Scottish Borders Established Land Supply and Other Factors

	2009 - 2019	2019 - 2024	2024 - 2032
Effective Land Supply	5,779	883	0
Constrained Sites	1,595	1,139	0
Windfall	1,169	730	784
Completions 2009 - 2012	1,243	0	0
Demolitions	140	100	0

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	2009 - 2019	2019 - 2024	2024 - 2032
Total (Effective, Constrained, Windfall and Completions Minus Demolitions)	9,646	2,652	784

Table 3.7 West Lothian Established Land Supply and Other Factors

	2009 - 2019	2019 - 2024	2024 - 2032
Effective Land Supply	4,859	3,227	5,208
Constrained Sites	2,701	3,580	2,285
Windfall	480	400	640
Completions 2009 - 2012	1,302	0	0
Demolitions	568	100	160
Total (Effective, Constrained, Windfall and Completions Minus Demolitions)	8,774	7,107	7,973

Table 3.8 SESplan Established Land Supply and Other Factors

	2009 - 2019	2019 - 2024	2024 - 2032	2009 - 2032
Effective Land Supply	34,404	18,814	16,109	69,327
Constrained Sites	6,892	7,064	4,924	18,880
Windfall	5,803	3,855	4,698	14,356
Completions 2009 - 2012	11,771	0	0	11,771
Demolitions	3,596	1,800	320	5,716
Total (Effective, Constrained, Windfall and Completions Minus Demolitions)	55,274	27,933	25,411	108,618

Housing Need and Demand and the Supply of Housing Land in 2012

3.13 Table 3.9 compares estimates of need and demand across the SESplan area against the housing land supply, made up of the established supply and taking into account completions in 2009 - 2012, an allowance for windfall and demolitions, in each of the periods 2009 - 2019, 2019 - 2024 and 2024 - 2032. Tables 3.10 - 3.15 do the same for each of the LDP areas.

3 Need and Demand and the Supply of Housing Land

Table 3.9 SESplan Need and Demand Compared to Established Supply and Other Factors

	2009 - 2019	2019 - 2024	2009 - 2024	2024 - 2032	2009 - 2032
Need and Demand	74,835	32,710	107,545	47,999	155,544
Established Supply and Other Factors	55,274	27,933	83,207	25,411	108,618
Balance	-19,561	-4,777	-24,338	-22,588	-46,926

Table 3.10 City of Edinburgh Need and Demand Compared to Established Supply and Other Factors

	2009 - 2019	2019 - 2024	2009 - 2024	2024 - 2032
Need and Demand	34,290	14,200	48,490	22,505
Established Supply and Other Factors	14,088	7,750	21,838	8,975
Balance	-20,202	-6,450	-26,652	-13,530

Table 3.11 East Lothian Need and Demand Compared to Established Supply and Other Factors

	2009 - 2019	2019 - 2024	2009 - 2024	2024 - 2032
Need and Demand	5,210	2,740	7,950	3,820
Established Supply and Other Factors	4,845	1,640	6,485	886
Balance	-365	-1,100	-1,465	-2,934

Table 3.12 Fife Need and Demand Compared to Established Supply and Other Factors

	2009 - 2019	2019 - 2024	2009 - 2024	2024 - 2032
Need and Demand	16,260	7,400	23,660	10,363
Established Supply and Other Factors	10,644	6,125	16,769	4,812
Balance	-5,616	-1,275	-6891	-5,551

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Table 3.13 Midlothian Need and Demand Compared to Established Supply and Other Factors

	2009 - 2019	2019 - 2024	2009 - 2024	2024 - 2032
Need and Demand	1,700	500	2,200	171
Established Supply and Other Factors	7,277	2,659	9,936	1,981
Balance	5,577	2,159	7,736	1,810

Table 3.14 Scottish Borders Need and Demand Compared to Established Supply and Other Factors

	2009 - 2019	2019 - 2024	2009 - 2024	2024 - 2032
Need and Demand	5,955	2,780	8,735	3,802
Established Supply and Other Factors	9,646	2,652	12,298	784
Balance	3,691	-128	3,563	-3,018

Table 3.15 West Lothian Need and Demand Compared to Established Supply and Other Factors

	2009 - 2019	2019 - 2024	2009 - 2024	2024 - 2032
Need and Demand	11,420	5,090	16,510	7,338
Established Supply and Other Factors	8,774	7,107	15,881	7,973
Balance	-2,646	2,017	-629	635

3.14 The HNDA provides estimates of need and demand. When the estimates of need and demand from the HNDA are compared against the supply of housing land across the SESplan area (as identified in HLA 2012 and taking account of completions in 2009 - 2012 and allowances for demolitions), as detailed in Table 3.9 above there is a shortfall in the supply of housing land of equivalent to 19,561 units in 2009 - 2019 and 4,777 units in 2019 - 2024. This is a total shortfall of 24,338 houses over the period to 2024.

4 The Housing Market

4 The Housing Market

4.1 In identifying locations across the SESplan area which may be capable of accommodating additional strategic development, the Reporters acknowledged that for strategic planning purposes SESplan is considered as a single housing market area. This is because the SESplan area broadly reflects Edinburgh's travel to work area. However, it is also important to understand contextual information available on the demand for housing, particularly where the market for new housing is being generated within the single housing market area.

4.2 This information helps to inform the definition of requirements in Section 6 of this Technical Note.

House Sales

4.3 Recent research into house sales has been undertaken to inform the development of HNDA2. A draft report on this work is currently subject to consultation with the SESplan Housing Market Partnership. This analysis provides information on where home buyers in Edinburgh come from and where Edinburgh purchasers move to within the SESplan area. It is important to understand that this research has occurred before the completion of significant infrastructure improvements, such as Borders Rail, which could impact on the distribution of housing sales.

4.4 The following paragraphs summarise the main findings of this draft work.

4.5 The analysis highlights that the influence of Edinburgh extends into each of the six member authority areas along radial strategic transport corridors. However, the majority of sales in Edinburgh (around 90%) are to buyers who already live in the City, with the remaining 10% to buyers from surrounding areas (mostly East Lothian, Midlothian and West Lothian, with less from Fife and the Scottish Borders). Of those that move from the City to surrounding areas, the majority move to East Lothian, followed by Midlothian, West Lothian, then Fife and the Scottish Borders.

4.6 There are stronger relationships with adjoining / nearby areas than with more distant ones, with movement tending to be towards those with greater populations or along or close to strategic transport corridors or the City itself. This pattern of movement is strongest in the west between West Lothian and Fife and in the east between East Lothian, Midlothian and the Scottish Borders. Very few moves occur between the east and west of the SESplan area. This would seem to reflect the linear nature of strategic transport corridors to and from Edinburgh, the physical barrier to direct movement across the City region presented by the Pentland Hills Regional Park, the single road based transport corridor around the City, and the more local network of movements between neighbouring towns.

4.7 East Lothian would appear to have a significant housing market relationship with the City. It is therefore under considerable pressure for housing development. East Lothian has the highest number of house sales by people moving out of Edinburgh, and is second only

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to Midlothian in terms of the percentage of house sales that are to Edinburgh purchasers. Most moves are within the western sector of East Lothian, indicating that this is the most pressurised area.

4.8 Interestingly, East Lothian also has, by some margin, the greatest number of house sales by its residents purchasing within Edinburgh. This suggests that house prices in East Lothian are more comparable with those in Edinburgh, such that a move into the City from East Lothian is an affordable one for many.

4.9 Sales within Fife, are second only to the sales volume in Edinburgh. Around 3.9% of purchasers from Edinburgh buy in Fife, with the large majority of these moving to west Fife. However, overall the number of Edinburgh purchasers is a relatively small proportion of all moves within Fife. Very few purchasers move from Fife to Edinburgh.

4.10 Within Midlothian, the impact of sales to Edinburgh purchasers is identified as very significant, with 32% of all sales being to Edinburgh purchasers. This may have an impact on house prices with implications for locally derived need and demand.

4.11 The majority of Edinburgh purchasers who move to the Borders relocate to the Central and Northern Borders areas. Of all sales in the Borders 11% originate from Edinburgh. This proportion may increase with the future opening of Borders Rail. The highest percentage of purchasers moving to Edinburgh from the Scottish Borders originated from the Northern Borders area (16%). The Northern Borders area includes Peebles, Cardrona and Innerleithen and is in close proximity to Edinburgh for commuters and near to transport links to the City Centre. The number of sales moving to Edinburgh from the Borders or moving from the Borders to Edinburgh is relatively low. Within the Borders there is a very restricted housing market which has limited potential to attract purchasers from Edinburgh.

4.12 West Lothian has a high level of self-containment. Inward migration is highest from Edinburgh (4.1%), followed by movements from Midlothian (2.9%). In migration is lowest from the Scottish Borders. The highest rate of in-migration to West Lothian from Edinburgh is to the area around Livingston including “The Calders”, Winchburgh, Broxburn and Uphall. This could be reflective of wider employment opportunities within this area, notably Livingston. Further westwards (Bathgate, Boghall, Whitburn, Armadale, Fauldhouse), the level of inward migration reduces; similarly few purchasers within these locations move to Edinburgh.

House Completions

4.13 The housing market has changed in recent years and what has occurred in the past may not be reflective of future demand. Many of Edinburgh’s completions, prior to the credit crunch, were on large, high density brown field sites. Those same sites have stalled as demand has shifted towards a different market. This is reflected in the completions data set out in Table 4.1 below. However, it is expected that this market will recover in the future.

4.14 Table 4.1 shows average annual completion rates for periods since 2004. It also sets out what average annual completions rate will be required from 2009 to 2024 to deliver the established land supply.

4 The Housing Market

Table 4.1 Historic Average Annual Completions 2004 - 2012 and Established Land Supply

Local Development Plan	2004 - 2008	2008 - 2012	2004 - 2012	Established Land Supply 2009 - 2024 Required Average
City of Edinburgh	2,445	1,753	2,099	1,406
East Lothian	636	363	499	432
Fife	1,384	870	1,127	1,118
Midlothian	236	507	372	662
Scottish Borders	566	464	515	820
West Lothian	1,026	431	729	1,059
SESplan	6,293	4,388	5,341	5,497

4.15 While housing completion rates reflect the availability of marketable housing land, over a period of time they give some indication of an area's capacity to deliver house completions. The figures detailed in Table 4.1 demonstrate the impact of the recession and the current economic climate. Across the SESplan area, completions peaked at just over 6,500 in the period 2007 / 2008. The eight year (2004 - 2012) average, including the pre-recession years with high rates of delivery, now stands at just 5,341 units per annum. This rate of delivery would still be short of delivering the established land supply by 2024, before any additional allowances to deliver the HNDA requirement to 2024 are identified.

4.16 A step change in the level of housing completions by house builders will be required to deliver the HNDA requirement over the period 2009 - 2024. At the time of preparing the Proposed Plan, the house building industry estimated that it would take 10 years to recover back to the levels experienced in 2007 / 2008. Deliverability has to be a consideration informing the housing land requirement distribution in the Supplementary Guidance. Subject to analysis of environmental and infrastructure constraints, on comparing historic completion rates to established land supply required completion rates, there is capacity within City of Edinburgh to deliver additional allowances. It has an historic average delivery rate in excess of 2,000 units per annum. Provided a step change in delivery occurs in the next decade, further allowances could also be delivered in East Lothian, Fife, and to a lesser extent West Lothian. Within Midlothian, the current delivery programme from previous local plans and the allowances from the approved SDP is challenging. Further extensive allowances within this LDP area may not be deliverable.

Infrastructure and Environmental Opportunities and Constraints Analysis 5

5 Infrastructure and Environmental Opportunities and Constraints Analysis

5.1 Paragraph 111 of the approved SDP states "*Consistent with SPP and with achieving sustainable development, priority in allocating new sites for housing development should be given to brownfield sites within existing built up areas. Where additional land is required, sites should first be sought within the 13 identified SDAs, as shown in Table 3, to assist in implementing this plan's locational strategy.* The thirteen SDAs remain unchanged from the approved SDP and are as follows:

- North Dunfermline;
- Ore / Upper Leven Valley;
- West Lothian;
- West Edinburgh;
- South East Edinburgh;
- Edinburgh City Centre;
- Edinburgh Waterfront;
- A7 / A68 / Borders Rail Corridor (Midlothian);
- A701 Corridor (Midlothian);
- East Lothian;
- Eastern Borders;
- Central Borders; and
- Western Borders.

5.2 Policy 5 (Housing Land) of the approved SDP sets out that the Supplementary Guidance will be based on a fresh analysis of opportunities and of infrastructure and environmental constraints. The first step in this analysis was to use the framework of the Spatial Strategy Assessment prepared to support the approved SDP. This would be refreshed to take into account up to date information.

Refresh of the Spatial Strategy Assessment

5.3 The Spatial Strategy Assessment undertaken in November 2011 ⁽²⁾ provides an explanation of the methodology used to identify the preferred locations for development within the SDP. These preferred areas underpinned the identification of 13 SDAs, building on the work done to inform the Main Issues Report (MIR). The Assessment was also closely linked to the Strategic Environmental Assessment (SEA) and took account of comments made through the MIR consultation process.

5.4 The methodology for undertaking the Spatial Strategy Assessment set out a two Stage process. The Stage 1 Assessment considered the whole of the SESplan area identifying areas where development on a strategic scale would not be acceptable. Essentially this Assessment 'sieved' out parts of the SESplan area on the basis of international and national

2 available at http://www.sesplan.gov.uk/dev_plans.html

5 Infrastructure and Environmental Opportunities and Constraints Analysis

environmental designations and public transport accessibility. The remainder of the SESplan area was then subdivided into 30 Strategic Assessment Areas (SAAs) and each considered against a range of criteria through the Stage 2 Assessment.

5.5 The refresh therefore concentrates on the Stage 2 Assessment and the updating of information related to the following seven criteria. A summary of the changes recorded in the refreshed assessments is set out below. This summary should be read in conjunction with Appendix B.

- I. **Accessibility** - The accessibility assessment was still considered robust and a further re-run of the model was not required. This looked to assess each of the 30 areas accessibility by public transport and private car. Each of the 30 SAAs were given a regional and local accessibility ranking based on accessibility and journey times to employment, services, retail and leisure. This also factored in congestion and constraints in the transport network as this would be reflected in journey times. The high ranking locations were those that are well served by public transport or accessible by walking or cycling, thereby reducing the need to travel by private car, reducing the impact on CO2 emissions and air quality, and encouraging the use of more sustainable modes of transport. Those higher ranking areas would be considered more suitable for additional development. Full details on this accessibility analysis is set out in the Transport Technical Note for the approved SDP.⁽³⁾
- II. **Infrastructure Capacity** - In terms of education, the proposed schools at Kirkcaldy East and Glenrothes will not increase capacity. A constraint applies across West Lothian until new secondary schools are provided at Winchburgh and East Calder. There are also capacity constraints at Armadale, Bathgate and Whitburn. Kelso High is unsuitable for future use and a replacement will be required. To inform the preparation of the LDP, Midlothian is seeking views on a new secondary school to serve Shawfair (and potentially parts of East Lothian) rather than extend Dalkeith High. Musselburgh Grammar has the potential to expand significantly beyond current commitments but this would require substantial demolition and rebuild. Catchment reviews and school extensions across West Lothian could be undertaken to provide additional capacity, with a review of the Fife school estate ongoing. In terms of water and drainage, there are capacity issues across West Lothian and some limits in capacity in the Southern Borders and West Linton area, but Scottish Water advise that such concerns should not prevent a site being excluded from emerging development plans and that they will work with interested parties to find a solution.
- III. **Land Availability and Development Capacity** -The refresh highlights that there is the potential for development within Fife West, the Dunfermline area and Glenrothes / Kirkcaldy. There is limited capacity within Fife South beyond current local plan allocations. Substantial allocations for development exist in West Lothian with limited opportunities for further growth due to secondary school constraints. The Midlothian LDP considers two options for South East Edinburgh and limited reasonable alternatives within the A7 / A68 Borders Rail Corridor and A701 Corridor, but there is no scope for additional development in the period to 2024. There is no scope for strategic growth within the Rural South Lothian area. Within East Lothian West there are a number of

3 This is available at http://www.sesplan.gov.uk/dev_plans.html

Infrastructure and Environmental Opportunities and Constraints Analysis 5

significant existing allocations which remain undeveloped, but there are a number of options to accommodate further future development. This could include Musselburgh to the west and east and Longniddry to the south. There are also some potential opportunities to the south east of Dunbar. There is limited scope for further development across the Scottish Borders taking into account existing supply and marketability factors.

- IV. **Green Belt** - The Green Belt designated to the south west of Dunfermline is now included within the adopted Dunfermline and West Fife Local Plan (Nov 2012). Midlothian have identified sites within South East Edinburgh as both potential and alternative options despite the Green Belt Study not identifying any areas with landscape capacity for development. There is no scope to remove further Green Belt without seriously impacting on the landscape setting of the Shawfair development. The MIR for Midlothian LDP also identifies releases from the Green Belt in the A7 / A68 Borders Rail Corridor and A701 Corridor.
- V. **Landscape Designations** - In line with Scottish Natural Heritage (SNH) guidance, each of the member authorities have undertaken an assessment of local landscape areas. Areas have been designated to the north of Saline, to the north and south of Dunfermline and to the north of Glenrothes. West Lothian has undertaken a review of local landscape designations which will be reported to Committee in late 2013. Midlothian is consulting on changes to local landscape designations, but these are minimal and none would provide scope for development. A wholesale review of local landscape designations has been undertaken across the Scottish Borders.
- VI. **Regeneration Potential** - No substantial changes since the original assessment was undertaken.
- VII. **Prime Agricultural Land** - No changes since the original assessment was undertaken.

5.6 In line with the Scottish Ministers modifications an additional criteria on transport has been added allowing for the detailed transportation information to be broken down spatially across the SESplan area.

- VIII. **Transport** - An updated list of constrained infrastructure for each of the 30 SAAs was created. This was informed by the transport appraisal for the SDP. Predicted future impacts were also included to inform the location of development. The updated assessment for each SAA is set out in Appendix B.

5.7 During the preparation of the Supplementary Guidance, discussions have taken place with Transport Scotland on cumulative impacts of development and transport appraisal of the Supplementary Guidance. The Action Programme accompanying the SDP has been updated and now includes an initial assessment used to inform LDPs on which SDAs have a relationship with the strategic infrastructure requirements of the SDP. Following discussion on the transport appraisal, the distribution of housing in the Supplementary Guidance will be used in the SESplan regional transport model to assess the transport consequences of the housing distribution. This can then be compared with previous transport appraisal and can inform the LDP preparation process.

5 Infrastructure and Environmental Opportunities and Constraints Analysis

5.8 On completion of the refresh of each of the criteria, the outcomes were summarised for each of the 30 assessment areas (See Appendix B). As in the original assessment, greater weight was given to accessibility, infrastructure and land. These have been used to inform the analysis of housing and development capacity for each LDP area set out below.

Analysis of Capacity

5.9 As set out above and within SDP Policy 1A (The Spatial Strategy Development Locations) and SDP paragraph 22, where capacity for development exists, LDPs will focus new housing on brownfield land and across the thirteen SDAs.

5.10 Following the refresh of the Spatial Strategy Assessment, each member authority determined that the total additional allowances (the phasing may have been amended) included in Tables 3 and 4 of the Proposed Plan (detailed in table 5.1 below) were still robust to contribute to meeting the SESplan housing requirement to 2024. This included 850 units outside SDAs, the locations of which are considered compliant with SDP Policies 5 (Housing Land) and 7 (Maintaining a Five Year Housing Land Supply). In preparing this Supplementary Guidance, no significant new brownfield housing opportunities have been identified.

Table 5.1 Additional Allowances set out in Tables 3 and 4 of the Proposed Plan

LDP Area	SDA	2009 - 2019	2019 - 2024
City of Edinburgh	South East Edinburgh	500	500
	West Edinburgh	1,000	1,000
East Lothian	East Lothian	0	750
Fife	Dunfermline North	0	500
	Ore / Upper Leven Valley	0	500
	Development Outwith SDAs (Fife)	600	200
Midlothian	South East Edinburgh	100	350
	A7 / A68 / Borders Rail Corridor	350	900
	A701 Corridor	250	500
Scottish Borders	Eastern Borders	0	50
	Central Borders	0	200
	Western Borders	0	100
	Development Outwith SDAs (Scottish Borders)	0	50
West Lothian	West Lothian	500	1250

Infrastructure and Environmental Opportunities and Constraints Analysis 5

LDP Area	SDA	2009 - 2019	2019 - 2024
Totals		3,300	6,850

5.11 As demonstrated in Table 5.2 below combining the additional allowances of the Proposed Plan with the Established Land Supply and Other Factors gives a total of 93,357 units over the period to 2024. In order to fully meet the HNDA requirements up to 2024, land for another 14,188 houses (over and above the Additional Allowances included in the Proposed Plan) will be needed across the SESplan area.

Table 5.2 Comparison of Proposed Plan Allowances and Established Land Supply and Other Factors and HNDA

	2009 - 2019	2019 - 2024	2009 - 2024
Proposed Plan Allowances	3,300	6,850	10,150
Established Land Supply and Other Factors	55,274	27,933	83,207
Total	58,574	34,783	93,357
HNDA	74,835	32,710	107,545
Comparison of Total Proposed Plan Allowances and Established Land Supply and Other Factors with HNDA	-16,261	2,073	-14,188

5.12 All figures are taken from Tables 3.1, 3.8 and 5.1.

5.13 Following this stage the task was to:

1. Identify how much further development could be identified within the SDAs to make up the shortfall; and
2. Once the SDAs were maximised, identify which other SAA's could accommodate further development sustainably.

5.14 This process was carried out in consultation with the member authorities combining the refreshed Spatial Strategy Assessment of opportunities and constraints and housing site assessment work undertaken for each LDP. In completing this assessment within the timescale set for the preparation of the Supplementary Guidance, SESplan and the member authorities acknowledged that LDPs are at different stages in the plan preparation process. This process is summarised below for each member authority.

5 Infrastructure and Environmental Opportunities and Constraints Analysis

City of Edinburgh

5.15 Edinburgh is at the strategic centre of the SESplan area and is already delivering a large supply of housing. A key challenge in Edinburgh is balancing the need to maintain a green belt for the purposes set out in SDP Policy 12 whilst ensuring housing requirements are met. It will require significant infrastructure investment to accommodate development particularly transport and education. The Proposed Edinburgh LDP (March 2013) is accompanied by an Environmental Report, Transport Assessment, Education Assessment and Proposed Action Programme. These documents provide information on infrastructure and environmental capacities and constraints and the mitigation required to support the levels of development proposed at that time.

