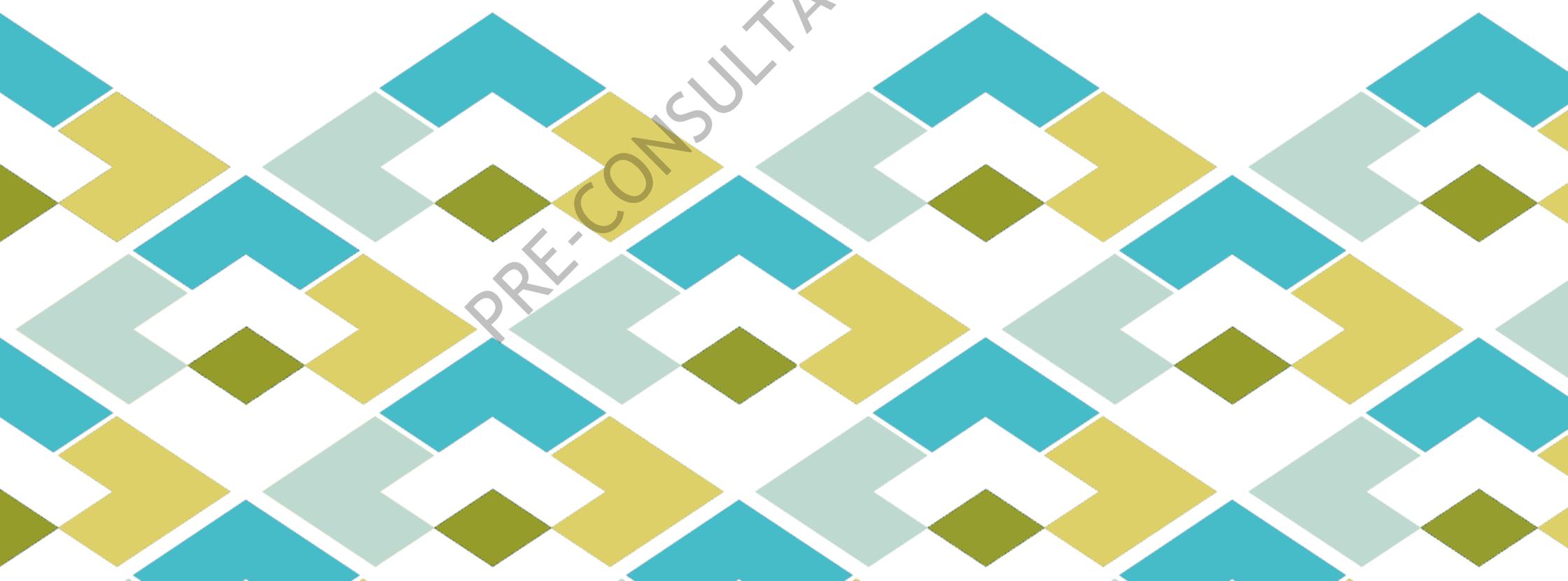


Midlothian Local Development Plan

Proposed Plan 2014



PRE-CONSULTATION DRAFT



PRE-CONSULTATION DRAFT

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PRE-CONSULTATION DRAFT

1 Vision and Aims

1.1 Introduction

1.1.1 Development plans provide a clear vision of how places should develop. They contain policies, proposals and strategies for the future development and use of land and address a range of issues including housing, employment, shopping, transportation, recreation, countryside and the environment.

1.1.2 Midlothian Council is one of six partner councils which form the Strategic Development Planning Authority for South East Scotland (SESplan) responsible for the preparation of the Strategic Development Plan (SDP). The first SDP for the Edinburgh city region was approved with modifications by Scottish Ministers on 27 June 2013, subject to the preparation of Supplementary Guidance on Housing Land. It provides the vision and spatial strategy for development across the city region to 2032.

1.1.3 The Midlothian Local Development Plan (MLDP) is prepared within the context of the SDP and focuses on providing for, and managing, future change across the Council area in line with the SESplan requirements. It comprises a development strategy for the period to 2024 and a detailed policy framework to guide future land use in a way which best reflects SESplan's vision, strategic aims and objectives. Its purpose is to:

- set out a clear vision for shaping the future of Midlothian's communities and surrounding countryside;
- promote and manage sustainable growth;
- ensure the availability of infrastructure to support such growth;
- protect and mitigate against any adverse impacts of development on environmental and cultural assets;
- promote sustainable travel;
- provide a framework to guide decisions on development proposals; and
- give confidence to investors and communities alike with respect to the location of future development and investment.