5.16 An assessment of potential brownfield opportunities concluded that there were no additional significant sites. However, there is potential for existing brownfield sites to make an increased contribution to the housing land supply in the period up to 2024. Taking account of the expected upturn in delivery rates, there is the possibility of brownfield development coming forward earlier than previously envisaged. 750 units have been reprogrammed.

Within SDAs

5.17 The Spatial Strategy Assessment identified four SDAs within the City of Edinburgh. Two (West Edinburgh and South East Edinburgh) were identified as having the potential to accommodate further strategic development. The Proposed Plan required the allocation of land for 2,000 houses in West Edinburgh and 1,000 houses in South East Edinburgh up to 2024. Sites to meet these requirements are identified in the City of Edinburgh Council's Proposed LDP.

5.18 No new significant housing opportunities have been identified in the Edinburgh City Centre and Edinburgh Waterfront SDAs. The capacity of the West Edinburgh and South East Edinburgh SDAs have been considered further to ensure that the Supplementary Guidance supports the approved SDP spatial strategy by continuing to focus development within the existing SDAs. The comprehensive assessment undertaken by the Proposed LDP demonstrates that all land within the two SDAs has been considered for new development. There may be potential for additional housing on sites identified in the Proposed LDP, by looking again at the density of development. The potential for additional sites has also been considered based on an analysis of opportunities and infrastructure and environmental capacities and constraints. South East Edinburgh, in particular could have capacity for additional housing sites. Based on this analysis, it is considered that West Edinburgh could accommodate around 2,700 units and the Edinburgh part of the South East Edinburgh SDA could provide for 2,500 units.

Outwith SDAs

5.19 Following the review of the Spatial Strategy Assessment, there have been no significant amendments to the previous assessment in the Edinburgh SAAs. The refresh of the Spatial Strategy Assessment confirms that Areas 12, 15 and 17 have limited or no capacity for strategic growth.

Infrastructure and Environmental Opportunities and Constraints Analysis 5

5.20 The revised Spatial Strategy Assessment identifies two assessment areas that whilst not identified as SDAs, have the potential to accommodate development on a strategic scale, North West Edinburgh (Area 9) and South West Edinburgh (Area 11). An assessment of potential opportunities and constraints has been undertaken to inform the Supplementary Guidance and this suggests that these areas could accommodate around 2,500 units if housing land is required outwith SDAs.

Table 5.3 Additional Allowances in the City of Edinburgh

Additional Allowances	
West Edinburgh SDA	2,700
South East Edinburgh SDA	2,500
Outwith SDAs	2,500
Total	7,700

East Lothian

5.21 East Lothian is a fast growing area but many of its towns are becoming dormitory settlements as the new housing is not accompanied by employment opportunities. This has implications for traffic and travel including increased pressure and congestion on key routes.

5.22 As part of the East Lothian LDP preparation process, a call for sites was undertaken. This resulted in the submission of around 140 sites for consideration. Four included some employment, whilst the remainder were whole scale housing led developments. Without determining sites to be included in the East Lothian LDP, these submissions have informed East Lothian's potential level of additional development that could contribute towards the SESplan housing requirement.

Within SDAs

5.23 One large SDA covers the majority of East Lothian. There is the potential for Green Belt release on the eastern edge of the Edinburgh Green Belt, but such release would significantly weaken the setting and separate identities of Prestonpans, Musselburgh and Wallyford. Existing settlements already have large amounts of growth allocated to them and there are limited brownfield opportunities within East Lothian. An education solution for Musselburgh is required to be identified. The LDP will seek to identify opportunities along rail corridors, but there are issues related to local stopping services along the East Coast Main Line due to its intercity nature.

Outwith SDAs

5 Infrastructure and Environmental Opportunities and Constraints Analysis

5.24 North Berwick is located outside the SDA. Further development opportunities in this area for the plan period are very limited due to infrastructure constraints and the programming of the upgrade of the waste water treatment works. The area south of the SDA is considered unsustainable for strategic development as it is made up of important landscapes, small isolated hamlets and individual dwellings. Access and services in this area are poor.

5.25 In summary, East Lothian has some additional capacity to take further development, the location of which will be identified through the LDP process. Due to constraints this would be most suitably located within the SDA. Note that any additional capacity would require a significant step change in housing delivery levels over recent rates alongside required infrastructure provision.

Table 5.4 Additional Allowances in East Lothian

Additional Allowances	
East Lothian SDA	3,533
Total	3,533

Fife

5.26 Fife has an up to date development plan with Local Plans setting out a generous supply to 2026. This is based on a Structure Plan approved in 2009 and two Local Plans which were approved in 2011 and 2012. Sites submitted through the Fife LDP call for sites were assessed for their impact on infrastructure, environmental considerations including the place making agenda. A workshop took place involving key agencies and Fife Council services to identify the best strategy for the area, given the large increase in housing numbers. From this exercise a capacity across the SESplan part of Fife has been identified. The site capacity has been used to guide the development of a proposed requirement for the SESplan part of Fife. Due to Fife looking to meet a high level of requirement there will be little scope for the LDP process to offer a reasonable alternative to the housing land allocations proposed.

Within SDAs

5.27 The SDP looks to augment the existing strategy provided in the Fife plans and focuses large and medium scale development in the Ore / Upper Leven Valleys and North Dunfermline. Through the analysis set out above there is theoretical capacity to accommodate an additional 5,850 dwellings within the SDAs.

Outwith SDAs

5.28 Locations outwith the identified SDAs are considered to provide the flexibility recommended by the SDP. The Proposed Plan included an allowance of 800 dwellings outside SDAs. Following the analysis, a further 1,950 units could be accommodated.

5.29 As in other SESplan authorities, there are constraints on the ability of the existing and potential future education infrastructure to accommodate additional capacity. Delivery of additional allowances will also require a step change in housing completions.

Infrastructure and Environmental Opportunities and Constraints Analysis 5

Table 5.5 Additional Allowances in Fife

Additional Allowances	
North Dunfermline SDA	2,630
Ore / Upper Leven Valley SDA	3,220
Outwith SDAs	1,950
Total	7,800

Midlothian

5.30 Midlothian currently has a large supply of sites from previous local and structure plans and is currently preparing its LDP. Around 80 sites were submitted to Midlothian Council as part of the Midlothian LDP process. This process has informed the analysis of potential additional capacity.

5.31 Most of Midlothian is covered by SDAs which include all of the major settlements. The area outside SDAs is in the south of the authority area, which is primarily rural with only very small hamlets / settlements which are poorly served by public transport / facilities. They are therefore not suitable for strategic development.

5.32 There are significant constraints to further development in Midlothian's SDAs. There are significant constraints imposed by topography as the Esk Valley bisects the Council area and curtails cross-district movement. The major routes are radial towards Edinburgh and are experiencing increasing congestion, particularly at the junctions on the City Bypass and at local pinch points. Whilst Borders Rail will provide sustainable travel opportunities for new development, sites have already been allocated along this route to promote these opportunities.

5.33 Through the level of proposals already identified in the development plan, settlements in Midlothian are expected to grow by one third to one half in terms of household numbers in the period to 2024. This is leading to significant pressure on delivering additional school places which will limit further development that could be accommodated up to that date.

5.34 The Midlothian MIR identifies a small number of 'reasonable alternative' sites but these would not deliver additional housing in the period covered by the Supplementary Guidance. Due to the constraints set out above, and within SDAs it is expected that a further 100 dwellings could be accommodated and potentially delivered in the plan period to 2024. Delivery of the existing land supply and Proposed Plan allowances will require a significant step change in delivery levels.

Table 5.6 Additional Allowances in Midlothian

Additional Allowances	
South East Edinburgh SDA	450

5 Infrastructure and Environmental Opportunities and Constraints Analysis

Additional Allowances	
A7 / A68 / Borders Rail Corridor SDA	1,350
A701 Corridor SDA	750
Total	2,550

Scottish Borders

5.35 Within SDP1 there is no support from the Scottish Government for future road improvement projects within the Borders including dualling of the A1 carriageway nor for a new rail station proposed at Reston on the East Coast Main Line. These interventions, if successful, could open further opportunities to support new development and enhance links to the rest of the region. As with Midlothian, there is some limited potential for further development resulting from the reinstatement of the Borders Railway. However, additional housing land within the Central Borders SDA has already been allocated to support this.

5.36 Progress on the Scottish Borders LDP is significantly advanced. This has allowed an analysis of all submitted sites involving a detailed site assessment process and incorporated an SEA process. The majority of sites are being taken forward in the LDP. The table below sets out that, following analysis, the Scottish Borders could accommodate a further 230 units in addition to the Proposed Plan.

Table 5.7 Additional Allowances in Scottish Borders

Additional Allowances	
Eastern Borders SDA	160
Central Borders SDA	285
Western Borders SDA	105
Outwith SDAs	80
Total	630

West Lothian

5.37 The West Lothian area is divided into three Strategic Assessment Areas (Areas 6, 7 and 8) principally along the lines of transport corridors and previous Core Development Areas set out within the Edinburgh and Lothians Structure Plan. The decision was taken to amalgamate the three SAAs into one SDA to allow maximum flexibility for the LDP and to meet existing education requirements. Based on existing development and allowances there is a requirement for three additional secondary schools that are proving challenging to deliver. Providing additional school places are a key constraint on further development.

Infrastructure and Environmental Opportunities and Constraints Analysis 5

5.38 West Lothian is highly accessible with three rail corridors and two motorways but Transport Scotland, through consultation on the LDP site submissions has advised that they may have concerns over the cumulative impact of development on the M8 and M9 and associated junctions, particularly Newbridge. A new rail station at Winchburgh, could assist in the delivery of more sustainable travel patterns in West Lothian.

5.39 The call for sites undertaken to inform the West Lothian LDP yielded significant amounts of land. These sites have been assessed and filtered to take into account environmental and infrastructure constraints and council aspirations regarding community regeneration and council house build programme. The West Lothian LDP has also been informed by discussions with Homes for Scotland who advised that there is a limited market in the west of West Lothian (Area 7) despite the existing Armadale Core Development Area. There is a market along the M9 Corridor (Area 6) in settlements including Linlithgow, Livingston and Winchburgh, but there remains issues of infrastructure and environmental constraints.

5.40 The scale of existing housing commitments in West Lothian and the delivery of associated essential infrastructure needed to support this growth is already challenging. Additional development will require significant levels of investment to deliver the infrastructure required to support growth beyond that already committed. If this was not forthcoming then the development could not be delivered within the plan period.

Table 5.8 Additional Allowances in West Lothian

Additional Allowances	
West Lothian SDA	2,125
Total	2,125

6 Defining Requirements

6 Defining Requirements

6.1 To determine the housing land requirement by LDP area, the information on need and demand, the supply of housing land at 2012 and information on the housing market and the analyses of infrastructure and environmental capacities and constraints set out in Sections 3 - 5 of this Technical Note have been considered. Informed by these analyses, this section defines housing land requirements for inclusion in the Supplementary Guidance.

Demand and Supply

6.2 As detailed in Section 3, the need and demand for housing has been identified through the HNDA. Taking the figures from Table 3.1 above, Table 6.1 below illustrates that the total need and demand over the period to 2024 is 107,545 units. The supply of housing is made up of effective, constrained and windfall sites which together with an allowance for completions and demolitions make up the established land supply and other factors. Again taking the figures from Tables 3.2 - 3.8 above, Table 6.1 below illustrates that the total established supply is 83,207 units. Comparing the total need and demand with the total established supply results in a shortfall of 24,338 units.

Table 6.1 Need and Demand and Established Land Supply (and Other Factors)

		2009 - 2019	2019 - 2024	2009 - 2024
Need and Demand	City of Edinburgh	34,290	14,200	48,490
	East Lothian	5,210	2,740	7,950
	Fife	16,260	7,400	23,660
	Midlothian	1,700	500	2,200
	Scottish Borders	5,955	2,780	8,735
	West Lothian	11,420	5,090	16,510
	SESplan	74,835	32,710	107,545
Established Land Supply and Other Factors	City of Edinburgh	14,088	7,750	21,838
	East Lothian	4,845	1,640	6,485
	Fife	10,644	6,125	16,769
	Midlothian	7,277	2,659	9,936
	Scottish Borders	9,646	2,652	12,298
	West Lothian	8,774	7,107	15,881
	SESplan	55,274	27,933	83,207

Defining Requirements 6

	2009 - 2019	2019 - 2024	2009 - 2024
Comparison of SESplan Need and Demand with Established Land Supply and Other Factors	-19,561	-4,777	-24,338

Additional Allowances

6.3 The Aims of the approved plan, including '*reducing the need to travel*' and '*enabling delivery of housing requirements...to meet need and demand in the most sustainable locations*' give further guidance to defining requirements by LDP area. The aim to reduce the need to travel supports the principle of meeting need and demand close to where they arise and relating requirements to the main centres of employment. The aim of '*enabling delivery*' indicates that consideration should be given to the deliverability of housing in the area when defining requirements.

6.4 On the basis of the considerations above, Table 6.2 below sets out that the distribution of additional allowances by SDA to meet the shortfall of 24,338 units over the period to 2024.

Table 6.2 Additional Allowances Within and Outwith Strategic Development Areas

Strategic Development Area	Additional Allowances
West Edinburgh	2,700
South East Edinburgh	2,950 (<i>2,500 in City of Edinburgh and 450 in Midlothian</i>)
Edinburgh City Centre	0
Edinburgh Waterfront	0
East Lothian	3,533
North Dunfermline	2,630
Ore / Upper Leven Valley	3,220
A7 / A68 / Borders Rail Corridor	1,350
A701 Corridor	750
Eastern Borders	160
Central Borders	285
Western Borders	105
West Lothian	2,125
Outwith Strategic Development Areas	Additional Allowances

6 Defining Requirements

Strategic Development Area	Additional Allowances
City of Edinburgh	2,500
Fife	1,950
Scottish Borders	80
SESplan	24,338

The Housing Land Requirement

6.5 SPP indicates need and demand for housing should be met, where possible, in the housing market area where it has arisen. SPP notes however that if there are serious local environmental or infrastructure constraints which can not be resolved to allow development within the life of the plan, a proportion of the housing requirement may be met in another housing market area within the plan area; and that wider social, economic and environmental policy objectives should be taken into account when directing development to locations, and past trends need not be followed. SPP also encourages an approach to the distribution of housing requirements which is sensitive to the way the housing market functions.

6.6 The SDP considers the area as one housing market area but it is acknowledged that sub markets are likely to operate within the area, as noted in the Report of Examination (Issue 15 para 31 – 32). Housing Market Area analysis in preparation for SDP2, described in Section 4, confirms the SESplan area is Edinburgh's Functional Housing Market Area, but also identifies sub-market areas. This work also notes that the relationship between Edinburgh and the adjoining sub-market areas is stronger than that between the City and more distant sub-market areas. The analysis is subject to consultation with the SESplan Housing Market Partnership but it does offer understanding of how the housing market operates within the area and can be used to inform the definition of housing requirements in line with SPP.

6.7 In this context, it is proposed that requirements are set for each LDP which ensure that need and demand are met as far as practical in areas close to where that arises, taking into account the analyses outlined in section 6. LDP areas are not considered to be housing market areas and are unlikely to align with sub market areas however this approach is consistent with the principles underpinning SPP.

6.8 On the basis of the figures detailed in Tables 6.1 and 6.2 above, it is proposed that the Supplementary Guidance indicates that LDPs will meet the housing land requirements set out in Table 6.3 below. All figures have been rounded to the nearest 10.

Table 6.3 Housing Land Requirement by LDP Area

LDP	2009 - 2019	2019 - 2024
City of Edinburgh	22,300	7,210
East Lothian	6,250	3,800

Defining Requirements 6

LDP	2009 - 2019	2019 - 2024
Fife	17,140	7,430
Midlothian	8,080	4,410
Scottish Borders	9,650	3,280
West Lothian	11,420	6,590
SESplan	74,840	32,720

6.9 The delivery of the housing land requirement will, in all areas, be dependent on addressing infrastructure requirements as identified in Figure 2 Strategic Infrastructure in the approved SDP and in the associated Action Programme. LDPs will provide policy guidance for this in accord with Policy 9 (Infrastructure) of the approved SDP.

7 Delivery

7 Delivery

7.1 Policy 5 of the approved SDP requires the preparation of Supplementary Guidance to provide detailed further information for LDPs as to how much of the total housing land requirement should be met in each of those six areas both in the period 2009 - 2019 and the period 2019 - 2024. To inform and steer the definition of housing land requirements in the Supplementary Guidance to the approved SDP, SESplan and the member authorities have:

1. Updated the Spatial Strategy Assessment underpinning the approved SDP and added an updated assessment of transport infrastructure, taking account of transport modelling of the proposals in the plan;
2. Updated information on the established land supply based on housing land audits for 2012;
3. Considered evidence on the behaviour of the housing market including advice from the development industry;
4. Completed an analysis of the opportunities and infrastructure and environmental capacity and constraints across the SESplan area which identified the scope for allowances in addition to those in the Proposed Plan; and
5. Defined requirements based on 1 - 4 above and guidance given by SPP and the aims and spatial strategy of the approved SDP.

7.2 The requirements set out reflect the scale of the established land supply in each area, the conclusions of the analyses of opportunities and constraints, the behaviour of the housing market area and the anticipated deliverability of housing across the area. The requirements seek to ensure that need and demand is met where it arises subject to infrastructure and environmental constraints and other strategic planning considerations.

Delivery

7.3 Maintaining a supply of effective land for at least 5 years at all times, in accord with approved SDP Policy 6 and Policy 7, should ensure that there is a continuing generous supply of land for house building. Member authorities will base their calculation of the five year land supply on the period 2009 - 2024, taking into consideration housing completions. SESplan, in conjunction with member authorities, will monitor the supply of housing land on an annual basis in order to assess progress against the overall housing land requirement set out in Table 3.1. This will inform the preparation of member authority LDPs and the second SDP.

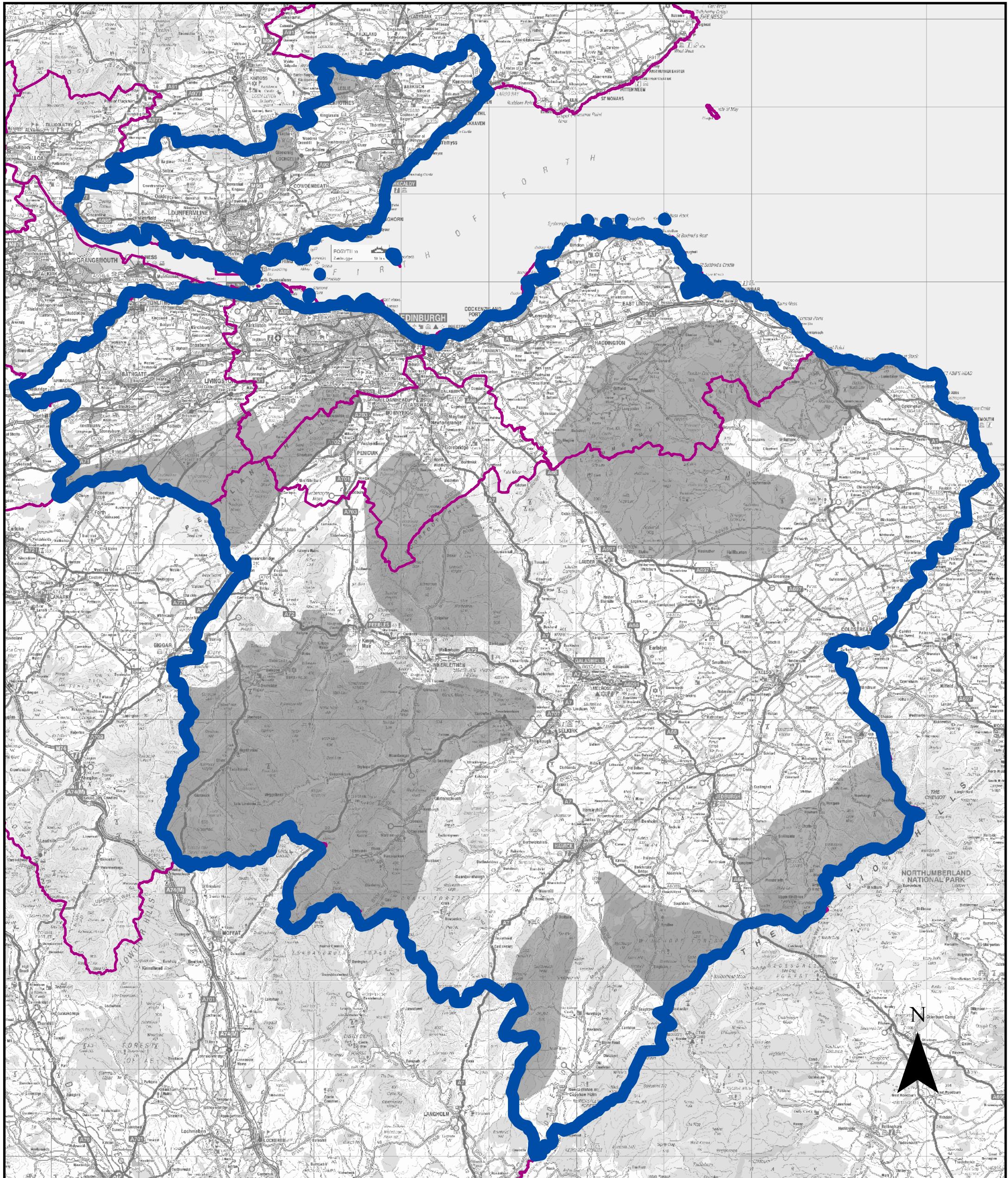
7.4 A very significant increase in the rate of house completions across the SESplan area will be needed if the requirements set by this Supplementary Guidance are to be met. This is challenging and particularly so in 2009 - 2019 as it is expected that LDPs will be adopted around 2015, six years into the first period (2009 - 2019).

7.5 Significant transport and strategic infrastructure improvements are essential to support the delivery of the housing land requirement set out in this Supplementary Guidance. These infrastructure requirements are set out in Figure 2 of the SDP and the accompanying Action Programme. In particular, school extensions and new schools to provide the additional pupil places required to meet development need are seen as essential and must be delivered

Delivery 7

alongside development. LDPs will provide further details on these requirements in their Action Programmes and further policy guidance in accord with Policy 9 (Infrastructure) of the approved SDP.

7.6 The Supplementary Guidance sets out a housing land requirement to meet need and demand from the South East Scotland region. Delivering that level of housing will be challenging and that will be made even more difficult should funding solutions to enable the provision of essential infrastructure improvements not be identified. A very significant increase in housing completion rates will also be required to deliver the housing needed to meet the need and demand which has been identified. Setting requirements for housing land at levels to meet the HNDA estimates of need and demand for housing units in the South East Scotland region will ensure that the supply of housing land identified in development plans will not be the reason for failing to meet this challenge.



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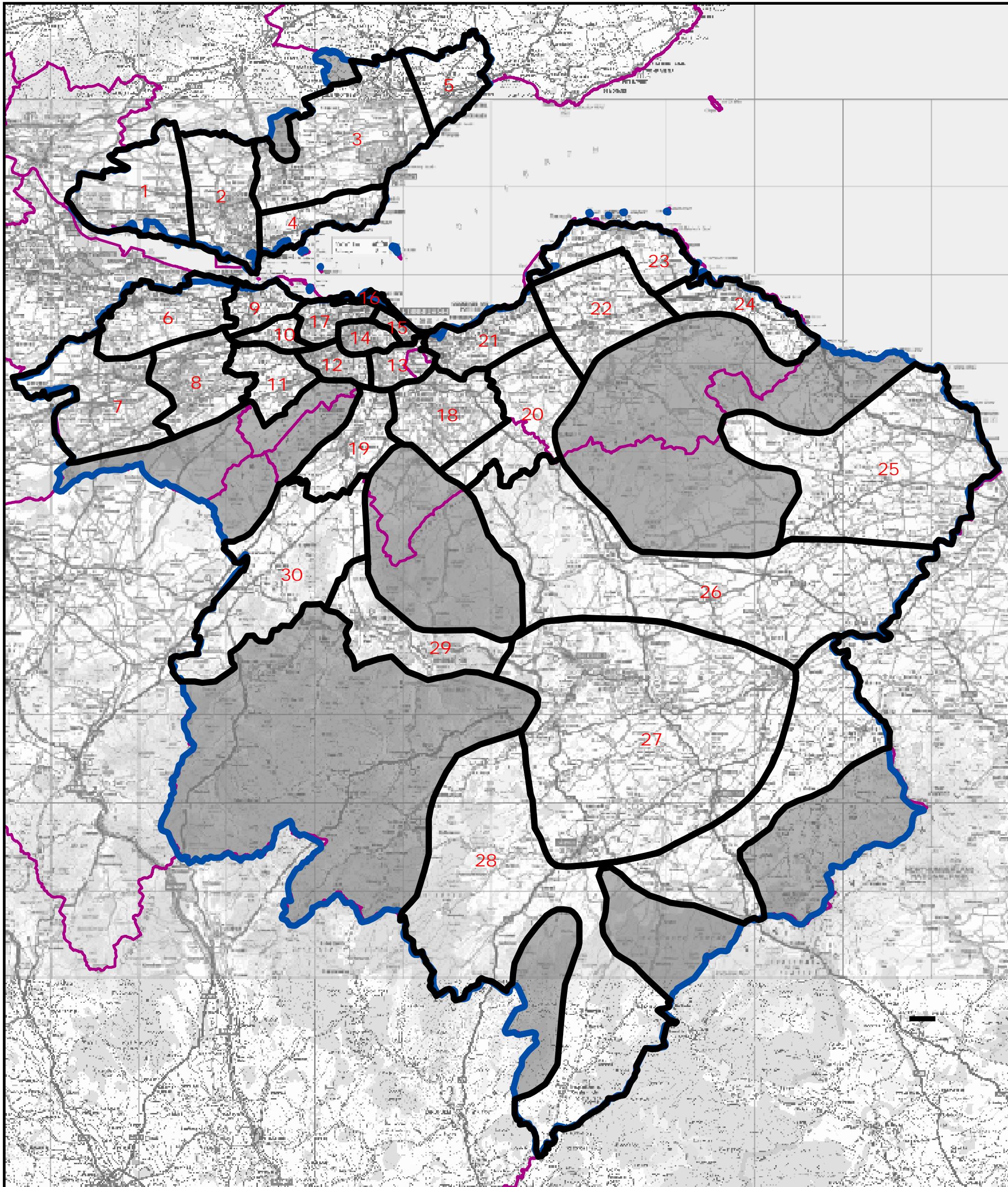
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Areas sieved out at Stage 1

Council Boundaries

Areas for Stage 1 Assessment

SEPlan



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 Areas sieved out at Stage 1

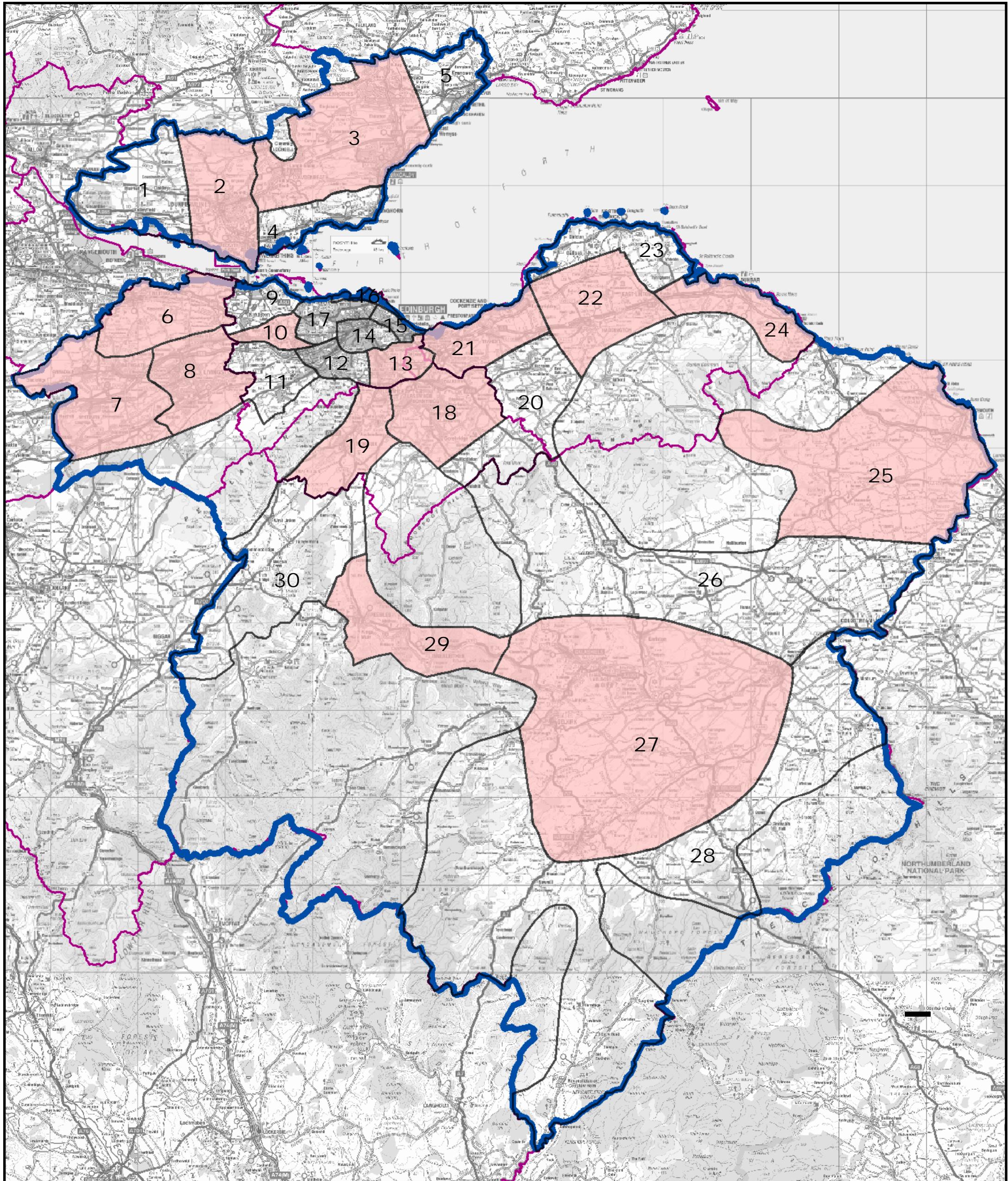
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1-30 Strategic Assessment Areas

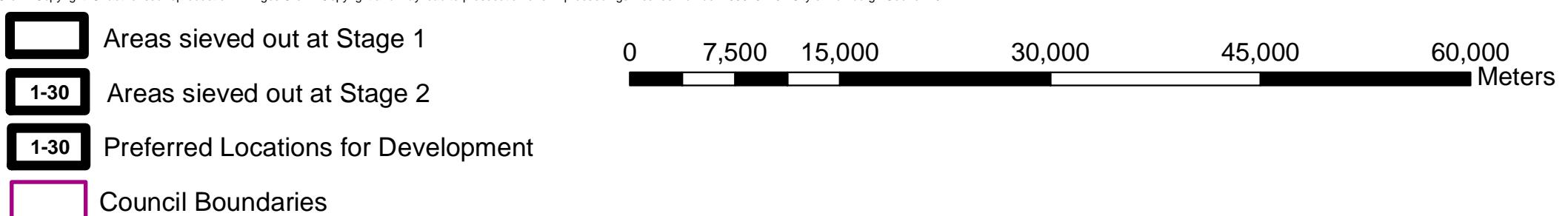
 Council Boundaries

Areas for Stage 2 Assessment

SEPlan



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Preferred Locations for Development SESplan

8 Appendices

8 Appendices

Appendix A - Areas for Stage 1 and Stage 2 Assessment

Appendix B - The Updated Spatial Strategy Assessment

Table 8.1

Criteria	Accessibility
Summary of Methodology	<p>The assessment is based on work undertaken by MVA to assess potential development locations in terms of regional and local accessibility indicators using Accession Modelling. It provided a consistent basis to compare the relative accessibility of locations across the SESplan area.</p> <p>The regional indicators were accessibility to employment, hospital facilities and retail parks and the local indicators were accessibility to GPs, secondary schools and local retail facilities. The accessibility assessments are based on shortest journey times accounting for both public transport routes and road speeds. The regional accessibility indicators are of most relevance in identifying suitable locations for strategic growth.</p> <p>The Stage 1 Accessibility Assessment (PTAL) demonstrated that the built up area of the City of Edinburgh has the best access to public transport services in the SEStran area. The Stage 2 methodology is aimed at measuring the relative accessibility of the outlying parts of the City and the wider region. Strategic Assessment Areas 12, 14 -17 (i.e. those lying within the built up area) have therefore been excluded from the Stage 2 Accessibility Assessment. Based on the outcomes of the Stage 1 Assessment, it can be assumed that these areas have good accessibility.</p> <p>Selected settlements within each of the remaining 25 areas were assessed in terms of the 3 regional indicators using a “Hansen” measure for employment and minimum journey time for others. An average figure was calculated for each area and the scores for each indicator were ranked. For the purposes of this assessment, greatest weight was given to the employment indicator in recognition that travel to and from work generates more journeys in the peak periods than the other two indicators and although the number of shopping trips exceeds travel to work, the travel to work is generally over longer distances.</p>

Strategic Assessment Area	Member Authority	Assessment	Update
		The regional accessibility indicators are less relevant in the Scottish Borders given its dispersed settlements and rural character. Because all of the Borders areas scored less well in terms of these 3 regional accessibility indicators, the local indicators were also taken into account in the assessment of areas 25 -30.	
1. Fife West	FC	This area was ranked 13 th in terms of the employment accessibility indicator. It had similar rankings for hospital (12 th) and retail (9 th)	No change.
2. Dunfermline Area	FC	This area is the most accessible in Fife, and ranked 6 th for employment accessibility, 3 rd for hospital and 6 th for retail.	No change.
3. Glenrothes / Kirkcaldy Area	FC	This area is ranked 14 th in terms of the employment accessibility indicator but has better accessibility to hospital (4 th) and retail facilities (5 th).	No change.
4. Fife South	FC	This area is the second most accessible location in Fife and ranked 10 th in terms of the employment accessibility indicator. It scored well in terms of accessibility to hospital facilities (6 th) but only average for retail (14 th)	No change.
5. Fife East	FC	This area is the least accessible in Fife ranked 19 th (employment), and 18 th (both hospital and retail)	No change.
6. M9 Corridor	WLC	This area is the most accessible in West Lothian in terms of the employment indicator (ranked 3 rd). However accessibility to hospital (11 th) and retail (12 th) facilities is not quite as good.	No change.
7. west West Lothian	WLC	This area has a good level of accessibility, ranked 8 th for employment and hospital facilities and 3 rd for retail.	No change.

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8. M8 Corridor	WLC	This area has very good accessibility to hospital (2nd) and retail (4 th) facilities and good employment accessibility (7 th).	No change.
9. North West Edinburgh	CEC	This area is ranked 2 nd in terms of the employment indicator and also has good accessibility to hospital (7 th) and retail (7 th) facilities.	No change.
10. West Edinburgh	CEC	West Edinburgh is the most accessible location in terms of the employment indicator and is ranked 2 nd for accessibility to retail facilities. Accessibility to hospital facilities is not quite as good (9 th).	No change.
11. South West Edinburgh	CEC	South West Edinburgh is ranked 5th in terms of the employment indicator which is the lowest of the Edinburgh locations. Accessibility to hospital (14 th) and retail (13 th) is only average across the SESplan area and poor compared to other Edinburgh locations.	No change.
12. South Edinburgh	CEC	Not included in Stage 2 Accessibility Assessment. Good accessibility assumed based on Stage 1 Accessibility Assessment (see explanation above).	No change.
13. South East Edinburgh	CEC / MC / ELC	This area is ranked 4 th in terms of the employment indicator and 1 st for accessibility to both hospital and retail facilities.	No change.
14. Central Edinburgh	CEC	Not included in Stage 2 Accessibility Assessment. Good accessibility assumed based on stage 1 Accessibility Assessment (see explanation above).	No change.
15. North East Edinburgh	CEC	Not included in Stage 2 Accessibility Assessment. Good accessibility assumed based on stage 1 Accessibility Assessment (see explanation above).	No change.

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16. Edinburgh Waterfront	CEC	Not included in Stage 2 Accessibility Assessment. Good accessibility assumed based on stage 1 Accessibility Assessment (see explanation above).	No change.
17. North Edinburgh	CEC	Not included in Stage 2 Accessibility Assessment. Good accessibility assumed based on stage 1 Accessibility Assessment (see explanation above).	No change.
18. A7 / A68 / Borders Rail Corridor	MC	This area is ranked 11 th in terms of the employment and retail indicators and 5 th for accessibility to hospital facilities.	No change.
19. A701 Corridor	MC	This area is ranked 12 th in terms of the employment indicator and 10 th for accessibility to retail facilities. Accessibility to hospital facilities is not as good (17 th).	No change.
20. Rural South Lothian Area	MC / ELC	This area has below average accessibility to employment (17 th), hospital facilities (20 th) and retail facilities (15 th).	No change.
21. East Lothian West	ELC	This area is the most accessible part of East Lothian ranked 9 th in terms of the employment indicator, 13 th for accessibility to hospital facilities and 8 th for retail.	No Change.
22. East Lothian Central	ELC	This area is ranked 16 th in terms of accessibility to employment. Accessibility to hospital (23 rd) and retail (20 th) is not as good.	No Change.
23. East Lothian Coastal	ELC	This area is the least accessible part of East Lothian ranked 18 th Overall for accessibility to employment, 25 th for hospital facilities and 21 st for retail.	No Change.
24. East Lothian East	ELC	This area is ranked 15 th in terms of accessibility to employment. Accessibility to hospital (19 th) and retail (22 nd) is not as good.	No Change.

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25. Eastern Borders	SBC	This area scored less well in terms of the employment (24 th) and retail (24 th) indicators. But better accessibility to hospital facilities (15 th) and in terms of the local accessibility indicators, Eastern Borders scored highest of the whole SESplan area. Acts as a sub-regional area	No change.
26. Lauder / Coldstream Area	SBC	This area scored less in terms of the employment (23 rd) and retail (23 rd) indicators. But better accessibility to hospital facilities (16 th) and good northern links to Edinburgh area. In terms of the local accessibility indicators, this area has the 2 nd lowest score overall.	No change.
27. Central Borders	SBC	In regional terms, the area is ranked 22 nd in terms of accessibility to employment, 20 th for accessibility to hospital facilities and 16 th for retail. One of the most accessible areas in terms of local services and facilities in the Scottish Borders (5 th overall).	No change.
28. South Borders	SBC	As expected given its remote, rural nature, this area is the least accessible in terms of both the regional and local accessibility indicators. (25 th for employment, retail and local and 24 th for hospital)	No change.
29. Western Borders	SBC	In terms of regional accessibility, this area is one of the best in the Borders – employment (21 st), hospital (21 st) and retail (17 th). It has good links to Edinburgh area and acts as a sub-regional area for local services and facilities. It is ranked 22 nd in terms of the local accessibility indicator.	No change.
30. West Linton Area	SBC	In terms of the regional employment indicator, this is the most accessible part of the Scottish Borders (20 th). This is probably explained by its proximity to Edinburgh. It is	No change.

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		ranked 22 nd in terms of accessibility to hospital facilities and 19 th for retail. This area is ranked 23 rd for the local accessibility indicator.
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Table 8.2

Criteria	Infrastructure Capacity		
Strategic Assessment Area	Member Authority	Assessment	Update
Summary of Methodology		For the original assessment information for each strategic assessment area was gathered on - water supply / storage, drainage, transport and secondary schools. This information was sourced from SEStran, Transport Scotland, Scottish Water and the six Member Authorities. The information gathered on transport both in the original assessment and in the update has been extracted and is provided separately below. New development on a strategic scale will need significant infrastructure provision. The information in this table helps identify in which locations there are wider infrastructure issues to be overcome.	
1. Fife West	Fife	Water and Drainage – There are currently no existing capacity issues in this area. Future investment will be necessary to provide additional strategic capacity in coming investment periods in order to retain flexibility and contingency within Fife. Infrastructure part 2 and 3 elements may require upgrades (paid for by developers) dependant on the specifics associated with actual sites identified for development. The WWTWs at Kincardine, Valleyfield and Saline have capacity available for incidental growth within the area only.	Water and Drainage – No change, unless indicated by Scottish Water.
			Secondary Schools - Likely to require additional capacity to accommodate existing commitments. A review of the school estate is ongoing.
			<u>Secondary Schools</u> - Require expansion to accommodate commitments.

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2. Dunfermline Area	FC	<p><u>Water and Drainage</u> – There are currently no existing capacity issues in this area. Future investment will be necessary to provide additional strategic capacity in coming investment periods in order to retain flexibility and contingency within Fife. Infrastructure part 2 and 3 elements may require upgrades (paid for by developers) dependent on the specifics associated with actual sites identified for development. There is capacity available at both Ironmill Bay and Dunfermline WWTW to accommodate the growth horizon up to 2032 assuming a fairly even distribution of growth between the catchments.</p> <p><u>Secondary School</u> - New school may be required to accommodate commitments and could provide additional capacity.</p>	<p><u>Water and Drainage</u> – no change, unless indicated by Scottish Water.</p> <p><u>Secondary Schools</u> - Likely to require additional capacity to accommodate existing commitments and this could provide additional capacity. A review of the school estate is ongoing.</p>
3. Glenrothes / Kirkcaldy Area	FC	<p><u>Water and Drainage</u> – There are currently no existing capacity issues in this area. Future investment will be necessary to provide additional strategic capacity in coming investment periods in order to retain flexibility and contingency within Fife. Infrastructure part 2 and 3 elements may require upgrades (paid for by developers) dependent on the specifics associated with actual sites identified for development. Scottish Water will respond to the need for additional investment as and when development comes forward by monitoring available capacity. Scottish Water, local authorities and developers will be required to work together to ensure that appropriate investment is provided as required. In addition, local network mitigation measures remain the developers' responsibility. The majority of this area (Kelty, Cowdenbeath, Cardenden, Lochgelly, Glenrothes etc) drains to Levenmouth PFI asset. Current PFI contracts ensure that these works will provide capacity to a defined population equivalent (PE). Once these limits are reached, responsibility</p>	<p><u>Water and Drainage</u> – No change, unless indicated by Scottish Water.</p> <p><u>Secondary Schools</u> - Proposed replacement schools at Kirkcaldy East and Glenrothes will not increase capacity. Capacity is currently available in Glenrothes. A review of the school estate is ongoing.</p>

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for providing capacity will rest with Scottish Water. Kirkcaldy WWTW is a Scottish Water asset and dependent on where the proposed development occurs, it may need to be upgraded. Anticipated growth in period up to 2024 should be accommodated relatively easily. However significant investment will be required for major development post 2024.	<u>Secondary Schools</u> - Proposed replacement schools at Kirkcaldy East (little spare capacity will be available) and Glenrothes (capacity will be available post 2026). Likely capacity issues at Cowdenbeath.	<u>Water and Drainage</u> – No change, unless indicated by Scottish Water.	<u>Secondary Schools</u> - Likely to require additional capacity to accommodate existing commitments. A review of the school estate is ongoing.
4. Fife South	FC	<u>Water and Drainage</u> – There are currently no existing capacity issues in this area. Future investment will be necessary to provide additional strategic capacity in coming investment periods in order to retain flexibility and contingency within Fife. Infrastructure part 2 and 3 elements may require upgrades (paid for by developers) dependent on the specifics associated with actual sites identified for development. Scottish Water will respond to the need for additional investment as and when development comes forward by monitoring available capacity. Scottish Water, local authorities and developers will be required to work together to ensure that appropriate investment is provided as required. In addition, local network mitigation measures remain the developers' responsibility. Some drainage issues including flooding exist at Burntisland. Dependant on where new development is proposed, Aberdour and Kinghorn WWTW may need to be upgraded.	<u>Secondary Schools</u> - Require expansion to accommodate existing commitments.