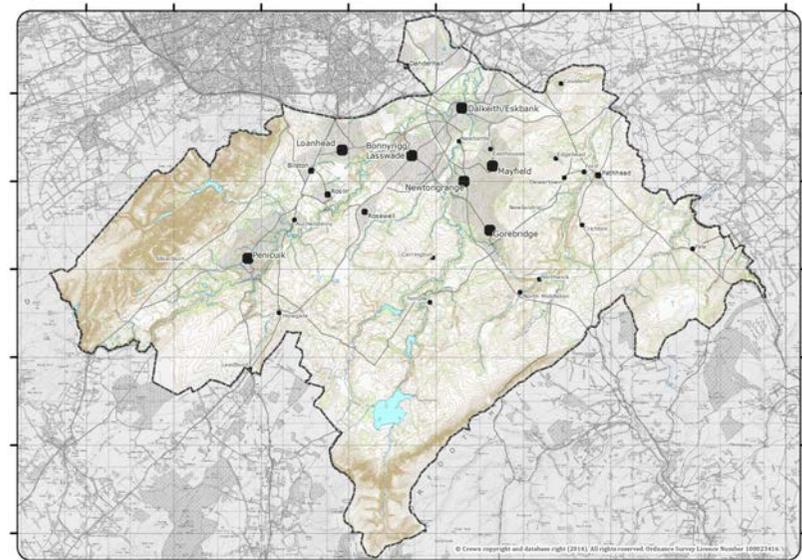
1.1.4 The MLDP is consistent not only with the SDP for South East Scotland but has also been prepared with reference to Government policy, EU directives, engagement with key agencies (and their strategies and plans) and neighbouring authorities. Extensive consultation on the MLDP Main Issues Report during 2013 has helped to shape the Plan which will be reviewed every five years. The Plan

is supported by an Action Programme explaining how the Plan's requirements will be delivered; this will be updated regularly. The Plan is also accompanied by an Environmental Report which considers any significant environmental effects likely to arise from the Plan's policies or proposals.

1.1.5 This Plan builds upon the foundation of previous Local Plans and gives continued support to the development proposals provided for in the context of previous plans, where these have not yet been delivered.

1.1.6 The MLDP comprises a written statement articulating the Council's policies and proposals, which are illustrated on the Proposals Map. If any inconsistency emerges between the two, the written statement takes precedence. The policy framework of the Plan is presented under broad topic headings with the locational detail provided in a series of Settlement Statements which include concept maps.

1.1.7 It should be noted that the Plan does not reproduce the national or regional planning policy to which it relates; paragraph 2.1.1 identifies the relevant documents for reference purposes. In the case of other documents which are referenced in the text of the Plan, such as the Council's Vacant and Derelict Land Survey, the most recent version of those documents is the appropriate link for the required information, guidance or standards.



1.2 The Vision

1.2.1 The following vision statement describes how the Council will plan for and manage the physical, social and economic changes over the next ten years that are anticipated.

The Vision

The South East of Scotland is an area of economic and population growth. Midlothian will play its part in this growth, securing long-term social, economic and environmental benefits.

Whilst demonstrating a renewed vibrancy, our towns and villages will retain a sense of place, striving to meet needs locally. Wherever possible, new housing will be located close to good community facilities, shops and employment opportunities, with efficient and high quality public transport connections. New development shall be of high quality, balancing a desire for good contemporary design with respect for the area's heritage. The established community will benefit as much as possible from growth, through new affordable homes, enhanced employment prospects, improved facilities and the development of green networks with opportunities for leisure and recreation. Midlothian will continue to have a close relationship with the capital city for employment and services, supported by improvements in transport provision, not least Borders Rail. The natural and built environment will be an attraction and inspiration to its communities and visitors alike

Recognising its responsibilities to both existing and new residents, the Council will work with its communities and partners to ensure that prosperity, quality of life and wider sustainable development principles are central to its planning decisions.

1.3 Aims and Objectives

1.3.1 The key goals of the development strategy and objectives underpinning the MLDP policy framework are as follows:

Strategic Aims

- To implement the requirements of the Strategic Development Plan for South East Scotland (SESplan);
- To contribute to the delivery of successive Midlothian Single Outcome Agreements;
- To support the development of a vibrant, competitive and sustainable local economy;
- To safeguard and enhance Midlothian's natural and built heritage which sustains the quality of life of its communities;
- To respond robustly to the challenges of mitigating climate change and adapting to its impacts;
- To provide positively for development which secures long-term social, economic and environmental benefits for existing and new residents, and not just short-term gain;
- To identify and implement a Green Network for Midlothian consistent with national and regional green network projects; and
- To help ensure that Midlothian is a welcoming and enriching place to live, work and visit.