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5. Fife East FC	<p><u>Water and Drainage</u> – There are currently no existing capacity issues in this area. Future investment will be necessary to provide additional strategic capacity in coming investment periods in order to retain flexibility and contingency within Fife.</p> <p>Infrastructure part 2 and 3 elements may require upgrades (paid for by developers) dependent on the specifics associated with actual sites identified for development. Scottish Water will respond to the need for additional investment as and when development comes forward by monitoring available capacity. Scottish Water, Local Authorities and developers will be required to work together to ensure that appropriate investment is provided as required. In addition, local network mitigation measures remain the developers' responsibility. The majority of this area (Leven, Methil and Buckhaven) drains to Levenmouth PFI. The current PFI contracts ensure that these works will provide capacity to a defined PE. Once these limits are reached, responsibility for providing capacity will rest with Scottish Water. East Wemyss WWTW is a Scottish Water asset and dependant on where development is proposed may need upgraded.</p> <p><u>Secondary Schools</u> - Require expansion to accommodate commitments.</p>	<p><u>Water and Drainage</u> – No change, unless indicated by Scottish Water.</p> <p><u>Secondary Schools</u> - Proposed replacement schools at Madras and Levenmouth to provide capacity to accommodate existing commitments. A review of the school estate is ongoing.</p>
6. M9 Corridor	<p><u>Water and Drainage</u> – There is currently sufficient supply at the WTWs serving West Lothian to support development. As and when development comes forward (either that already allocated or future allocations), Scottish Water will provide strategic capacity to support new development. Local network improvements, including any modelling work which may be required to identify improvements, as well as site-based infrastructure remains the responsibility of developers to provide. As with many treatment works serving catchments where large</p>	<p><u>Water and Drainage</u> - West Lothian is served by three WTWs – Balmore, Marchbank and Pateshill where capacity is available. These are supported by waste water treatment works across the area where in general capacity is also available. There are capacity issues however, at Blackburn, East</p>

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	<p>scale strategic housing development is allocated, investment will be required to ensure that appropriate capacity solutions can be found to support development in the longer term. Local network mitigation measures remain the responsibility of developers to provide. As and when firm proposals / start dates / build programmes are provided and local mitigation measures agreed, Scottish Water will be able to commence work to ensure that appropriate investment is delivered to support proposals in the longer-term. Capacity cannot be created ahead of development coming forward and close dialogue between all parties is essential to ensure that the right investment is delivered at the right time. For those PFI operated treatment works serving West Lothian, the current PFI contracts ensure that these will provide capacity to define PEs or other such qualifying criteria depending on the PFI contract. Once these limits are reached responsibility for providing capacity generally rests with Scottish Water. Scottish Water will continue to monitor growth levels to ensure that over the longer-term sufficient capacity is provided to meet growth requirements either through PFI contracts or Scottish Water.</p> <p><u>Secondary Schools</u> - Require expansion to accommodate commitments (but no spare capacity for further development). Some limited capacity at Broxburn.</p>	<p>Calder, Fauldhouse, Livingston, Newbridge and the Whitburn WWTWs. Scottish Water advise, however, that concerns regarding capacity should not prevent a site being excluded in the emerging development plan for development as they will work with interested parties to find a solution. Scottish Water's expectation for the Livingston WWTW is that developers / end-users will fund any expansion of the works. The River Almond Catchment Study will inform improvements required here. The East Calder WWTW also forms part of the River Almond Catchment Study and is operated and maintained by Scottish Water. Only if the River Almond Catchment Study indicates that the WWTW requires upgrading for water quality improvements will there be a need for further investment at the East Calder plant.</p>	<p>-</p> <p><u>Secondary Schools</u> - Constraint applies until new secondary schools are built at Winchburgh.</p>
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7.	west West Lothian	<p><u>Water and Drainage</u> – There is currently sufficient supply at the WTWs serving West Lothian to support development. As and when development comes forward (either that already allocated or future allocations), Scottish Water will provide strategic capacity to support new development. Local network improvements, including any modelling work which may be required to identify improvements and site-based infrastructure, remains the responsibility of developers to provide. Existing capacity is available at a number of treatment works. Scottish Water will monitor the situation to ensure that sufficient capacity is provided at treatment works to support new development as it emerges. For those PFI operated treatment works serving West Lothian, capacity will be provided to support new development up to prescribed contractual limits. Beyond this responsibility will revert to Scottish Water.</p> <p><u>Secondary Schools</u> – No capacity. Possible scope for expansion but would provide limited new capacity.</p>	<p><u>Water and Drainage - West Lothian</u></p> <p>is served by three WTWs – Balmore, Marchbank and Pateshill where capacity is available. These are supported by WWTWs across the area where in general capacity is also available. There are capacity issues however, at Blackburn, East Calder, Faulhouse, Livingston, Newbridge and the Whitburn WWTW. Scottish Water advise, however, that concerns regarding capacity should not prevent a site being excluded in the emerging development plan for development as they will work with interested parties to find a solution. Scottish Water's expectation for the Livingston WWTW is that developers / end-users will fund any expansion of the works. The River Almond Catchment Study will inform improvements required here. The East Calder WWTW also forms part of the River Almond Catchment Study and is operated and maintained by Scottish Water. Only if the River Almond Catchment Study indicates that the WWTW requires upgrading for water quality</p>
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		<p>improvements will there be a need for further investment at the East Calder plant.</p> <p><u>Secondary Schools</u> - Constraint applies until a new denominational secondary school is built at Winchburgh. Capacity constraints at Armadale, Bathgate and Whitburn Academies. Catchment reviews and school extensions could be undertaken to provide additional capacity.</p>	<p><u>Water and Drainage</u> - West Lothian is served by three WWTWs - Balmore, Marchbank and Pateshill where capacity is available. These are supported by waste water treatment works across the area where in general capacity is also available. There are capacity issues however, at Blackburn, East Calder, Faulhouse, Livingston, Newbridge and the Whitburn WWTs. Scottish Water advise, however, that concerns regarding capacity should not prevent a site being excluded in the emerging development plan for development as they will work with interested parties to find a solution. Scottish</p>
8.	M8 Corridor	<p><u>WLC</u></p> <p><u>Water and Drainage</u> – There is currently sufficient supply at the WWTWs serving West Lothian to support development. As and when development comes forward (either that already allocated or future allocations), Scottish Water will provide strategic capacity to support new development. Local network improvements, including any modelling work which may be required to identify improvements and site-based infrastructure, remains the responsibility of developers to provide. Scottish Water will respond to the need for additional investment as and when development comes forward. There is no uncertainty around investment for additional development - instead investment can only be delivered in response to emerging needs as and when these can be identified as progressing into build. Scottish Water does not provide investment ahead of development and instead monitor capacity issues to ensure that it can respond in a timely fashion as and when required. It is critical that Scottish Water, local authorities and developers work together to ensure that investment is provided as and when</p>	

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	<p>required. Only commercial development may be required to contribute towards creating capacity to support new development</p> <ul style="list-style-type: none"> - Scottish Water will provide capacity to support residential development. <p><u>Secondary Schools - Review</u> may allow some capacity.</p>	<p>Water's expectation for the Livingston WWTW is that developers / end-users will fund any expansion of the works. The River Almond Catchment Study will inform improvements required here. The East Calder WWTW also forms part of the River Almond Catchment Study and is operated and maintained by Scottish Water. Only if the River Almond Catchment Study indicates that the WWTW requires upgrading for water quality improvements will there be a need for further investment at the East Calder plant.</p> <p><u>Secondary Schools</u> - Some capacity available. New secondary schools at Winchburgh and East Calder (Calderwood) and extensions to high schools in Livingston and West Calder and catchment reviews could create further capacity.</p>	
9.	North West Edinburgh	<p><u>Water and Drainage</u> – Water supply is from existing Marchbank WTW. As and when development comes forward (either that already allocated or future allocations), Scottish Water will provide strategic capacity to support new development. Local network and site-based infrastructure remains the responsibility of the developer to provide.</p>	No change.

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10. West Edinburgh	CEC	<p>The current PFI contracts ensure that these treatment works will provide capacity to defined population equivalents or other such qualifying criteria depending on the contract. Once these limits are reached, responsibility for providing capacity generally rests with Scottish Water. Scottish Water will continue to monitor growth levels to ensure that over the longer-term sufficient capacity is provided to meet growth requirements either through PFI contracts or Scottish Water.</p> <p><u>Transport</u> – Increased delays on the M9 spur and through Kirkliston. Barton junction is a significant capacity constraint. Capacity issues in and around West Edinburgh have implications for this area. Implications of the Forth Replacement Crossing and its associated links need to be considered.</p> <p><u>Secondary Schools</u> – denominational catchment re-alignment underway, capacity available for committed developments in both denominational and non-denominational Secondary Schools; extensions will be required for further developments.</p>	<p>No change.</p> <p><u>Water and Drainage</u> – There is sufficient capacity at the WTW serving this area. On-going work is being undertaken to assess the requirements for water/waste water provision in the West Edinburgh area. This will ensure that the extent of both developer-funded infrastructure and Scottish Water costs are known. The situation will be monitored and proposals worked-up over the mid to longer-term.</p>

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	<p>West Edinburgh is provided with water by both Marchbank and Balmore water treatment works. Water supply in this area will be monitored and operational plans developed in the longer term to ensure security of supply to existing customers and to meet demands from new growth as appropriate.</p>	<p>No evidence of any likely delay in providing strategic capacity at Newbridge/Seafield treatment works whether funded by PFI or Scottish Water. The current PFI contracts ensure that these treatment works will provide capacity to defined population equivalents or other such qualifying criteria depending on the contract. Once these limits are reached, responsibility for providing capacity generally rests with Scottish Water. Scottish Water will continue to monitor growth levels to ensure that sufficient long term capacity is provided to meet growth requirements either through PFI contracts or Scottish Water.</p>	<p><u>Transport</u> – significant committed infrastructure e.g. tram, Gogar Station, Edinburgh – Glasgow (Rail) Improvement Programme (EGIP). West Edinburgh Transport Appraisal identified further necessary interventions associated with development at the airport, Royal Highland Centre and International Business Gateway. These should be delivered through the West Edinburgh Development Partnership.</p> <p>Capacity at Newbridge junction is a significant constraint on the strategic network which will need to be addressed by development in West Edinburgh, West Lothian and potentially Fife. Increased delays on the A8, Gogar and Edinburgh Park area.</p>
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		<p><u>Secondary School</u> – Craigmount HS has limited spare capacity. Limited scope to expand on site. Catchment review would be required which could deliver capacity.</p>	
11. South West Edinburgh	CEC	<p><u>Water and Drainage</u> – As and when development comes forward (either that already allocated or future allocations), Scottish Water will provide strategic capacity to support new development. Local network and site-based infrastructure remains the responsibility of the developer to provide. There is currently no evidence of any likely delay in providing treatment capacity to support new development. The current PFI contracts ensure that these treatment works will provide capacity to defined population equivalents or other such qualifying criteria depending on the contract. Once these limits are reached, responsibility for providing capacity generally rests with Scottish Water. Scottish Water will continue to monitor growth levels to ensure that sufficient long term capacity is provided to meet growth requirements either through PFI contracts or Scottish Water.</p> <p><u>Transport</u> – Increase to number of local services to Currie Station not supported by Transport Scotland because of impact on Glasgow-Edinburgh journey times. Once EGIP is delivered it would be for local interests to develop the case for further enhancements, demonstrating how these can be integrated into the national network. Proposal to upgrade Hermiston P&R. Increase in delays along the A70 and A71 approaches to Edinburgh. Growth in congestion around Hermiston Gait and the Calder junction.</p> <p><u>Secondary School</u> – Currie & Balerno High Schools have limited spare capacity; scope to expand on site.</p>	No change.

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12. South Edinburgh	CEC	<p><u>Water and Drainage</u> – As and when development comes forward (either that already allocated or future allocations), Scottish Water will provide strategic capacity to support new development. Local network and site-based infrastructure remains the responsibility of the developer to provide.</p>	<p>There is currently no evidence of any likely delay in providing treatment capacity to support new development. The current PFI contracts ensure that these treatment works will provide capacity to defined population equivalents or other such qualifying criteria depending on the contract. Once these limits are reached, responsibility for providing capacity generally rests with Scottish Water. Scottish Water will continue to monitor growth levels to ensure that sufficient long term capacity is provided to meet growth requirements either through PFI contracts or Scottish Water.</p> <p><u>Transport</u> – The A720 (city bypass) already operating at or near capacity at peak hours. Increased delays forecast on A720 and associated junctions.</p> <p><u>Secondary School</u> – All at capacity with limited scope for expansion on site.</p>	<p><u>Water and Drainage</u> – No change.</p>
13. South East Edinburgh	CEC / MC / ELC	<p><u>Water and Drainage</u> – As and when development comes forward (either that already allocated or future allocations), Scottish Water will provide strategic capacity to support new development. Local network and site-based infrastructure remains the responsibility of the developer to provide. There is currently no evidence of any likely delay in providing treatment capacity to support new development. The current PFI contracts ensure</p>	<p><u>Secondary School</u> - MLDP MIR seeking views on a new secondary school to serve Shawfair (and potentially parts of East Lothian), rather than extend Dalkeith High</p>	

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	<p>that these treatment works will provide capacity to defined population equivalents or other such qualifying criteria depending on the contract. Once these limits are reached, responsibility for providing capacity generally rests with Scottish Water. Scottish Water will continue to monitor growth levels to ensure that sufficient long term capacity is provided to meet growth requirements either through PFI contracts or Scottish Water.</p> <p><u>Secondary School</u> – Extension required at Dalkeith High School to accommodate Shawfair committed development but no capacity for additional development. Review of Midlothian Secondary School provision underway. Liberton and Gracemount High Schools have limited spare capacity. Both may have some scope for expansion on site. Castlebrae High School has spare capacity.</p>
14. Central Edinburgh	CEC

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15. North East Edinburgh	CEC	<p>growth levels to ensure that sufficient long term capacity is provided to meet growth requirements either through PFI contracts or Scottish Water.</p> <p>Transport – Area at the heart of the regional public transport network and well served by existing rail and bus services. Proposed tram will provide further improvements.</p> <p><u>Secondary School</u> – James Gillespie's (to be rebuilt), Boroughmuir, Drummond & Broughton High Schools all at capacity with limited scope for expansion on site.</p>	<p>No change.</p> <p>Water and Drainage – As and when development comes forward (either that already allocated or future allocations), Scottish Water will provide strategic capacity to support new development. Local network and site-based infrastructure remains the responsibility of the developer to provide.</p> <p>There is currently no evidence of any likely delay in providing treatment capacity to support new development. The current PFI contracts ensure that these treatment works will provide capacity to defined population equivalents or other such qualifying criteria depending on the contract. Once these limits are reached, responsibility for providing capacity generally rests with Scottish Water. Scottish Water will continue to monitor growth levels to ensure that sufficient long term capacity is provided to meet growth requirements either through PFI contracts or Scottish Water.</p> <p>Transport - significant transport infrastructure required as identified in the North East Transport Action Plan.</p>

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		<u>Secondary School</u> – Portobello High School to be rebuilt, but at current capacity; limited scope for growth.	
16. Edinburgh Waterfront	CEC	<p>Water and Drainage – Significant recent investment has been undertaken to provide water supply to enable long-term development proposals for the Waterfront area. As and when other development comes forward (either that already allocated or future allocations), Scottish Water will provide strategic capacity to support new development. Local network and site-based infrastructure remains the responsibility of the developer to provide.</p> <p>There is currently no evidence of any likely delay in providing treatment capacity to support new development. The current PFI contracts ensure that these treatment works will provide capacity to defined population equivalents or other such qualifying criteria depending on the contract. Once these limits are reached, responsibility for providing capacity generally rests with Scottish Water. Scottish Water will continue to monitor growth levels to ensure that sufficient long term capacity is provided to meet growth requirements either through PFI contracts or Scottish Water.</p> <p><u>Transport</u> – significant transport infrastructure required as identified in the North East Transport Action Plan.</p> <p>Tax Incremental Finance (TIF) approach to be used to fund infrastructure delivery.</p>	No change.

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		<p><u>Secondary School</u> – Phase 1 will use existing Secondary School capacity; new Secondary School for Leith docks proposed for further phases. Leith & Trinity High Schools have limited spare capacity and limited potential to expand.</p>	
17. North Edinburgh	CEC	<p><u>Water and Drainage</u> – As and when development comes forward (either that already allocated or future allocations), Scottish Water will provide strategic capacity to support new development. Local network and site-based infrastructure remains the responsibility of the developer to provide.</p> <p>There is currently no evidence of any likely delay in providing treatment capacity to support new development. The current PFI contracts ensure that these treatment works will provide capacity to defined population equivalents or other such qualifying criteria depending on the contract. Once these limits are reached, responsibility for providing capacity generally rests with Scottish Water. Scottish Water will continue to monitor growth levels to ensure that sufficient long term capacity is provided to meet growth requirements either through PFI contracts or Scottish Water.</p> <p><u>Transport</u> - Junction delays at Maybury, Barnton, Quality St, Blackhall and Gyle. Development proposals at West Edinburgh may exacerbate these delays.</p> <p><u>Secondary School</u> - Craigmount High School has limited spare capacity. Has limited scope to expand on site; Catchment review would be required to deliver capacity; Craigroyston High School limited spare capacity.</p>	<p>No change.</p>

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18. A7 / A68 / Borders Rail Corridor	MC	<p><u>Water and Drainage</u> – Capacity currently exists at the relevant WTW to support development allocated in Local Plans. In the longer-term, available capacity will be monitored and any necessary strategic capacity that may be required will be provided by Scottish Water. Local network and site-based infrastructure remains the responsibility of the developer to provide. There is currently no evidence of any likely delay in providing treatment capacity to support new development. The current PFI contracts ensure that these treatment works will provide capacity to defined PEs or other such qualifying criteria depending on the contract. Once these limits are reached, responsibility for providing capacity generally rests with Scottish Water. Scottish Water will continue to monitor growth levels to ensure that sufficient long term capacity is provided to meet growth requirements either through PFI contracts or Scottish Water.</p> <p><u>Secondary Schools</u> – No Secondary School capacity available once committed development taken into account. Newbattle High School will require to be rebuilt / extended to meet commitments. No scope to extend further. Dalkeith High School to be extended to accommodate Shawfair; no scope to extend further.</p>	<p><u>Water and Drainage</u> – No change.</p> <p><u>Secondary Schools</u> – If decision taken to build new secondary school at Shawfair (for which no funding has been identified), this will remove need to extend at Dalkeith High School, where site is constrained. Newbattle and Lasswade High Schools will, or have been replaced by new builds. MLDP MIR assumes both will need extension to meet MIR housing. No scope for further extensions.</p>	<p><u>Water and Drainage</u> – No change.</p> <p><u>Secondary Schools</u> – Any spare capacity will be utilised by MLDP MIR allocations in corridor. No additional capacity remaining.</p>
19. A701 Corridor				

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20. Rural South Lothian Area	<p>current PFI contracts ensure that these treatment works will provide capacity to defined PEs or other such qualifying criteria depending on the contract. Once these limits are reached, responsibility for providing capacity generally rests with Scottish Water. Scottish Water will continue to monitor growth levels to ensure that sufficient long term capacity is provided to meet growth requirements either through PFI contracts or Scottish Water.</p> <p><u>Secondary Schools</u> – Some limited capacity at Penicuik (Penicuik and Beeslack High Schools). However some may be used in catchment rationalisation.</p>	<p><u>Water and Drainage</u> – Capacity currently exists at the relevant WTW to support development allocated in Local Plans. In the longer-term available capacity will be monitored and any necessary strategic capacity that may be required will be provided by Scottish Water. Local network and site-based infrastructure remains the responsibility of the developer to provide.</p> <p>Some parts of this area drain to Seafield WTW which is a PFI asset. Other smaller settlements in the area have their own small treatment works or septic tanks.</p> <p><u>Transport</u>: road network unsuitable for significant growth; no planned public transport investment that will support this location. Modest deterioration on the A6093, no issues on the A68 in this area.</p> <p><u>Secondary Schools</u> – comments as Area 18 and 21/22 – no capacity beyond committed development.</p>	<p>No change.</p>

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21. East Lothian West	ELC	<p><u>Water and Drainage</u> – Capacity currently exists at the relevant WTW to support development allocated in Local Plans. In the longer-term available capacity will be monitored and any necessary strategic capacity that may be required will be provided by Scottish Water. Local network and site-based infrastructure remains the responsibility of the developer to provide. There is currently no evidence of any likely delay in providing treatment capacity to support new development. The current PFI contracts ensure that these treatment works will provide capacity to defined population equivalents or other such qualifying criteria depending on the contract. Once these limits are reached, responsibility for providing capacity generally rests with Scottish Water. Scottish Water will continue to monitor growth levels to ensure that sufficient long term capacity is provided to meet growth requirements either through PFI contracts or Scottish Water.</p> <p>-</p> <p><u>Secondary Schools</u> – Musselburgh Grammar and Ross High (Tranent) will be at capacity (2017; 2020). Preston Lodge has capacity for committed development.</p>	<p><u>Water and Drainage – No Change.</u></p> <p><u>Secondary schools</u> – Musselburgh Grammar has the potential to expand significantly beyond current commitments but this would require substantial demolition and rebuild. End state capacity unclear at moment. New primary school would be required in Musselburgh Grammar catchment to accommodate significant additional housing other than in Whitecraig. Preston Lodge Secondary may now have some significant spare capacity, over time beyond committed developments.</p> <p>Cockenzie Primary has scope for significant expansion, while Longniddry Primary has some modest capacity. Limited capacity at its upper infant school will limit the ability of Prestopans Primary to accommodate significant further growth. Ross High Secondary has some modest potential to expand. Macmerry and Sanderson's Wynd Primary have the greatest capacity for an expansion of primary capacity. Windygouil Primary has significant capacity issues that are likely to involve negotiations with</p>
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			landowner / developer to address the existing situation and allow additional capacity. Elsewhere, capacity and expansion potential is very limited at Primary level.
22.	East Lothian Central	ELC	<p><u>Water and Drainage</u> – Capacity currently exists at the relevant WTW to support development allocated in Local Plans. In the longer-term, available capacity will be monitored and any necessary strategic capacity that may be required will be provided by Scottish Water. Local network and site-based infrastructure remains the responsibility of the developer to provide. Capacity currently exists at the relevant WWTW to support development allocated in Local Plans. In the longer-term available capacity will be monitored and any necessary strategic capacity that may be required will be provided by Scottish Water. Some local network issues may require to be addressed and such issues remain the responsibility of the developer to address.</p> <p><u>Secondary School</u> – Knox Academy will be at capacity at 2018.</p>
23.	East Lothian Coastal	ELC	<p><u>Water and Drainage</u> – Capacity currently exists at the relevant WTW to support development allocated in Local Plans. In the longer-term available capacity will be monitored and any necessary strategic capacity that may be required will be provided by Scottish Water. Local network and site-based infrastructure remains the responsibility of the developer to provide. Capacity currently exists at the relevant WWTW to support development allocated in Local Plans. In the longer-term</p>

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	<p>available capacity will be monitored and any necessary strategic capacity that may be required will be provided by Scottish Water. Some local network issues may require to be addressed and such issues remain the responsibility of the developer to address. Given particular issues at North Berwick, should large scale development be allocated in this area in the mid to long-term then a solution will need to be agreed between stakeholders to allow development to progress.</p> <p><u>Secondary School</u> – North Berwick High School will be at capacity at 2016.</p> <p>Overall, there are significant infrastructure constraints at North Berwick.</p>	<p>to be one to avoid. Aberlady, and more particularly, Gullane have significant potential spare capacity.</p>
24. East Lothian East	<p>ELC</p> <p>Water and Drainage – Capacity currently exists at the relevant WTW to support development allocated in Local Plans. In the longer-term available capacity will be monitored and any necessary strategic capacity that may be required will be provided by Scottish Water. Local network and site-based infrastructure remains the responsibility of the developer to provide. Capacity currently exists at the relevant WWTW to support development allocated in Local Plans. In the longer-term available capacity will be monitored and any necessary strategic capacity that may be required will be provided by Scottish Water. Some local network issues particularly around water storage may require to be addressed and such issues remain the responsibility of the developer to address. However, Scottish Water is currently considering potential solutions.</p> <p><u>Secondary School</u> – Dunbar Grammar at capacity at 2014.</p>	<p><u>Secondary school</u> – Dunbar Grammar has the capacity for a modest expansion. Within this school cluster, only Stenton Primary cannot be expanded. A modest increase in capacity is possible in the other Primary School's here.</p> <p>Water and Drainage – No Change.</p>

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25. Eastern Borders	SBC	<p><u>Water and Drainage</u> – Capacity currently exists at the relevant WTW to support development allocated in Local Plans. In the longer-term available capacity will be monitored and any necessary strategic capacity that may be required will be provided by Scottish Water. Local network and site-based infrastructure remains the responsibility of the developer to provide. There is generally available capacity at the larger treatment works serving this area but there may be limited capacity at some of the smaller works. Scottish Water's normal investment rules will apply. If new development is allocated, Scottish Water will monitor the situation to ensure that appropriate capacity can be provided as and when such development comes forward to build.</p> <p>-</p> <p><u>Secondary Schools</u> – Some longer term capacity at Berwickshire and Eyemouth High Schools.</p>	<p><u>Water and Drainage</u> - No change.</p> <p><u>Secondary Schools</u> – No change.</p> <p><u>Primary Schools</u> – Reston Primary School has severe capacity issues and a suitable replacement site needs to be found.</p>
26. Lauder / Coldstream Area	SBC	<p><u>Water and Drainage</u> – There is treatment capacity to support new development. Any local network enhancements and site-based infrastructure remains the responsibility of the developer to provide. There is generally available capacity at the larger treatment works serving this area but there may be limited capacity at some of the smaller works. Scottish Water's normal investment rules will apply. If new development is allocated, Scottish Water will monitor the situation to ensure that appropriate capacity can be provided as and when such development comes forward to build.</p> <p>-</p>	<p><u>Water and Drainage</u> – No change.</p> <p><u>Secondary School</u> – Remove “<i>but little beyond that</i>”.</p> <p>The Director of Education has advised that there is no schools capacity for further large-scale development in Lauder.</p>

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		<u>Secondary Schools</u> – Earlston High School has capacity for committed development, but little beyond that.	Water and Drainage – No change.
27. Central Borders	SBC	<p><u>Water and Drainage</u> – There is treatment capacity to support new development. Any local network enhancements and site-based infrastructure remains the responsibility of the developer to provide. There is generally available capacity at the larger treatment works serving this area but there may be limited capacity at some of the smaller works. Scottish Water's normal investment rules will apply. If new development is allocated, Scottish Water will monitor the situation to ensure that appropriate capacity can be provided as and when such development comes forward to build.</p> <ul style="list-style-type: none"> - <p><u>Secondary Schools</u> – Hawick, Jedburgh, Kelso and Selkirk secondary schools have capacity. Earlston unlikely to have capacity longer term (after committed development). Galashiels has capacity for modest development.</p>	<p><u>Secondary Schools</u> – Earlston, Galashiels, Hawick, Jedburgh and Selkirk Secondary Schools have capacity. Kelso High School is unsuitable for future use and it has been agreed that a new school will be built, due to open in 2016.</p> <p><u>Primary Schools</u> – There are significant issues with Primary Schools in Galashiels. The Primary Schools in Newtown St Boswells and St Boswells as well as Philiphaugh and Knowepark in Selkirk, may have capacity issues depending on future capacity. There are also capacity issues at Broomlands Primary School in Kelso.</p>
28. South Borders	SBC	<u>Water and Drainage</u> – Currently there is no capacity at Bonchester WTW and limited capacity at Southdean WTW and Newcastleton WTW. Any local network enhancements and site-based infrastructure remains the responsibility of the developer to provide. There is generally available capacity at the larger treatment works serving this area but there may be	<u>Water and Drainage</u> – Currently there is limited capacity at Bonchester WTW, Chesters WTW, Morebattle and Yetholm WTW. There is sufficient capacity at Newcastleton WTW to serve

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	<p>limited capacity at some of the smaller works. Scottish Water's normal investment rules will apply. If new development is allocated, Scottish Water will monitor the situation to ensure that appropriate capacity can be provided as and when such development comes forward to build.</p> <p><u>Secondary Schools</u> – Hawick and Jedburgh Secondary Schools have capacity.</p>	<p>existing allocations within the settlement. Any local network enhancements and site-based infrastructure remains the responsibility of the developer to provide. Scottish Water's normal investment rules will apply. If new development is allocated, Scottish Water will monitor the situation to ensure that appropriate capacity can be provided as and when such development comes forward to build.</p> <p><u>Secondary School</u> – Hawick, Jedburgh and Selkirk Secondary Schools have capacity. Kelso High School is unsuitable for future use and it has been agreed that a new school will be built, due to open in 2016.</p> <p><u>Primary Schools</u> – The Primary School at Sprouston may have capacity issues depending on future development.</p>	<p><u>Water and Drainage</u> – There is treatment capacity to support the development identified in the Local Plan, however any additional development would require the WTW to be upgraded. Any local network enhancements and site-based infrastructure</p>
29. Western Borders	SBC	<p><u>Water and Drainage</u> – There is treatment capacity to support the development identified in the Local Plan, however any additional development would require the WTW to be upgraded. Any local network enhancements and site-based infrastructure</p>	<p><u>Water and Drainage</u> – No change.</p> <p><u>Secondary Schools</u> – No change.</p>

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			<p><u>Primary Schools</u> - If development continues and school capacities are pressured further, a new Primary School south of River Tweed will be required.</p> <p>-</p> <p><u>Secondary Schools</u> – Peebles High School has capacity for committed development. There may be very limited additional capacity.</p>
30. West Linton Area	SBC		<p><u>Water and Drainage</u> – There is treatment capacity to support new development. Any local network enhancements and site-based infrastructure remains the responsibility of the developer to provide. There is generally available capacity at the larger treatment works serving this area but there may be limited capacity at some of the smaller works. Scottish Water's normal investment rules will apply. If new development is allocated, Scottish Water will monitor the situation to ensure that appropriate capacity can be provided as and when such development comes forward to build.</p> <p>-</p> <p><u>Secondary Schools</u> - Peebles High School has capacity for committed development. There may be very limited additional capacity.</p>

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Table 8.3

Criteria				Land Availability and Development Capacity	
Summary of Methodology		Source of Information : Current Local Plans and Local Authorities			
<p>Consideration has been given to land availability. This is defined as land suitable for development located within or adjacent to existing settlements or adjacent to existing development allocations. It has taken into account any known constraints such as topography, ground conditions, non-compatible neighbouring uses.</p> <p>The development capacity of the area has also been assessed. This takes account of the character of the area and its suitability for significant development. It also takes account of the amount of land already identified for development in existing development plans or with current planning permissions. It is important to consider whether it is appropriate to allocate more development land in these areas. If there is capacity for growth in the longer term but not in the short term, then phasing of development becomes an issue.</p>					
Strategic Assessment Area	Member Authority	Assessment	Update		
1. Fife West	FC	Little or no capacity beyond sites identified in the existing local plan.	Potential for development especially in Cairneyhill, Oakley and Crossford with limited potential for Charlestown and Limekilns.		
2. Dunfermline Area	FC	Some development potential at the north eastern edge of Dunfermline, Halbeath area.	Development potential to the north west, north and east of Dunfermline and Forth Bridgehead especially Rosyth and Inverkeithing).		
3. Glenrothes / Kirkcaldy Area	FC	Potential capacity in the Cowdenbeath, Lochgelly, Kelty and Ballingry area. Potential capacity around Glenrothes area particularly to the south around Thornton and Markinch.	Potential capacity in the Cowdenbeath, Kelty and Cardenden areas. Potential capacity around Glenrothes area particularly to the south around Thornton.		

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4. Fife South	FC	Very limited capacity for future development.	Limited capacity beyond current local plan allocations, however good rail connections along the East Coast Main line.
5. Fife East	FC	Little capacity for development beyond the existing Strategic Land Allocation.	No change.
6. M9 Corridor	WLC	May be potential for future development, principally within existing core development allocations at Winchburgh.	No change.
7. west West Lothian	WLC	May be potential for development, principally within existing core development allocations at Armadale and strategic allocations at Heartlands, Whitburn. However, smaller settlements within the area may also have development potential in the short term.	Substantial allocations for development exist within existing core development area allocations and strategic allocations at Heartlands, Whitburn. There is limited opportunity for further development due to secondary school constraints.
8. M8 Corridor	WLC	May be potential for development, principally within the existing core development areas at Livingston and Almond Valley and East Broxburn / Uphall.	No change.
9. North West Edinburgh	CEC	May be potential for additional development at Queensferry. At Kirkliston, there is already over 600 new houses proposed and not yet built.	No change.
10. West Edinburgh	CEC	A number of potential options to accommodate additional development – both brownfield and greenfield.	No change.
11. South West Edinburgh	CEC	A number of potential options to accommodate additional development.	No change.

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12. South Edinburgh	CEC	Limited greenfield land available for strategic development	No change.
13. South East Edinburgh	CEC / MC / ELC	A number of potential options to accommodate additional development	MLDP MIR considered two options to meet requirements. No scope for additional contributions in period to 2024.
14. Central Edinburgh	CEC	Limited land available beyond existing local plan allocations for business, retail and housing. Windfall opportunities may emerge through the SDP period but difficult to identify at this time.	No change.
15. North East Edinburgh	CEC	Limited land available for strategic development. May be windfall opportunities on brownfield land.	No change.
16. Edinburgh Waterfront	CEC	Significant land already allocated for long term development in the existing local plan. No development capacity for further allocations at this time.	No change.
17. North Edinburgh	CEC	Limited land available for strategic development. More likely to be windfall opportunities on brownfield land.	No change.
18. A7 / A68 / Borders Rail Corridor	MC	Significant land has already been allocated but not yet developed. However there is potential for some additional strategic development, which could benefit from proximity to the Borders rail route. Factors such as topography and coalescence could limit the scale of additional development.	MLDP MIR considered limited reasonable alternatives. No scope for these to come forward as additional contributions in period to 2024.

19. A701 Corridor	MC	Significant land has already been allocated but not yet developed. However there is potential for some additional strategic development.	MLDP MIR considered limited reasonable alternatives. No scope for these to come forward as additional contributions in period to 2024.
20. Rural South Lothian Area	MC / ELC	Little potential to accommodate strategic growth: characterised by small, rural settlements with limited transport accessibility. Factors such as topography and coalescence could limit the scale of additional development.	All of Midlothian settlements with potential for expansion have been included in Assessment Areas 13, 18 and 19. There is no scope for strategic growth in the small villages / hamlets in the MC part of this Area.
21. East Lothian West	ELC	A number of potential options to accommodate future development, including expansion of Blindwells. In addition to infrastructure and environmental impacts covered in other criteria, consideration needs to be given to site planning considerations, nature and scale of land uses and potential programme for delivery.	A number of significant existing allocations undeveloped. A number of additional potential options to accommodate further future development in the 'late short-term' to medium / long term. This could include expansion of Musselburgh to the west and east and Longniddry to the south. This could produce capacity for 1,500 to 2,000 units, although this level of additional development may be required to compensate for slippage in the existing land supply rather than provide for additional units and should not be assumed as able to contribute to an increased requirement.
22. East Lothian Central	ELC	Substantial undeveloped strategic housing land allocation in Haddington with some limited potential increase in capacity subject to assessment of infrastructure capacity. Further significant development opportunities in the town limited to avoid impact on landscape setting. Other smaller settlements in the area are not	No change.

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		appropriate for strategic housing land releases. Limited employment opportunities available/likely.	No change.
23. East Lothian Coastal	ELC	Little or no capacity beyond sites identified in the current local plan. North Berwick, the logical settlement for any strategic growth in this area, has a major drainage constraint. Limited employment opportunities available.	Some potential opportunities south-east Dunbar (400) late short-term to medium term although this level of additional development may be required to compensate for slippage in the existing land supply rather than provide for additional units and should not be assumed as able to contribute to an increased requirement.
24. East Lothian East	ELC	Substantial and rapid growth over the last 10 years has placed pressure on the town's infrastructure (drainage and education) and has not been accompanied by a commensurate increase in local employment opportunity. Other than that which could complete current settlement strategy, further significant growth could begin to affect landscape setting. Limited capacity for further large-scale housing allocations.	The Consolidated Local Plan identifies significant capacity for housing, and potential longer-term housing areas are also identified in, Duns and Reston. Housing completions within the Scottish Borders have continually declined over this last four years from 659 completions in 2007 / 2008 Housing Land Audit to 266 in the 2011 / 2012 Housing Land Audit. For that reason there is limited scope for further allowances to be made particularly in view of marketability factors.
25. Eastern Borders	SBC	Significant capacity identified through recent structure plan and local plan amendment. Little requirement for short term provision. Potential longer term development identified in local plan amendment at Duns and Reston.	

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26. Lauder / Coldstream Area	SBC	<p>Significant capacity identified through recent structure plan and local plan Amendments. Little requirement for short term provision. Potential longer term development identified in local plan amendment at Coldstream.</p> <p>The Consolidated Local Plan identifies significant capacity for housing, and potential longer-term housing areas are also identified in, Coldstream and Greenlaw. Housing completions within the Scottish Borders have continually declined over this last four years from 659 completions in 2007 / 2008 Housing Land Audit to 266 in the 2011 / 2012 Housing Land Audit. For that reason there is limited scope for further allowances to be made particularly in view of marketability factors.</p>
27. Central Borders	SBC	<p>Significant capacity identified through recent structure plan and local plan Amendments. Little requirement for short term provision. Potential longer term development identified in local plan amendment at Earlston, Hawick, Kelso, and Galashiels.</p> <p>The Consolidated Local Plan identifies significant capacity for housing, and potential longer-term housing areas are also identified in, Kelso, Earlston, Hawick and Galashiels. Housing completions within the Scottish Borders have continually declined over this last four years from 659 completions in 2007 / 2008 Housing Land Audit to 266 in the 2011 / 2012 Housing Land Audit. For that reason there is limited scope for further allowances to be made particularly in view of marketability factors.</p>
28. South Borders	SBC	<p>Capacity identified through recent structure plan and local plan Amendments. Little requirement for short term provision.</p> <p>The Consolidated Local Plan identifies capacity for housing within the South Borders. Housing completions within the Scottish Borders have continually declined over this last four years from 659 completions in 2007 / 2008 Housing Land Audit to 266 in the 2011 / 2012 Housing Land Audit. For that reason there is limited scope for further allowances to be made particularly in view of marketability factors and in view of the</p>

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		relative remoteness and the absence of any major settlements in the area where few development proposals are appropriate.
29. Western Borders	SBC	<p>Significant capacity identified through recent structure plan and local plan Amendments. Little requirement for short term provision. Potential longer term development identified in local plan amendment at Peebles and Innerleithen</p> <p>The Consolidated Local Plan identifies significant capacity for housing, and potential longer-term housing areas are also identified in Peebles and Innerleithen. Housing completions within the Scottish Borders have continually declined over this last four years from 659 completions in 2007 / 2008 Housing Land Audit to 266 in the 2011 / 2012 Housing Land Audit. For that reason there is limited scope for further allowances to be made in view of marketability factors.</p>
30. West Linton Area	SBC	<p>Capacity identified through recent structure plan and local plan Amendments. Little requirement for short term provision.</p> <p>The Consolidated Local Plan identifies significant capacity for housing. Housing completions within the Scottish Borders have continually declined over this last four years from 659 completions in 2007 / 2008 Housing Land Audit to 266 in the 2011 / 2012 Housing Land Audit. For that reason there is limited scope for further allowances to be made in view of marketability factors.</p>

Table 8.4

Criteria	Green Belt
Summary of Methodology	Structure plans and local plans were reviewed to identify extent of Green Belt, including proposed / draft Green Belts (Dunfermline and West Fife Local Plan). The conclusions of the Edinburgh Green Belt Study December 2008 were also assessed. This was undertaken in 2 stages. Stage 1 to identify those areas of Green Belt of greatest importance in terms of SPP landscape and open space objectives. Stage 2 to explore

the development capacity of the areas was considered to be of lesser significance. For the purposes of this assessment, consideration was also given to the potential impact on Countryside Belts (WLC) and Country-side Around Towns (CATS) (SBC). Although not statutory Green Belt, these areas fulfil a similar function in terms of landscape setting and open space around towns.

Each strategic assessment area was considered in terms of potential impact on the Green Belt (or countryside belts in WLC and CAT in SBC).

Nb. For the areas covered by the Edinburgh Green Belt Study 2008, the reference numbers in the comments column refers to LCAs (Landscape Character Areas) and the text in italics is from the Stage 2 Assessment.

Strategic Assessment Area	Member Authority	Assessment	Update
1. Fife West	FC	No Green Belt.	No Green Belt.
2. Dunfermline Area	FC	Proposed Green Belt (draft Dunfermline and West Fife LP) on west / south west side of Dunfermline, scope for further development (beyond local plan requirements). Green Belt does not extend to the north of Dunfermline.	Green Belt designated to the south west side of Dunfermline, in the adopted Dunfermline & West Fife Local Plan (Nov. 2012).
3. Glenrothes / Kirkcaldy Area	FC	No Green Belt.	No Green Belt.
4. Fife South	FC	No Green Belt.	No Green Belt.
5. Fife East	FC	No Green Belt.	No Green Belt.
6. M9 Corridor	WLC	Countryside Belt (WLLP). Land between Winchburgh (S/W) and Broxburn (N/ W/ SW).	No change.
7. west West Lothian	WLC	Countryside Belt (WLLP) W/ S/ E of Bathgate.	No change.

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8. M8 Corridor	WLC	Countryside Belt (WLPP) around Livingston.	No change.
9. North West Edinburgh	CEC	<p>LCAs 10, 11, 12, 13, 14, 15, 17, 21, 5, 7 (pt); Stage 2 – 11, 14, 17, 21;</p> <p>Of 10 LCAs, only 4 areas of lesser significance.</p> <p>Stage 2 concluded that there may be limited landscape capacity for development south of South Queensferry (14) and very limited landscape capacity at Craigiehall (21). No landscape capacity in the other two areas.</p> <p>Strategic development is likely to have a significant impact on the Green Belt.</p>	<p>No change.</p>
10. West Edinburgh	CEC	<p>LCAs 6,7 (pt),8, 9, 72 29 (small part); Stage 2 – 6, 8, 9, 72;</p> <p>Of 6 LCAs, 4 are of lesser significance.</p> <p>Stage 2 concluded that landscape capacity for a small area of development south of Cammo housing area (6); potential for business and industrial use at Airport (72).</p> <p>The Green Belt Study doesn't recognise that WEPF 2008 proposes removal of Area 9B (International Business Gateway) from the Green Belt.</p> <p>There is potential for strategic development to be accommodated on non-Green Belt land or Green Belt of lesser significance.</p>	<p>No change.</p>

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11. South West Edinburgh	CEC	<p>LCAs 22, 23, 29 (pt), 30, 26, 27, 28, 31, 34 (pt), 35, 36, 38; Stage 2 – 26, 27, 30, 31;</p> <p>Of 12 LCAs, only 4 areas of lesser significance.</p> <p>Stage 2 concluded limited landscape capacity for extension north of Currie and small scale extension north of Balerno (27) and limited landscape capacity for development at Juniper Green and Currie and N of Currie (31). No landscape capacity in other two areas.</p> <p>There is potential for strategic development to be directed to Green Belt of lesser significance.</p>	No change.
12. South Edinburgh	CEC	<p>LCAs 52(pt), 53(pt), 71; Stage 2 – none.</p> <p>Only limited Green Belt land in this area, but it is of high landscape and open space value. Its development would have a significant impact on the Green Belt.</p>	No change.
13. South East Edinburgh	CEC / MC / ELC	<p>LCAs 43(pt), 44(pt), 52(pt), 53(pt), 54, 48, 96, 47, 55, 49, 85(pt), 46, 95, 45, 94; Stage 2 - 43(pt), 44(pt), 47, 85(pt), 46, 95, 45. Of 15 LCAs, 7 are of lesser significance. Stage 2 concluded there is limited landscape capacity for development west of Burdiehouse village and south of Burdiehouse (44) and at Old Craighall (95). There is landscape capacity identified at Melville Nurseries (85) but this has already been taken forward in the Midlothian Local Plan (85).</p> <p>There is potential for strategic development to be directed to Green Belt of lesser significance.</p>	<p>MLDP MIR identifies potential sites, as both preferred and reasonable alternative options within LCA 46, despite the GB Study not identifying any areas with landscape capacity for development, to meet the SESplan requirements. There is no scope to remove further GB land without seriously</p>

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			impacting on the landscape / settlement framework for the Shawfair area.
14. Central Edinburgh	CEC	LCAs 56, 57, 58, 60; Stage 2 – none.	No change.
		Green Belt in this area is of high landscape and open space value. Its development would have a significant impact on the Green Belt.	
15. North East Edinburgh	CEC	No Green Belt.	No change.
16. Edinburgh Waterfront	CEC	No Green Belt.	No change.
17. North Edinburgh	CEC	LCAs 1, 2, 3, 4, 50; Stage 2 - none.	No change.
		Only small part of area is Green Belt. But all is of high landscape and open space value. Development on these areas would have a significant impact on the Green Belt.	
18. A7 / A68 / Borders Rail Corridor	MC	LCAs 44(pt), 83(pt), 82(pt), 85(pt), 84, 86, 87(pt), 88(pt). Stage 2 – 44(pt), 83(pt), 85(pt), 86, 88. Of 8 LCAs, 5 are of lesser significance. Stage 2 concluded some landscape capacity for development at South Melville LCA (86), along with additional Green Belt sites. Measures proposed to mitigate coalescence. No additional areas suggested through GB Study.	MLDP MIR identifies as a preferred development option the area in the South Melville LCA (86), along with additional Green Belt sites. Measures proposed to mitigate coalescence. No additional areas suggested through GB Study.

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19. A701 Corridor	MC	LCAs 43 (pt), 44(pt), 80, 81, 82(pt), 83(pt), 77, 78, 79; Stage 2 - 43 (pt), 44(pt), 80, 81, 83(pt), 77, 78. Of 9 LCAs, 7 are of lesser significance. Landscape capacity identified in (44), (80), (81) areas but these had already been taken forward in the Midlothian Local Plan. Limited landscape capacity for development east of Loanhead (83). None in other areas. There is potential for strategic development to be directed to limited areas of Green Belt of lesser significance.	MLDP MIR identifies potential for employment expansion (for an existing user) within the area identified in the GB Study, i.e. LCA 83. MLDP MIR already considering removal of additional areas of Green Belt to meet SESplan requirements. No additional scope for loss of GB land.
20. Rural South Lothian Area	MC / ELC	No Green Belt.	No change.
21. East Lothian West	ELC	LCAs 87(pt), 93, 91, 90, 88(pt), 89, 90, 91, 92, 93; Stage 2 - 88(pt)	No change. Of 10 LCAs, only 1 of lesser significance. Stage 2 identifies no landscape capacity for development. Therefore strategic development in the western part of this area is likely to have a significant impact on the Green Belt.
22. East Lothian Central	ELC	No Green Belt.	No change.
23. East Lothian Coastal	ELC	No Green Belt.	No change.
24. East Lothian East	ELC	No Green Belt.	No change.

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25. Eastern Borders	SBC	No Green Belt.	No change.
26. Lauder / Coldstream Area	SBC	No Green Belt.	No change.
27. Central Borders	SBC	Countryside around town (CAT) at Galashiels, Tweedbank, Darnick, Gattonside, Melrose, Newstead, St Boswells and Newtown St Boswells.	No change.
28. South Borders	SBC	No Green Belt.	No change.
29. Western Borders	SBC	No Green Belt.	No change.
30. West Linton Area	SBC	No Green Belt.	No change.

Table 8.5

Criteria	Landscape Designations
Summary of Methodology	<p>With the exception of the City of Edinburgh Council (CEC) and Fife Council (FC) areas, information on Areas of Great Landscape Value and similar designation e.g. Areas of Special Landscape Control in West Lothian was taken from existing local plan maps. In line with SNH guidance on designation of local landscape designations, CEC and FC have undertaken work to identify candidate Special Landscape Areas (cSLAs). These will inform future local development plans and will replace the existing AGLV designations in existing local plans. In the CEC and FC areas, these cSLAs have been used in this assessment.</p> <p>Mapped information was gathered across the SESplan area on the location of historic gardens and designed landscapes.</p>

Strategic Assessment Area	Member Authority	Assessment	Update
		All strategic assessment areas have been considered based on potential impact that development would have on land of high landscape quality.	
1. Fife West	FC	Part of cSLA at northern end.	The area to the north of Saline is designated a Local Landscape Area (Dunfermline & West Fife Local Plan 2012).
2. Dunfermline Area	FC	cSLAs to the north and south of this area.	Designated Local Landscape Areas to the north and south of Dunfermline (Dunfermline & West Fife Local Plan 2012).
3. Glenrothes / Kirkcaldy Area	FC	cSLA to north west of Glenrothes.	Designated SLA to north of Glenrothes (Mid Fife Local Plan 2012).
4. Fife South	FC	Significant AGLV coverage (add details of which AGLV for consistency).	Almost all of the area is designated a Local Landscape Area (Dunfermline & West Fife Local Plan 2012 / Mid Fife Local Plan 2012).
5. Fife East	FC	No designated areas of local landscape value.	The Wemyss area, along the Fife coast, is designated a Local Landscape Area (Mid Fife Local Plan 2012).
6. M9 Corridor	WLC	Bathgate Hills and River Avon Valley, Forth Shore, Airngath Hills AGLVs.	In line with SNH guidance on designation of local landscape designations, WLC has undertaken work to identify candidate Special Landscape Areas (cSLAs). These will inform future local development plans and will replace the existing AGLV designations in existing local plans. It is anticipated that the outputs from the local landscape designation review will be reported to

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			committee in late 2013. Seven areas have been identified as potential cSLAs largely reflecting current AGLVs.
7. West Lothian	WLC	Bathgate Hills and River Avon Valley, Blackridge Heights AGLVs and some Areas of Special Landscape Control.	In line with SNH guidance on designation of local landscape designations, WLC has undertaken work to identify candidate Special Landscape Areas (cSLAs). These will inform future local development plans and will replace the existing AGLV designations in existing local plans. It is anticipated that the outputs from the local landscape designation review will be reported to committee in late 2013. Seven areas have been identified as potential cSLAs largely reflecting current AGLVs.
8. M8 Corridor	WLC	Almond & Linthouse Valleys AGLV and some Areas of Special Landscape Control.	In line with SNH guidance on designation of local landscape designations, WLC has undertaken work to identify candidate Special Landscape Areas (cSLAs). These will inform future local development plans and will replace the existing AGLV designations in existing local plans. It is anticipated that the outputs from the local landscape designation review will be reported to committee in late 2013. Seven areas have been identified as potential cSLAs largely reflecting current AGLVs.
9. North West Edinburgh	CEC	Includes Southern Forth Coast, Lower Almond, Dundas and Craigie Hill cSLAs. Number of Designed Landscapes.	No change.
10. West Edinburgh	CEC	Includes Cammo and part of Gogar cSLAs. Designed Landscape.	No change.

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11. South West Edinburgh	CEC	Includes Upper Almond, Ratho Hills, Water of Leith – west and part of Gogar cSLAs.	No change.
12. South Edinburgh	CEC	Includes Craigmillar Castle and part of Water of Leith west, Pentlands and Braid Hills cSLAs.	No change.
13. South East Edinburgh	CEC / MC / ELC	Includes Craigmillar Castle, The Drum, Edmonstone and part of Braid Hills cSLAs. Some Designed Landscapes.	No change.
14. Central Edinburgh	CEC	Includes Water of Leith – New Town, Princes Street Gardens, Calton Hill, Holyrood cSLAs and some Designed Landscapes.	No change.
15. North East Edinburgh	CEC	None.	None.
16. Edinburgh Waterfront	CEC	None.	None.
17. North Edinburgh	CEC	Includes Corstorphine Hill and Inverleith CSLA.	No change.
18. A7 / A68 / Borders Rail Corridor	MC	Significant AGLV coverage close to existing settlements and Designed Landscapes.	MLDP MIR is consulting on proposed changes to local landscape designation, i.e. proposed Special Landscape Areas. Minimal areas proposed for removal from protected areas. None would provide scope for development.

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19. A701 Corridor	MC	AGLVs and Designed Landscapes to south of Penicuik and close to rivers.	MLDP MIR is consulting on proposed changes to local landscape designation, i.e. proposed Special Landscape Areas. Changes proposed for this corridor will not provide scope for development.
20. Rural South Lothian Area	MC / ELC	Land in Midlothian is part of a Moorfoots / Lammermuirs AGLV.	MLDP MIR is consulting on proposed changes to local landscape designation, i.e. proposed Special Landscape Areas. Proposed changes are relatively minimal and would not remove protection from the majority of this Assessment Area within Midlothian.
21. East Lothian West	ELC	Coastal Stretch from Seton Sands to Longniddry is AGLV.	No change.
22. East Lothian Central	ELC	Traprain Law, Garleton Hills and some designed Landscapes.	No change.
23. East Lothian Coastal	ELC	North Berwick Law, Coastal Stretch from Aberlady to North Berwick and some Designed Landscapes.	No change.
24. East Lothian East	ELC	Coastal Stretch from North Berwick through Dunbar to ELC Boundary is AGLV.	No change.
25. Eastern Borders	SBC	Coastal Stretch north of Eyemouth is AGLV. Designed Landscapes around a number of settlements.	Since the Assessment was produced SBC have undertaken a wholesale review of local landscape designations which has resulted in AGLVs being replaced by SLAs. The Berwickshire Coast SLA covers land on the coastal stretch south of Eyemouth to the Border; and north to St Abbs Head (where the boundary of the SDA in the Proposed Plan is). Settlements are not included within the SLAs.

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			There are designated landscapes to the south of Eyemouth, north east of Ayton and north of Duns.
26. Lauder / Coldstream Area	SBC	No AGLV. Designed Landscapes around a number of settlements.	<p>Since the Assessment was produced SBC have undertaken a wholesale review of local landscape designations which has resulted in AGLVs being replaced by SLAs. The Lammermuir Hills SLA covers land to the A68, extending south along the A697 to where the southern upland way crosses east to west.</p> <p>There are designated landscapes on the eastern side of Lauder and on the western side of Coldstream.</p>
27. Central Borders	SBC	National Scenic Area and AGLV. Designed Landscapes around a number of settlements.	<p>Since the Assessment was produced SBC have undertaken a wholesale review of local landscape designations which has resulted in AGLVs being replaced by SLAs.</p> <p>The Central Borders area includes the Eildon Hills National Scenic Area and three Special Landscape Areas, the Tweed Lowlands, Teviot Valleys and the Tweed, Ettrick and Yarrow Confluences.</p> <p>There are a number of Gardens and Designed Landscapes within the Central Borders area.</p>
28. South Borders	SBC	No AGLV. Designed Landscapes around a number of settlements.	Since the Assessment was produced SBC have undertaken a wholesale review of local landscape designations which has resulted in AGLVs being replaced by SLAs.

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		The South Borders area includes part of the Tweed, Ettrick and Yarrow Confluences Special Landscape Area and the Cheviot Foothills Special Landscape Area as well as the Bowhill Garden and Designed Landscape.
29. Western Borders	SBC	<p>AGLV around Peebles. Designed Landscapes around a number of settlements.</p> <p>The newly designated Tweed Valley Special Landscape Area almost entirely wraps around the settlement of Peebles, and extends down the valley south east and entirely wraps around the settlements of Innerleithen and Walkerburn.</p> <p>There are Gardens and Designed Landscapes to the south east of Peebles and to the south of Innerleithen.</p>
30. West Linton Area	SBC	<p>No AGLV. Designed Landscapes around a number of settlements.</p> <p>The newly designated Pentlands Special Landscape Area to the north west of the settlement of West Linton. The SLA extends as far south to the settlement of Dolphinton and to the north and beyond Carllops.</p> <p>There are Gardens and Designed Landscapes to the north of Eddleston and to the north east of Carllops.</p>

Table 8.6

Criteria	Regeneration Potential
Summary of Methodology	<p>Source of Information - The Scottish Index of Multiple Deprivation (SIMD) 2009.</p> <p>The Scottish Index of Multiple Deprivation (SIMD) 2009 identifies small area concentrations of multiple deprivation across all of Scotland in a fair way. The SIMD provides a relative measure of deprivation which means that the main output from SIMD - the SIMD ranks - can be used to compare data zones by providing</p>

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a relative ranking from most deprived (rank 1) to least deprived (rank 6,505). The SIMD cannot be used to determine 'how much' more deprived one data zone is than another e.g. it is not possible to say that data zone X, ranked 50, is twice as deprived as data zone Y, ranked 100.

The SIMD combines 38 indicators across 7 domains, namely: income, employment, health, education, skills and training, housing, geographic access and crime. The overall index is a weighted sum of the seven domain scores. The weighting for each domain is based on the relative importance of the domain in measuring multiple deprivation, the robustness of the data and the time lag between data collection and the production of the SIMD. The domain weightings were subject to sensitivity analysis to assess the effects of any changes in weights on the overall index ranks.

The SIMD ranks all of Scotland's datazones from the most deprived to the least. For the Stage 2 Assessment, these ranks were rebased to rank only the datazones within the SESplan area from the most deprived to the least. Using small area population estimates at datazone level, it was possible to calculate the proportion of the population resident in each of the 30 zones that were living within the most deprived 10% of the SESplan area.

Strategic Assessment Area	Member Authority	Assessment	Update
1. Fife West	FC	Pockets of high deprivation in places such as High Valleyfield and Oakley.	Pockets of high deprivation in places such as High and Low Valleyfield and Oakley and Comrie.
2. Dunfermline Area	FC	Pockets of High Deprivation in places such as Abbeyview, Touch and Broomhall.	High Deprivation in places such as Abbeyview and Touch in Dunfermline. Also areas of deprivation in Inverkeithing and Rosyth.

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3. Glenrothes / Kirkcaldy Area	FC	New development could bring regeneration benefits to a number of existing communities.	Pockets of deprivation in and around Glenrothes and Kirkcaldy. Also areas of deprivation in Lochgelly, Cowdenbeath and Kelty. Higher deprivation in Ballingry and the Loths.
4. Fife South	FC	Committed development will reuse brownfield land at the Waterfront. This area is generally not considered deprived.	No areas of deprivation, with the exception of Burntisland Docks.
5. Fife East	FC	Potential for regeneration benefits in Levenmouth area.	High deprivation in parts of Levenmouth. Potential for regeneration benefits in Levenmouth area.
6. M9 Corridor	WLC	Limited regeneration opportunities.	No change.
7. West West Lothian	WLC	Significant opportunity for regeneration benefits.	No change.
8. M8 Corridor	WLC	Some potential for regeneration.	No change.
9. North West Edinburgh	CEC	Limited opportunity for regeneration benefits.	No change.
10. West Edinburgh	CEC	Recent Rural West Edinburgh Local Plan Alteration identified housing led regeneration proposals in Newbridge and Ratho Station. Further regeneration opportunities limited.	No change.
11. South West Edinburgh	CEC	Limited regeneration opportunities.	No change.

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12. South Edinburgh	CEC	Some areas of significant deprivation such as Sighthill and Wester Hailes. But other parts of this area are more affluent.	No change.
13. South East Edinburgh	CEC / MC / ELC	Already significant regeneration activity and proposals in this area in Craigmiller and through South East Wedge allocations.	No change.
14. Central Edinburgh	CEC	Mixed character area – some pockets of high deprivation located next to more affluent communities.	No change.
15. North East Edinburgh	CEC	Development in the adjacent Waterfront area will bring benefit to North East Edinburgh.	No change.
16. Edinburgh Waterfront	CEC	The scoring reflects the limited number of people currently living in this area. Development here will bring regeneration benefits for the adjacent areas of North and North East Edinburgh.	No change.
17. North Edinburgh	CEC	Development in the adjacent Waterfront area will bring benefit to North Edinburgh.	No change.
18. A7 / A68 / Borders Rail Corridor	MC	There are some areas of deprivation but the scope for regeneration benefit related to new development is nil. All the land adjacent to areas of deprivation is already allocated. Committed development will have the scope to address some of the deprivation issues but there is no scope for further benefit from new allocations.	No change.
19. A701 Corridor	MC	Limited regeneration opportunities.	No change.

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20. Rural South Lothian Area	MC / ELC	Limited regeneration opportunities.	No change.
21. East Lothian West	ELC	There are some areas of deprivation but the scope for regeneration benefit related to new development is limited.	No change.
22. East Lothian Central	ELC	Limited regeneration opportunities.	No change.
23. East Lothian Coastal	ELC	Limited regeneration opportunities.	No change.
24. East Lothian East	ELC	Limited regeneration opportunities.	No change.
25. Eastern Borders	SBC	Some smaller scale regeneration opportunities associated with main towns.	No change.
26. Lauder / Coldstream Area	SBC	Some smaller scale regeneration opportunities associated with main towns.	No change.
27. Central Borders	SBC	Some areas of deprivation. Regeneration opportunities associated with main towns.	No change.
28. South Borders	SBC	Limited regeneration opportunities.	No change.
29. Western Borders	SBC	Some regeneration opportunities associated with main towns.	No change.
30. West Linton Area	SBC	Limited regeneration opportunities.	No change.

Table 8.7

Criteria	Prime Agricultural Land		
Summary of Methodology	Prime agricultural land is defined as Classes 1, 2 and 3.1 on the Macaulay Institute "Land Capability for Agriculture Maps". Each of the areas has been assessed in relation to potential loss of prime agricultural land.		
Strategic Assessment Area	Member Authority	Assessment	Update
1. Fife West	FC	Majority of land outwith built up areas is prime quality.	No change.
2. Dunfermline Area	FC	Outwith the built up areas, majority of land is prime quality.	No change.
3. Glenrothes / Kirkcaldy Area	FC	Some prime with significant pocket of land unsuitable for agricultural use around Cardenden / Lochgelly.	No change.
4. Fife South	FC	Some pockets of prime quality land.	No change.
5. Fife East	FC	Majority of land outwith built up areas is prime quality.	No change.
6. M9 Corridor	WLC	All prime quality with the exception of the higher ground to the south of Linlithgow.	No change.
7. west West Lothian	WLC	Some areas of prime land adjacent to Bathgate and Armadale.	No change.
8. M8 Corridor	WLC	Land to the east of Livingston is prime quality.	No change.

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9.	North West Edinburgh	CEC	Predominantly prime quality except coastal land to east of Queensferry.	No change.
10.	West Edinburgh	CEC	All land outwith built up areas is prime quality.	No change.
11.	South West Edinburgh	CEC	Most of the area to south of Currie and Balerno is not prime quality but the remainder of this area is.	No change.
12.	South Edinburgh	CEC	Nearly all built up area.	No change.
13.	South East Edinburgh	CEC / MC / ELC		No change.
14.	Central Edinburgh	CEC	All built up area.	No change.
15.	North East Edinburgh	CEC	All built up area.	No change.
16.	Edinburgh Waterfront	CEC	All built up area.	No change.
17.	North Edinburgh	CEC	All built up area.	No change.
18.	A7 / A68 / Borders Rail Corridor	MC	All prime quality except land adjacent to watercourses.	No change.
19.	A701 Corridor	MC	The northern part of this area is predominantly prime quality, with land adjacent to and to the south of Penicuik of lesser quality.	No change.
20.	Rural South Lothian Area	MC / ELC	All prime quality except the area to the south of Gorebridge.	No change.
21.	East Lothian West	ELC	All land outwith built up areas is prime quality.	No change.
22.	East Lothian Central	ELC	All prime quality except higher ground just to north of Haddington	No change.

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23. East Lothian Coastal	ELC	The area between Gullane and North Berwick along the coast is not prime quality. Prime quality land is located further inland to the south and east.	No change.
24. East Lothian East	ELC	All land outwith built up areas is prime quality.	No change.
25. Eastern Borders	SBC	Mostly prime agricultural land except area to the west around Cranshaws and Ellemford	No change.
26. Lauder / Coldstream Area	SBC	Prime agricultural land in eastern half of area but land west of Gordon is not.	Add “north and west of Gordon”.
27. Central Borders	SBC	Area around Kelso, Smailholm and Ancrum is prime agricultural land. The area west of the A68 is not.	Remove “The area west of the A68 is not”.
28. South Borders	SBC	Little prime agricultural land.	No change.
29. Western Borders	SBC	Little prime agricultural land.	No change.
30. West Linton Area	SBC	Little prime agricultural land.	No change.

Table 8.8

Criteria	Transport
Summary of Methodology	The information here is drawn from the MVA transport appraisal work and the Transport Scotland response to the transport appraisal. Accessibility was assessed separately. This table looks at capacity issues relating to transport infrastructure. The MVA 2032 reference case models what the impacts on transport infrastructure would be in 2032 if committed transport schemes implemented. The findings were then used to model “do something” scenarios for potential transport schemes but these are not included here for the purposes of the spatial strategy assessment. Details are available on page 4 of Appendix of the Transport Technical Note available at http://www.scotland.gov.uk/Topics/Transport-and-mobility/transport-network&assets/Strategic-planning/Strategic-planning

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Strategic Assessment Area	Member Authority	Assessment
1. Fife West	FC	Pressure on junctions north of Kincardine Bridge. Increasing delays on the A985 and A907 but traffic flows within expected limits. Lack of rail link to Edinburgh. Local roads inadequate for significant growth.
2. Dunfermline Area	FC	Increase in junction delays and deterioration in level of service in and around Dunfermline. Forth Replacement Crossing does not provide significant additional capacity. Potential for improvements as part of Forth Replacement Crossing public transport strategy. Funding secured for Park and Ride site at Halbeath and bus hard shoulder running from south of Halbeath to Newbridge. There are plans for a northern Dunfermline link road. Inverkeithing to Halbeath railway line is a Strategic Transport Project Review (STPR) proposal but no funding yet committed.
3. Glenrothes / Kirkcaldy Area	FC	A92 / Redhouse roundabout congestion at peak times – Fife Council and Transport Scotland working with existing developer to identify mitigation measures which will be developer funded; general deterioration in level of public transport services on A92 west of A910. Cross Forth road and rail capacity issues affect this area. Current rail infrastructure in Fife has spare capacity
4. Fife South	FC	Local roads inadequate for significant growth in the Burntisland / Kinghorn area. Increase in delays on the A921 approaching Dalgety Bay / Inverkeithing. Cross Forth road and rail capacity issues affect this area.
5. Fife East	FC	
6. M9 Corridor	WLC	Transport Scotland's position with regard to Winchburgh rail station is changing. Much could depend on EGIP and proposals for High Speed Rail 2. Non-rail public transport interventions need to be considered. Additional park and ride parking spaces recently provided at Linlithgow Rail Station. Increased junction delays in Linlithgow and B8046 / A904 junction. General deterioration of public transport services on M9 and A904.

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		<p>The strategic pinch points on existing road infrastructure are at Junctions 3 and 4 of the M8; and in a wider context sites located in the proximity of the M8, M9 and A89 corridors. Together these sites have a potential cumulative effect at Junction 1 of the M9 at Newbridge where there are capacity issues which have implications for the strategically important national developments in west Edinburgh area. This is a key constraint to growth. Transport Scotland support the principle of west facing slips on the M9 at junction 3 provided these are wholly developer funded. The western approaches from West Lothian into Edinburgh along the A89 / A8 and M8 suffer congestion at peak times. There is pressure for further park and ride facilities along the Edinburgh to Glasgow rail line particularly at Linlithgow. However, this station and train services are heavily congested.</p> <p>There is a need for improved public transport measures to reduce public transport journey times along the A89 / A8 corridor. The opening of the improved slips at J1A on the M9 has provided new motorway connections to and from the Forth Bridge, Fife and the north.</p>	<p>As part of the Managed Crossing Strategy for the Forth Replacement Crossing, a Public Transport Strategy was developed by Transport Scotland in consultation with a number of partner organisations, including West Lothian Council, and published in 2010. The strategy includes a number of traffic management proposals (ITS (Integrated Transport Systems), bus lanes on the M8 and M9) that may impact on or complement transport initiatives identified in the current West Lothian Local Plan such as the new motorway junction at Winchburgh and identifies the key role of improvements at Newbridge to improve public transport access.</p>
7.	west West Lothian	WLC	<p>Increased delays at junctions in Bathgate, Armadale and Whitburn. Increased delays on the A801 and A7066. The proposed upgrading of the A801 between Grangemouth and the M8 is included in the STPR. There has been a significant deterioration of level of public transport services on the M8.</p>

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<p>The A801 is a key national and well used local route. A key improvement to this route would be the introduction of the long planned ‘missing link’ to replace the existing Avon Gorge at the northern end of the route. The accessibility of Armadale and Blackridge as result of the completion of the Edinburgh to Glasgow via Airdrie rail line potentially makes these areas, from a transportation perspective, suitable for future development.</p> <p>In addition the new junction on the M8 at Heartlands improves accessibility at Whitburn and creates opportunities to build on the public transport interchange identified at the new junction. This could be further improved by the provision of new cycle and bus links to the new station at Armadale.</p>	<p>Impact of development on the M8 needs to be considered. Some junctions in Broxburn and Livingston are under pressure. The A899 (Livingston), A71 and the A89 are all experiencing increased delays. The A801 meets the M8 at junction 4 and early delivery of improvements identified in the West Lothian Local Plan would help support development in this area. Capacity issues in and around West Edinburgh have implications for this area.</p> <p>The existing rail link is the Bathgate - Edinburgh line, and provides a direct link to Glasgow Queen Street (lower level) and has new stations at Armadale, Bathgate and Blackridge, while the existing stations at Livingston North and Uphall Station have been improved.</p> <p>Increased accessibility to the rail network has been achieved by lengthening of platforms at Uphall Station, Livingston North and Bathgate stations to accommodate longer trains and the introduction of extra parking at rail station car parks; the completion of Phase 1 of Fastlink providing improved access to more direct strategic bus services to Edinburgh; low frequency direct bus service to Glasgow; and re-opening of the Airdrie to Bathgate rail line including the provision of parking at the new stations in Armadale and Blackridge.</p>
<p>8. M8 Corridor</p>	<p>WLC</p>

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		<p>This corridor also provides for strategic bus based public transport links between Glasgow and Edinburgh using the M8 while bus links between Bathgate, Broxburn and Livingston use the A89. The M8 is the main strategic road. Both routes converge on Newbridge Roundabout which is identified as a key constraint to continuing growth along this corridor.</p> <p>The construction of J4a is underway and its completion improves accessibility to Whitburn and the surrounding area.</p>
9.	North West Edinburgh	<p>CEC</p> <p>Increased delays on the M9 spur and through Kirkliston. Barnton junction is a significant capacity constraint. Capacity issues in and around West Edinburgh have implications for this area. Implications of the Forth Replacement Crossing and its associated links need to be considered.</p>
10.	West Edinburgh	<p>CEC</p> <p>Significant committed infrastructure e.g. tram, Gogar Station, Edinburgh – Glasgow (Rail) Improvement Programme (EGIP). West Edinburgh Transport Appraisal identified further necessary interventions associated with development at the airport, Royal Highland Centre and International Business Gateway. These should be delivered through the West Edinburgh Development Partnership. Capacity at Newbridge junction is a significant constraint on the strategic network which will need to be addressed by development in West Edinburgh, West Lothian and potentially Fife. Increased delays on the A8, Gogar and Edinburgh Park area.</p>
11.	South West Edinburgh	<p>CEC</p> <p>Increase to number of local services to Currie Station not supported by Transport Scotland because of impact on Glasgow-Edinburgh journey times. Once EGIP is delivered it would be for local interests to develop the case for further enhancements, demonstrating how these can be integrated into the national network. Proposal to upgrade Hermiston P&R. Increase in delays along the A70 and A71 approaches to Edinburgh. Growth in congestion around Hermiston Gait and the Calder junction.</p>

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12. South Edinburgh	CEC	In 2007 the A720 (city bypass) already operating at or near capacity at peak hours. Increased delays are forecast on A720 and associated junctions. Junction improvements will push congestion at pinch points elsewhere on the network.
13. South East Edinburgh	CEC / MC / ELC	<p>The A720 (city bypass) already operating at or near capacity at peak hours.</p> <p>Very significant increase in delays forecast on eastern stretches of the A720 and associated junctions including Sheriffhall and Old Craighall. Transport Scotland has significant concerns regarding the impact of development on Sheriffhall junction. There are established principles for developer contributions towards the Sheriffhall roundabout as part of South East wedge developments. This is a significant infrastructure constraint for which there is no clear delivery mechanism beyond that which is already committed.</p> <p>Rail based park and ride at Newcraighall and Brunstane and bus based at Sheriffhall. Potential for public transport improvements with the Borders Rail link and South East tram.</p> <p>Borders Rail project in progress which will deliver associated bridge infrastructure to assist delivery of Shawfair new community.</p>
14. Central Edinburgh	CEC	Area at the heart of the regional public transport network and well served by existing rail and bus services. Proposed tram will provide further improvements.
15. North East Edinburgh	CEC	Significant transport infrastructure required as identified in the North East Transport Action Plan.
16. Edinburgh Waterfront	CEC	Significant transport infrastructure required as identified in the North East Transport Action Plan. Tax Incremental Finance (TIF) approach to be used to fund infrastructure delivery.
17. North Edinburgh	CEC	Junction delays at Maybury, Barnton, Quality St, Blackhall and Gyle. Development proposals at West Edinburgh may exacerbate these delays.

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18. A7 / A68 / Borders Rail Corridor	MC	<p>Additional capacity is required at the A720 Sheriffhall junction with capacity issues also at other junctions including Gilmerton and Lasswade. There are established principles for developer contributions towards the Sheriffhall roundabout as part of South East Wedge developments. This is a significant infrastructure constraint for which there is no clear delivery mechanism beyond that which is already committed. Transport Scotland raising significant concerns re the scale of development in Midlothian, and impact on trunk roads / junctions. No ready solution to resolve issues.</p> <p>There are significant delays on the A6106, A68, A7, A768 and B704 approaches to Edinburgh. Park and ride capacity at stations on the Borders Railway need to be considered. MLDP MIR transport modelling demonstrating significant congestion issues affecting roads/junctions on trunk and non-trunk roads in the corridor.</p>
19. A701 Corridor	MC	<p>Increased junction delays along the A701 including Straiton junction on the A720 city bypass. Park and Ride site at Straiton. Some additional delay on A702 from Penicuik junction approaching Lothianburn. Park and Ride consented at Lothianburn but no funding commitment. Transport Scotland raising significant concerns re the A701 and A702 junctions on the A720 city bypass. Concerned about the scale of development in Midlothian, and impact of this additional traffic on trunk roads / junctions. No ready solution to resolve issues. MLDP MIR transport modelling demonstrating significant congestion issues affecting roads / junctions on trunk and non-trunk roads in the corridor. MLDP MIR consulting on a new A701 bypass road to resolve congestion, but prospect of delivery relatively low / may not resolve A720 / A701 junction issues.</p>
20. Rural South Lothian Area	MC / ELC	<p>Road network unsuitable for significant growth; no planned public transport investment that will support this location. Modest deterioration on the A6093, no issues on the A68 in this area.</p>

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21. East Lothian West	ELC	<p>Increased congestion on the A198 and the A1 approaching Edinburgh has resulted in a reduced level of public transport service from Tranent to Old Craighall and beyond. Old Craighall junction on the A1 requires upgrading. There are ongoing discussions involving Transport Scotland, East Lothian Council and SEPlan to resolve issues at Old Craighall junction. There has been no resolution, although a recent appeal decision suggested that the issue was for Transport Scotland to address rather than East Lothian. Bankton, Dolphinstone and Wallyford junctions all have limited capacities. Existing proposal for a rail halt at Blindwells which is not currently supported by Transport Scotland. A study on the business case for rail enhancements between Edinburgh and Newcastle via Dunbar was completed in 2011. There has been a very limited increase in Edinburgh to Dunbar services but not to the extent that intervening stations have any significantly greater carrying capacity. Potential capacity issues on North Berwick train services.</p>
22. East Lothian Central	ELC	<p>Road networks are operating within capacity in this area. However the capacity problems at Old Craighall, Bankton, Dolphinstone and Wallyford junctions on the A1 also affect this area (see comments on Area 21). Potential capacity issues on North Berwick train services (see reference to rail study in Area 21). There is a study into possible new stations at Reston and East Linton ongoing. No Transport Scotland commitment at this stage.</p>
23. East Lothian Coastal	ELC	<p>Minor but not significant delays on A198 coastal route. The capacity problems at Old Craighall junction on the A1 also affect this area. Potential capacity issues on North Berwick train services (see reference to rail study in Area 21).</p>
24. East Lothian East	ELC	<p>Possible trunk road constraints depending on the location and scale of future development. The capacity problems at Old Craighall junction on the A1 also affect this area (see comments on Area 21). There has been a very limited increase in Edinburgh to Dunbar services but not to the extent that Dunbar and intervening stations have any significantly greater carrying capacity.</p>

25. Eastern Borders	SBC	There is currently no commitment for the proposed new rail station at Reston. However the East Coast rail study (see Area 21) will include an appraisal of the potential for this and the Edinburgh-Berwick-Upon-Tweed Local Rail Study, which was finalised in June 2013, has highlighted the potential for new station facilities at Reston. The latter has been presented to Scottish Government for comment. If opportunities are identified these will be considered by Transport Scotland but implementation will be subject to available funding. There are low levels of commuting to Edinburgh.
26. Lauder / Coldstream Area	SBC	The Borders Rail project will improve connectivity on the A7 corridor. This includes a station at Stow. No significant regional issues in this area. There are low levels of commuting to Edinburgh. There will be modifications to the road network around Falahill.
27. Central Borders	SBC	Some increase in delays on the A6999 (Selkirk – Kelso). The B6374 Galashiels to Melrose corridor has capacity issues. Selkirk bypass not included in the STPR. Instead the STPR recommends active route management and targeted individual investments to provide safety and operational improvements on the A7. Some delays on the A6091 and A68 junction. Galashiels town centre local network issues. The Borders Rail project and the Galashiels Transport Interchange with new stations at Tweedbank and Stow will improve connectivity.
28. South Borders	SBC	Improving transport links to the Central Borders, Peebles and Carlisle is particularly important for the rural communities within this area.
29. Western Borders	SBC	Improvements to the A703 (outwith the Scottish Borders at the Leadburn Junction) to improve links with the City are required. New river crossing required at Peebles if further development.
30. West Linton Area	SBC	No significant regional issues in this area, however there is congestion within West Linton village centre.

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Table 8.9

Strategic Assessment Area	Fife West
Description of Area	Reference Number
Area to west of Dunfermline served by two main roads (A985 and A907). No rail services. Predominantly rural character and a number of existing villages. Coastal area along Firth of Forth is high biodiversity value and may be at risk of flooding.	1
Existing allocations for around 1,000 houses.	
Overall Assessment	
Development in this area would have no impact on the Green Belt and limited impact on areas of high landscape value. It could bring regeneration benefits to existing communities. Development is likely to result in loss of prime agricultural land. The accessibility and infrastructure assessment were reasonable.	
However, there is limited capacity for additional strategic development.	
Recommended as Preferred Location for Development in Original Assessment?	
NO	
Recommended as Preferred Location for Development in Updated Assessment?	
NO	

Table 8.10

Strategic Assessment Area	Dunfermline Area
Reference Number	2
Description of Area	<p>This area is dominated by the main settlement of Dunfermline which has two train stations and a major bus station. There are also train stations at Rosyth and Inverkeithing. It has excellent road links within Fife and beyond.</p> <p>Pockets of high landscape value to west and northwest. Includes proposed Dunfermline Green Belt to the South West. Coalescence between Dunfermline and Rosyth, Crossford and Townhill is an issue.</p> <p>Significant amounts of development land already allocated (sites for over 7,000 houses).</p>
Overall Assessment	<p>This area is the most accessible in Fife and has capacity for further strategic allocations, particularly to the north of Dunfermline. Existing development frameworks undertaken by Fife Council have highlighted opportunities to the north of the town to augment elements of the existing strategic land allocation and link in with future and existing transport infrastructure.</p> <p>Development may bring regeneration benefits but is also likely to result in loss of prime agricultural land. The impact of potential development sites on the Green Belt and landscape designations can be assessed through future local development plans.</p>
Recommended as Preferred Location for Development in Original Assessment?	<p>YES</p>
Recommended as Preferred Location for Development in Updated Assessment?	<p>YES</p>

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Table 8.11

Strategic Assessment Area	Glenrothes / Kirkcaldy Area	
Reference Number	3	
Description of Area		
Glenrothes and Kirkcaldy are relatively well served by rail and bus services. Cardenden, Cowdenbeath and Lochgelly also have train stations. Excellent road links within Fife and beyond. Some potential coastal and inland flooding. Regional Park to north and north west of Glenrothes and AGLV to west of Kirkcaldy.		
Coalescence between settlements is an issue. Significant amounts of development land already allocated (sites for over 11,000 houses) particularly in the Kirkcaldy area with Kirkcaldy East (2,850 houses) and Kirkcaldy South West (1,000 houses). Also significant growth planned around East Glenrothes / Markinch and Lochgelly.		
Overall Assessment		
This area scored well across all the assessment criteria. In particular, in terms of capacity to accommodate further strategic development and regeneration potential. There is no Green Belt in this area and relatively limited coverage of prime agricultural land and landscape designations. Accessibility to employment is not as good as some other parts of Fife but it scored well in terms of accessibility to retail and hospital facilities.		
This Mid Fife area has already been identified through the long term aspirations of the Fife Structure Plan and National Planning Framework 2 as being possible locations for future growth, regeneration and environmental improvement. The best opportunities for future strategic growth, linking in with transport infrastructure and regeneration opportunities are in the Upper Leven / Ore Valley.		
Recommended as Preferred Location for Development in Original Assessment?		
YES		
Recommended as Preferred Location for Development in Updated Assessment?		

Strategic Assessment Area	Glenrothes / Kirkcaldy Area
Reference Number	3
YES	

Table 8.12

Strategic Assessment Area	Fife South
Reference Number	4
Description of Area	
Train Stations at Kinghorn, Burntisland, Aberdour and Dalgety Bay. Bus links are reasonable. Excellent road links at Dalgety Bay but less good towards the east. Coastal character adjacent to Firth of Forth and AGLV in the north. Potential coastal flooding.	
Existing allocations for around 900 houses.	
Overall Assessment	
Development in this area would have no impact on the Green Belt and limited loss of prime agricultural land. With 4 train stations, it has good public transport accessibility. Large parts of this area are covered by landscape designations. There is little capacity for future development on a strategic scale.	
Recommended as Preferred Location for Development in Original Assessment?	
NO	
Recommended as Preferred Location for Development in Updated Assessment?	
NO	

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Table 8.13

Strategic Assessment Area	Fife East
Reference Number	5
Description of Area	
Based around the Levenmouth area (Leven, Methil and Buckhaven). No existing rail station but link is proposed. Has bus station. Coastal character with AGLV to east. Relatively remote from remainder of SESplan area. Coalescence between settlements is an issue.	
Existing allocations for around 2,300 houses.	
Overall Assessment	
Development here would not result in loss of Green Belt and is likely to have limited impact on landscape designations. Development could have regeneration benefits for existing communities. This area did not score well in terms of accessibility, impact on prime agricultural land and capacity for future strategic development. There is also a significant level of existing allocations, particularly at the Levenmouth strategic land allocation.	
Recommended as Preferred Location for Development in Original Assessment?	
NO	
Recommended as Preferred Location for Development in Updated Assessment?	
NO	

Table 8.14

Strategic Assessment Area	M9 Corridor
Reference Number	6
Description of Area	
The principal settlements are Linlithgow and Winchburgh. The M9 motorway, Edinburgh to Glasgow rail line (station at Linlithgow) and Union Canal pass through the area.	
The area is predominantly rural in character, much of which is of high landscape (Areas of Great Landscape Value at Bathgate Hills, River Avon Valley, Forth Shore and Airthgarth Hills) and prime agricultural quality. The area around Bridgend, Philipstoun and Winchburgh contains evidence of previous mining activity largely associated with shale mining. The Firth of Forth coast also includes a Special Protection Area (SPA) and Ramsar site.	
Significant amount of land already allocated for development at Winchburgh (around 3,500 houses).	
Improvement works associated with the Forth Replacement Crossing have increased accessibility in the area. The proposed new junction at Winchburgh and the rail station will further improve accessibility. However, Transport Scotland may have concerns over the cumulative impact of development on the M8 / M9 and Newbridge roundabout presents a constraint.	
Overall Assessment	
The M9 Corridor area has excellent accessibility to employment and potentially has capacity for further strategic development. Loss of prime quality agricultural land and impact on landscape designations are potential concerns to be taken into account at Local Development Plan stage.	
Recommended as Preferred Location for Development in Original Assessment?	
YES	
Recommended as Preferred Location for Development in Updated Assessment?	
YES	

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Table 8.15

Strategic Assessment Area	west West Lothian
Reference Number	7
Description of Area	
The principal settlements are Arnsdale, Bathgate and Whitburn with a number of other villages located mainly to the south. A number of principal roads pass through the area and also the Airdrie to Bathgate and Edinburgh to Glasgow (via Shotts) rail lines. There are railway stations at Arnsdale, Bathgate, Blackridge, Addiewell, Breich and Faulhouse.	
The area includes 2 AGLVs (the Bathgate Hills AGLV and Blackridge Heights), each of different landscape character and Areas of Special Landscape Control. It also includes Blawhorn Moss, Blackridge, a Special Area of Conservation (SAC) located within a Site of Special Scientific Interest (SSSI) which is one of the larger, least disturbed active raised bogs in the central belt of Scotland.	
Significant amounts of development land already allocated (sites for over 8,500 houses).	
Overall Assessment	
Good level of accessibility in regional terms. May have capacity for further strategic development, however, Transport Scotland may have concerns over the cumulative impact of development on the M8 and Newbridge roundabout presents a constraint. Development could bring regeneration benefits for existing communities but potential impact on landscape designations and prime quality agricultural land.	
Recommended as Preferred Location for Development in Original Assessment?	
YES	
Recommended as Preferred Location for Development in Updated Assessment?	
YES	

Table 8.16

Strategic Assessment Area	M8 Corridor
Reference Number	8
Description of Area	<p>The area is largely urbanised along the M8 corridor with the southern area being more rural. The main settlements are Livingston (the largest settlement and retail / administrative centre), Broxburn, Dechmont, East Calder, Kirknewton, Mid Calder, Polbeth, Pumpherston and Uphall / Uphall Station.</p> <p>The M8, A71 and A89 form the main road corridors and there are two rail lines - Edinburgh to Glasgow (via Shotts) line and Airdrie to Bathgate line. There are two railway stations at Livingston and others at Kirknewton and Uphall Station.</p> <p>The area to the east of the corridor is characterised by low lying and open fields much of which is prime quality agricultural land. Evidence of past industrial activity associated with the shale mining industry remains. The area includes Areas of Great Landscape Value at Almond and Linhouse Valley and Areas of Special Landscape Control.</p> <p>Significant amounts of development land already allocated (land for over 10,000 houses).</p>
Overall Assessment	<p>Good accessibility and potentially capacity for further strategic allocations however, Transport Scotland may have concerns over the cumulative effect of development on the M8. This area scored relatively well in terms of the other assessment criteria.</p> <p>More detailed assessment of impact on landscape designations and prime agricultural land can be undertaken through Local Development Plans.</p>
Recommended as Preferred Location for Development in Original Assessment?	YES
Recommended as Preferred Location for Development in Updated Assessment?	

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Strategic Assessment Area	M8 Corridor
Reference Number	8
YES	
Strategic Assessment Area	North West Edinburgh
Reference Number	9
Description of Area	
This area includes Queenferry and Kirkliston and is bounded to the north by the Firth of Forth. A number of main roads pass through it, the M9 and A90 connecting to the existing Forth Road Bridge and proposed Forth Replacement Crossing. There is a train station on the eastern edge of Queenferry. Much of the rural part of this area is of high agricultural and landscape value.	
Existing allocations for just under 1500 houses.	
Overall Assessment	
This area has excellent accessibility to employment and also scored well in terms of accessibility to retail and hospital facilities. It may have potential to accommodate further strategic development. However, much of the area is Green Belt, of high landscape value and is prime agricultural land.	
Recommended as Preferred Location for Development in Original Assessment?	
NO	
Recommended as Preferred Location for Development in Updated Assessment?	
NO	

Table 8.17

Table 8.18

Strategic Assessment Area	West Edinburgh
Reference Number	10
Description of Area	<p>This area stretches from Edinburgh Park/South Gyle within the built up area westwards along the A8 corridor to Newbridge. It also includes Ratho Station and the airport, existing and future Royal Highland Centre and proposed International Business Gateway. This is an area of national economic importance. The area is bound to the south by the railway line. It includes existing rail stations at Edinburgh Park and South Gyle, a Park and Ride facility at Ingliston, the proposed tram line to the airport and proposed Gogar Station which will provide a rail tram interchange. The A8 and the M9 are the main roads in West Edinburgh. The area includes land of prime agricultural value</p>
Overall Assessment	<p>West Edinburgh is ranked the most accessible in the SESplan area in terms of the employment indicator and 2nd for accessibility to retail. It also has good accessibility to hospital facilities. There is capacity for strategic development on land close to proposed business development and tram and rail services. Work has already been undertaken on transport and other infrastructure requirements through the West Edinburgh Development Partnership. Development may impact on prime agricultural land, Green Belt and landscape designations.</p>
Recommended as Preferred Location for Development in Original Assessment?	YES
Recommended as Preferred Location for Development in Updated Assessment?	YES

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Table 8.19

Strategic Assessment Area	South West Edinburgh
Reference Number	11
Description of Area	<p>This area lies between the Edinburgh - Glasgow railway line to the north and the Pentland Hills to the south. The main settlements are Ratho, Juniper Green, Currie and Balerno. The M8, A71 and A70 roads pass through the area and there is a Park and Ride at Hermiston. The area has one train station at Curriehill on the Edinburgh to Glasgow Central Line – this currently provides an hourly service.</p> <p>The area includes Heriot-Watt University and adjacent research park.</p>
Overall Assessment	<p>This area has potential to accommodate development on a strategic scale. It has good regional accessibility to employment (5th overall) but this is the lowest score of the areas around Edinburgh. Accessibility to retail and hospital facilities is relatively poor in comparison to other areas around Edinburgh. The area includes significant coverage of landscape designations and prime agricultural land. Development could also potentially have a detrimental impact on the Green Belt.</p>
Recommended as Preferred Location for Development in Original Assessment?	NO
Recommended as Preferred Location for Development in Updated Assessment?	NO

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Table 8.20

Strategic Assessment Area	South Edinburgh
Reference Number	12
Description of Area	<p>This area forms an arc around the south of the city from the main railway line in the west to the Braid Hills in the east. The City Bypass forms the southern boundary. It is part of the built up area of the city and is of predominantly residential character. The Edinburgh – Glasgow Central line runs through the area with stations at Slateford, Kingsknowe and Wester Hailes. There is limited land available to accommodate strategic growth.</p>
Overall Assessment	
Whilst this area has relatively good access to bus and train services, it has limited capacity for strategic development. No major brownfield redevelopment opportunities and the majority of greenfield sites are covered by landscape designations.	
Recommended as Preferred Location for Development in Original Assessment?	
NO	
Recommended as Preferred Location for Development in Updated Assessment?	
NO	

Table 8.21

Strategic Assessment Area	South East Edinburgh
Reference Number	13
Description of Area	

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Strategic Assessment Area	South East Edinburgh
Reference Number	13
South East Edinburgh stretches from the Braid Hills in the west to Newcraighall and the A1 road in the east. It covers land in the City of Edinburgh, Midlothian and a small part of East Lothian. Part of the area is built up of mainly residential character. It includes the area of the South East Wedge, an existing strategic proposal for up to 4000 houses and supporting services and major business development including a Bioquarter next to the new Edinburgh Royal Infirmary and the new Shawfair Business Park. There are 2 rail stations in the area at Brunstane and Newcraighall, a proposed new station at Shawfair on the Borders Rail Line and a bus based park and ride facility at Sheriffhall. The proposed (but not yet committed) south east tram line passes through the area.	
Overall Assessment	
This area provides an opportunity for strategic housing development, building upon the planned Shawfair new community, in a location with excellent accessibility to existing and proposed jobs and the potential to deliver regeneration benefits. The area also has excellent accessibility to retail and hospital facilities (ranked 1st overall). Development will require loss of Green Belt land but there should be potential to avoid the most valuable areas. Development will also impact on prime agricultural land and may affect landscape designations.	
Recommended as Preferred Location for Development in Original Assessment?	
YES	
Recommended as Preferred Location for Development in Updated Assessment?	
YES	
Strategic Assessment Area	Central Edinburgh
Reference Number	14
Description of Area	

Table 8.22

Strategic Assessment Area	Central Edinburgh
Reference Number	14
This area includes Edinburgh City Centre with its regional shopping facilities, entertainment and cultural attractions, offices and Edinburgh University. It has two railway stations at Waverley and Haymarket, St Andrews Bus Station and will be served by the proposed tram. Holyrood Park incorporating Salisbury Crags and Arthur's Seat is located in this area. Existing redevelopment proposals including Fountainbridge and Quartermile could provide over 4000 new homes.	
Overall Assessment	
There are significant existing businesses and housing allocations in Central Edinburgh. The area scores well in terms of accessibility and impact on prime agricultural land. But it has little capacity for planned strategic growth because of limited land availability. Almost all greenfield land in this area is covered by landscape and Green Belt designations or is valuable open space. Redevelopment opportunities may emerge through the plan period as “windfall sites”.	
Recommended as Preferred Location for Development in Original Assessment?	
NO	
Recommended as Preferred Location for Development in Updated Assessment?	
NO	

Table 8.23

Strategic Assessment Area	North East Edinburgh
Reference Number	15
Description of Area	
North East Edinburgh stretches from Portobello in the east to Leith Walk in the west. It lies wholly within the built up area of the City. Existing redevelopment proposals could provide around 1000 homes.	

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Strategic Assessment Area	North East Edinburgh
Reference Number	15
Overall Assessment	
Development in this area would have no impact on the Green Belt, landscape designations or prime agricultural land and would bring regeneration benefits. It has good accessibility, and no major infrastructure difficulties. But there is no capacity for strategic development.	
Recommended as Preferred Location for Development in Original Assessment?	
NO	
Recommended as Preferred Location for Development in Updated Assessment?	
NO	

Table 8.24

Strategic Assessment Area	Edinburgh Waterfront
Reference Number	16
Description of Area	
Land at Granton and Leith Waterfront is earmarked for major redevelopment incorporating housing, business and other related uses. This is a significant long term regeneration opportunity. Land already identified in the Edinburgh City Local Plan could provide 28000 new homes. In time, this area will be served by the tram.	
Overall Assessment	

Strategic Assessment Area	Edinburgh Waterfront
Reference Number	16
Development in this area would have no impact on the Green Belt, landscape designations or prime agricultural land and would bring regeneration benefits. It has good accessibility, particularly when the tram proposal is implemented. Work is ongoing on delivery of infrastructure. But for this SDP period, there is no capacity for strategic development over and above what is already allocated.	
Recommended as Preferred Location for Development in Original Assessment?	
NO	
Recommended as Preferred Location for Development in Updated Assessment?	
NO	

Table 8.25

Strategic Assessment Area	North Edinburgh
Reference Number	17
Description of Area	
North Edinburgh covers the area from Leith Walk in the east to Cramond and Corstorphine in the west. It is part of the built up area of the city and is of predominantly residential character. There are a number of developments currently under construction in this area and existing development proposals.	
Overall Assessment	
North Edinburgh has little capacity for planned development on strategic scale. Existing greenfield land is either Green Belt and/or open space. On a strategic level, the area has good accessibility and development would have little impact on landscape designations and prime agricultural land.	

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Strategic Assessment Area	North Edinburgh
Reference Number	17
Recommended as Preferred Location for Development in Original Assessment?	
NO	

Table 8.26

Strategic Assessment Area	A7 / A68 / Borders Rail Corridor
Reference Number	18
Description of Area	
<p>Area immediately south of A720 City Bypass with the A7 and A68 forming the main road transport routes. Will be served by Borders rail (expected opening 2014), with stations at Eskbank, Newtontongrange and Gorebridge. The A68 Bypass (of Dalkeith) was opened in 2008.</p> <p>Includes the following main settlements: Dalkeith / Eskbank, Newtontongrange, Mayfield / Easthouses, Gorebridge, Bonnyrigg and Rosewell. Significant amounts of development land already allocated (land for over 5,000 houses) including new settlement at Redheugh. Concerns regarding coalescence, settlement identity and community cohesion.</p> <p>Deeply incised valleys make links across the area difficult. Areas to the east at higher altitude, steeply sloping and northerly aspect – implications for sustainable development. Includes Green Belt, AGLV and designated landscapes and protected river valleys. Poor ground conditions and undermining may be an issue.</p>	<p>Overall Assessment</p>

Strategic Assessment Area	A7 / A68 / Borders Rail Corridor
Reference Number	18
An area with reasonable accessibility to employment and hospital facilities and good accessibility to retail facilities. The future implementation of the Borders Rail proposal will enhance public transport services in this area. There is some capacity for further strategic development in addition to that already allocated. However, this may impact on the Green Belt, landscape designations and prime agricultural land.	
Recommended as Preferred Location for Development in Original Assessment?	
YES	
Recommended as Preferred Location for Development in Updated Assessment?	
YES	

Table 8.27

Strategic Assessment Area	A701 Corridor
Reference Number	19
Description of Area	
Area immediately south of A720 City Bypass with the A701 forming the main road transport route to Edinburgh. No rail services and area south of Penicuik is less well served by public transport. Two main settlements (Loanhead and Penicuik) and also smaller communities. Two key locations for the biotechnology and knowledge sector at the Bush / Edinburgh Technopole and at Roslin Institute.	
Deeply incised valleys make links across to the east of the district difficult. Some areas to the west, are at higher altitude and relatively steeply sloping - implications for sustainable development. Poor ground conditions and undermining may be an issue.	
Includes Green Belt, AGLV, designed landscapes and protected river valleys. Potential historic battlefield site at Roslin. There are already allocations for over 1,500 houses in this area.	

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Strategic Assessment Area	A701 Corridor
Reference Number	19
Overall Assessment	
<p>There is capacity for some additional strategic housing development in this area. Overall the area scored reasonably well in terms of the three regional accessibility indicators. Impact on the Green Belt and landscape designations, accessibility and topography are issues in some locations but these can be taken into account in identifying sites at Local Development Plan stage.</p>	
Recommended as Preferred Location for Development in Original Assessment?	
YES	
Recommended as Preferred Location for Development in Updated Assessment?	
YES	

Table 8.28

Strategic Assessment Area	Rural South Lothian Area
Reference Number	20
Description of Area	
<p>This area straddles the local authority areas of East Lothian and Midlothian. It is typified by its more rural characteristics and principally agricultural land. The only significant settlements are Pencaitland and Ormiston. There are also a number of smaller communities. The area is not generally well served by public transport. Parts of the area have a history linked with coal mining.</p>	
Overall Assessment	
The most rural parts of Midlothian and East Lothian are not suitable for strategic levels of development. Whilst there is no Green Belt in this area, development is likely to impact on landscape designations and prime agricultural land. This area did not score well in terms of the regional accessibility indicators. It is not well served in terms of public transport and local infrastructure.	

Strategic Assessment Area	Rural South Lothian Area
Reference Number	20
Recommended as Preferred Location for Development in Original Assessment?	
NO	

Table 8.29

Strategic Assessment Area	East Lothian West
Reference Number	21
Description of Area	
An area of largely coastal settlements extending eastwards from Musselburgh, East Lothian's largest town. Inland, towns and villages such as Tranent and Wallyford are framed by Fa'side Hill and set in an agricultural landscape (prime quality) most of which is contained within the Edinburgh Green Belt. The area is bisected by the strategic transport routes of the A1 trunk road and the East Coast Main Line (ECML), with stations at Musselburgh, Wallyford, Prestonpans and Longniddry. Includes two sites in Historic Scotland's Historic Battlefields Inventory – Pinkie (Musselburgh/Wallyford) and Preston Pans.	Queen Margaret University is located on the west side of Musselburgh, adjacent to substantial areas of undeveloped Class 4 employment land. Significant amounts of development land already allocated (land for over 5,000 houses), including proposed new settlement at Blindwells.
Overall Assessment	

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Strategic Assessment Area	East Lothian West
Reference Number	21
This area is the most accessible in East Lothian, ranked 9 th overall in terms of accessibility to employment. The area has some capacity for additional strategic development. Loss of prime agricultural land, settlement coalescence and impact on Green Belt are potential concerns.	
Recommended as Preferred Location for Development in Original Assessment?	
YES	
Recommended as Preferred Location for Development in Updated Assessment?	
YES	

Table 8.30

Strategic Assessment Area	East Lothian Central
Reference Number	22
Description of Area	
Set within the Haddington Plain, this is an area of prime quality farmland for which Haddington has traditionally acted as the market town. Volcanic outcrops such as the Carlton Hills and Traprain Law punctuate the agricultural landscape. The area is bisected by the A1 trunk road while the East Coast Main Line runs through its northern part, with a station at Drem, from where a branch lines connects to North Berwick. The area contains a number of fine estates, some recognised as Designed Landscapes.	
There are already committed allocations for over 1,000 houses in this area.	
Overall Assessment	

Strategic Assessment Area	East Lothian Central
Reference Number	22
This area has reasonable accessibility to employment and contains no Green Belt. It has some capacity for further development to complement the current settlement strategy. Impact on prime agricultural land and landscape designations are potential considerations in site selection at LDP stage.	
Recommended as Preferred Location for Development in Original Assessment?	
YES	
Recommended as Preferred Location for Development?	
YES	

Table 8.31

Strategic Assessment Area	East Lothian Coastal
Reference Number	23
Description of Area	
	This area is based on the coastal villages of Aberlady, Gullane, Dirleton and North Berwick, well-known tourist destinations. Whitekirk and Tynningham occupy more inland locations. North Berwick Law punctuates an otherwise low-lying, productive agricultural landscape. North Berwick has a train service to Edinburgh via Drem.
Overall Assessment	
	The area is not suitable for strategic development taking account of accessibility and also development and infrastructure capacity and impact on landscape designations.
Recommended as Preferred Location for Development in Original Assessment?	
NO	

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Strategic Assessment Area	East Lothian Coastal
Reference Number	23
Recommended as Preferred Location for Development in Updated Assessment?	
NO	

Table 8.32

Strategic Assessment Area	East Lothian East
Reference Number	24
Description of Area	
	A coastal area extending into the eastern foothills of the Lammermuirs with Dunbar its main settlement, to which Belhaven and West Barns are closely linked. Inland, within the more undulating foothills area, are the villages of Innerwick and Oldhamstocks. Dunbar itself, has been the subject of substantial regeneration initiatives. The nearby Torness nuclear power station and the La Farge cement works and limestone quarry have substantial physical presence and are a source of local employment. Nearby Oxwellmains has a substantial landfill site.
<p>With a station on the East Coast Mainline and direct links onto the A1 Expressway, Dunbar has attracted substantial housing development in recent years.</p> <p>Includes a site in Historic Scotland's Historic Battlefields Inventory south of Dunbar.</p>	
Overall Assessment	
<p>This area has reasonable accessibility to employment and some limited potential for future strategic development to complement the current settlement strategy. There is no Green Belt but impact on landscape designations and prime agricultural land and historic battlefields should be taken into account.</p>	
Recommended as Preferred Location for Development in Original Assessment?	

Strategic Assessment Area	East Lothian East
Reference Number	24
YES	
Recommended as Preferred Location for Development in Updated Assessment?	
YES	

Table 8.33

Strategic Assessment Area	Eastern Borders
Reference Number	25
Description of Area	
<p>The main settlements in this area are Eyemouth, Duns and Chirnside. The area benefits from good north-south transport links by road (A1). The East Coast main line passes through the area but the closest station is Berwick-Upon-Tweed. The Edinburgh-Berwick-Upon-Tweed Local Rail Study, which was finalised in June 2013, has highlighted the potential for new station facilities at Reston.</p> <p>The landscape surrounding Eyemouth is of undulating landform and relatively low relief. The coastal edge is farmed and open. Inland there are woodlands which have gained stature and visual prominence. To the west, Duns lies at the foot of the Lammermuir Hill and on the edge of the broad farmed lowlands of the Blackadder Water Valley which form part of the lower Tweed basin. The surrounding landscape comprises prime quality farmland.</p> <p>The eastern coastline is designated as a Special Landscape Area. The existing Scottish Borders Structure Plan identifies this area as the Eastern Hub and requires land allocations for over 1,600 houses.</p>	
Overall Assessment	

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Strategic Assessment Area	Eastern Borders
Reference Number	25
<p>There is capacity for further development in this area in addition to that already proposed in the approved development plan. There is no Green Belt and development is unlikely to have a significant impact on areas of landscape quality. Loss of prime agricultural land is an issue. There is potential in the longer term to improve public transport accessibility with a new station at Reston. In terms of the local accessibility indicators, this area scored highest of the whole SEPlan area.</p> <p>The Consolidated Local Plan identifies significant capacity for housing, and potential longer-term housing areas are also identified in, Duns and Reston. In addition, there are further proposals identified as part of the MIR. Housing completions within the Scottish Borders have continually declined over this last four years from 659 completions in 2007 / 2008 Housing Land Audit to 266 in the 2011 / 2012 Housing Land Audit. For that reason there is very limited scope for further allowances to be made in view of marketability factors.</p>	
<p>Recommended as Preferred Location for Development in Original Assessment?</p> <p>YES</p>	
<p>Recommended as Preferred Location for Development in Updated Assessment?</p> <p>YES</p>	
<p>Table 8.34</p>	

Strategic Assessment Area	Lauder / Coldstream Area
Reference Number	26
<p>Description of Area</p> <p>The main settlements are Lauder, Coldstream and Greenlaw. Both the A68 and A697 trunk roads run through the area. No existing rail services but the proposed Waverley Railway Line passes through Stow. An allocation has been made for a railway station and associated car parking.</p>	

Strategic Assessment Area	Lauder / Coldstream Area
Reference Number	26
<p>-</p> <p>To the east of the area, Coldstream is located on the northern banks of the River Tweed, which forms the border with England. The core of the town is sited on an elevated terrace of land abutting the rivers and raised above the flat haughlands that lie within a tight meander of the Tweed. The surrounding landscape of Berwickshire comprises rich, rolling farmland. To the west, Lauder is located on the west side of the valley of the Leader Water and sits on an elevated ledge above a lower lying plain. The surrounding landscape is characterised by the well defined valley framed by steep slopes which rise up to low hills on either side. The valley floor is relatively wide and open allowing long views along the valley length.</p>	<p>The Lammermuir Hills Special Landscape Area is bounded on its western edge by the A68 and the A697 to where the Southern Upland Way crosses east to west. This area is not identified as a development hub in the existing Borders Structure Plan.</p>
<p>Overall Assessment</p> <p>There are potential infrastructure and development capacity constraints in this area. In addition the topography of the area and accessibility considerations suggest that it is not suitable as a location for strategic growth. There is potential in the longer term to improve public transport accessibility in the west through the new station at Stow.</p> <p>The Consolidated Local Plan identifies significant capacity for housing, and potential longer-term housing areas are also identified in, Coldstream and Greenlaw. Housing completions within the Scottish Borders have continually declined over this last four years from 659 completions in 2007 / 2008 Housing Land Audit to 266 in the 2011 / 2012 Housing Land Audit. For that reason there is very limited scope for further allowances to be made in view of marketability factors.</p>	<p>Recommended as Preferred Location for Development in Original Assessment?</p> <p>NO</p>

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Strategic Assessment Area	Lauder / Coldstream Area
Reference Number	26
Recommended as Preferred Location for Development in Updated Assessment?	
NO	

Table 8.35

Strategic Assessment Area	Central Borders
Reference Number	27
Description of Area	
This area includes Galashiels, Hawick, Kelso, Melrose and Selkirk. The main roads through this area are the A7, A68, A72 and the A698. Land at Selkirk has been safeguarded for a town by-pass; longer term development in the settlement is dependent on this. However there is currently no Scottish Government commitment. The route of the proposed Borders Railway Line passes through this area. Sites for railway stations and associated car parking are identified in Galashiels and Tweedbank.	
The topography of Galashiels, together with road capacity constraints pose a significant challenge for future growth; there are also local network issues in Jedburgh. Major settlement expansion is planned for Newtown St Boswells; sites for this have now been allocated. The Countyside Around Towns policy covers much of the area between Galashiels and St Boswells to prevent coalescence of individual towns and villages within the area.	
The area includes the Eildon Hills National Scenic Area and three Special Landscape Areas, the Tweed Lowlands, Teviot Valleys and the Tweed, Ettrick and Yarrow Confluences.	
The existing Scottish Borders Structure Plan identifies this area as the Central Hub and requires land allocations for over 5,000 houses.	
Overall Assessment	

Strategic Assessment Area	Central Borders
Reference Number	27
This area includes the largest settlements in the Borders and the greatest concentration of local services and facilities. There is capacity for further development in this area in addition to that already proposed in the approved development plan. Consideration needs to be given to the potential impact of development on built and natural heritage resources in the area. This area is one of the most accessible in relation to local services and facilities.	The Consolidated Local Plan identifies significant capacity for housing, and potential longer-term housing areas are also identified in, Kelso, Earlston, Hawick and Galashiels. In addition, there are further proposals identified as part of the MIR. Housing completions within the Scottish Borders have continually declined over this last four years from 659 completions in 2007 / 2008 Housing Land Audit to 266 in the 2011 / 2012 Housing Land Audit. For that reason there is very limited scope for further allowances to be made in view of marketability factors.
Recommended as Preferred Location for Development in Original Assessment?	
YES	
Recommended as Preferred Location for Development in Updated Assessment?	
YES	
Table 8.36	
Strategic Assessment Area	South Borders
Reference Number	28
Description of Area	
This area is of rural character, the main settlement is Newcastle. It is relatively remote from other settlements in the Borders; it is connected to Hawick by the B6357 and B6399. To the south, the B6357 joins the A7 near Canonbie. The Council wishes to see the extension of the Waverley Line to Carlisle. Improving transport links is a key issue in this area.	

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Strategic Assessment Area	South Borders
Reference Number	28
Newcastleton is situated in the upland valley with pastoral floor of the Liddel Water. It has significant flooding and drainage constraints.	The South Borders area includes part of the Tweed, Ettrick and Yarrow Confluences Special Landscape Area and the Cheviot Foothills Special Landscape Area as well as the Bowhill Garden and Designated Landscape.
Overall Assessment	
This area is the most rural and remote in the Borders. It does not have capacity for strategic growth.	The Consolidated Local Plan identifies capacity for housing within the South Borders. Housing completions within the Scottish Borders have continually declined over this last four years from 659 completions in 2007 / 2008 Housing Land Audit to 266 in the 2011 / 2012 Housing Land Audit. For that reason there is very limited scope for further allowances to be made in view of marketability factors and in view of the relative remoteness and the absence of any major settlements in the area where few development proposals are appropriate.
Recommended as Preferred Location for Development in Original Assessment?	
NO	
Recommended as Preferred Location for Development in Updated Assessment?	
NO	

Table 8.37

Strategic Assessment Area	Western Borders
Reference Number	29
Description of Area	<p>The main settlements are Peebles and Innerleithen. The A72 from Galashiels to Hamilton, South Lanarkshire passes through both Innerleithen and Peebles. There is reasonable proximity to Edinburgh on the A703. There are no rail links within this area.</p> <p>Peebles benefits from a dramatic setting at the convergence to the River Tweed and the Eddleston Water with high hills on all sides. The northern portion of the town nestles into the slopes of Venlaw Hill and onto flatter land to the west of the Eddleston Water. The southern portion of Peebles over the Tweed lies within the flatter haughland of the river valley and on the lower slopes of the Cademuir Hill.</p> <p>Innerleithen sits on a significant bend in the River Tweed at a point where the valley floor opens out into wide haughland. The area includes the River Tweed which is a Special Area of Conservation and the Tweed Valley Special Landscape Area.</p>
Overall Assessment	<p>The existing Scottish Borders Structure Plan identifies this area as the Western Hub and requires land allocations for over 1,500 houses.</p> <p>There is capacity for further development in this area in addition to that already proposed in the approved development plan. Development would have no impact on Green Belt or prime agricultural land. The area has good links to the Edinburgh area and acts as a sub-regional area for local services and facilities.</p>

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Strategic Assessment Area	Western Borders
Reference Number	29
The Consolidated Local Plan identifies significant capacity for housing, and potential longer-term housing areas are also identified in Peebles and Innerleithen. In addition, there are further proposals identified as part of the MIR. Housing completions within the Scottish Borders have continually declined over this last four years from 659 completions in 2007 / 2008 Housing Land Audit to 266 in the 2011 / 2012 Housing Land Audit. For that reason there is very limited scope for further allowances to be made in view of marketability factors.	
	Recommended as Preferred Location for Development in Original Assessment?
YES	
	Recommended as Preferred Location for Development in Updated Assessment?
YES	

Strategic Assessment Area	West Linton Area
Reference Number	30
	Description of Area
The main settlement is West Linton which is located on the A702 which links the A74(M) to the Edinburgh City Bypass A720. There are no rail links within this area. - West Linton is clustered around the valley and gorge occupied by the Lyne Water, where it exits the foothills of the Pentland Hills. Part of this area is identified as the Pentlands Special Landscape Area.	

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Strategic Assessment Area	West Linton Area
Reference Number	30
Overall Assessment	
West Linton has been subject to significant growth in the past decade. With no rail link and its proximity to Edinburgh, further strategic allocations in this area would encourage car based commuting. This would be contrary to sustainable development objectives. This area scored less well than other Borders areas in terms of the local accessibility indicator.	
The Consolidated Local Plan identifies significant capacity for housing. Housing completions within the Scottish Borders have continually declined over this last four years from 659 completions in 2007 / 2008 Housing Land Audit to 266 in the 2011 / 2012 Housing Land Audit. For that reason there is very limited scope for further allowances to be made in view of marketability factors.	
Recommended as Preferred Location for Development in Original Assessment?	
NO	
Recommended as Preferred Location for Development in Updated Assessment?	
NO	