Strategic Objectives

1.3.2 Sustainable place-making factors and the wider principles of sustainable development provide the basis for the environmental, social and economic objectives underpinning the policies and proposals of this Plan:

Environmental Objectives	<ul style="list-style-type: none"> • Protect Midlothian's built and historic environment from inappropriate development. • Avoid coalescence and the loss of community identity. • Protect and enhance the countryside and rural environment, the landscape setting of towns and villages, and open space generally. • Ensure careful integration of new building into the landscape. • Seek the reuse of brownfield land over the development of greenfield, especially Green Belt, land and the efficient use of land generally. • Direct new development to locations which minimise the need to travel, particularly by private car.
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	<ul style="list-style-type: none"> Promote sustainable energy solutions where this can be achieved in a manner acceptable in terms of the local environment. Seek to achieve a high quality of design in all new development, including measures to promote community safety and low and zero carbon technologies. Safeguard biodiversity and take full account of development impact on the water environment. Facilitate a reduction in the environmental impact of waste.
Social Objectives	<ul style="list-style-type: none"> Provide an adequate supply and mix of housing suited to local needs, including affordable housing. Secure active and sustainable transport options for existing communities and future growth areas, and promote opportunities for walking, cycling and public transport, including links to shared open spaces. Create new and/ or extended communities that are more self-contained with local access to jobs, services and facilities and a strong neighbourhood focus. Seek agreements and partnerships with developers and agencies to ensure delivery of infrastructure, affordable housing, facilities and environmental enhancement. Improve access opportunities to public open space and to Midlothian's countryside.
Economic Objectives	<ul style="list-style-type: none"> Support Midlothian's growing economy by creating quality and sustainable business locations. Deliver <i>Business Gateway</i> support services, and promote local procurement, to encourage the expansion of existing local businesses and the creation of new ones. Identify new economic and commercial opportunities to provide local jobs and help reduce out-commuting. Seek the early implementation of strategic transport and other physical and digital infrastructure projects, including the roll-out of high speed broadband, and

	<p>ensure that efficient use is made of existing and new infrastructure.</p> <ul style="list-style-type: none"> Develop and promote tourism with a clear focus on activities, built heritage and the rural environment.
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2 The Strategy for Sustainable Growth

2.1 National and Regional Context

2.1.1 The South East Scotland Strategic Development Plan (SESplan), prepared and approved in line with the Scottish Government's Second National Planning Framework and Scottish Planning Policy (2010), sets the regional context for this MLDP. In June 2014, the Third National Planning Framework and revised and updated Scottish Planning Policy were published. The Plan must have regard to the Third National Planning Framework, and give significant weight to the revised Scottish Planning Policy which is a 'material consideration' for planning purposes, as far as is possible whilst maintaining consistency with SESplan.

2.1.2 The Plan takes full account of SESplan's spatial development strategy and strategic policy framework and, where there is no conflict in interest or intent, the provisions of the Third National Planning Framework and revised Scottish Planning Policy are given due consideration.

2.1.3 Apart from the more rural south of the county, SESplan expects Midlothian to make a significant contribution to meeting the development needs of South East Scotland, to take advantage both of its close proximity to the City of Edinburgh where there are employment opportunities and services, and of improved public transport provision through the reopening of the Borders Railway in September 2015.

2.1.4 The SESplan spatial strategy identifies the 'Regional Core' and 'Midlothian/ Borders' Sub Regional Areas which, between them, incorporate the whole of Midlothian. Within these, three Strategic Development Areas are defined based upon the transport corridors running through Midlothian - the A7/ A68/ Borders Rail Corridor and the A701 Corridor - together with that part of Midlothian lying to the north of the A720 City Bypass. Growth is directed towards these three Strategic Development Areas where the MLDP is expected to support the delivery of existing committed development and to focus further growth.

SESplan Sub Regional Area	SESplan Strategic Development Area
Regional Core	South East Edinburgh (Shawfair)
Midlothian/ Borders	A7/ A68/ Borders Rail Corridor
	A701 Corridor

2.1.5 This strategic approach reflects the current pattern of growth experienced across Midlothian, as provided for through the adopted Midlothian Local Plan (2008). The North Midlothian towns provide attractive sustainable locations for existing and new residents and businesses. In addition, the proposed new settlement of Shawfair to the east of Danderhall is planned as a well-balanced community with access to local jobs and facilities, as well as being conveniently located to take advantage of opportunities in the City.

2.1.6 To meet SESplan's growth aspirations for Midlothian, there is a need to ensure the delivery of committed development land, both for housing and employment use, along with the identification of additional land for these uses, supported by new infrastructure.

2.2 Existing Development Commitments

2.2.1 In the decade preceding the preparation of this MLDP, a series of Local Plans provided for substantial growth across Midlothian's communities to meet the requirements of the relevant structure plans in place at that time. This included the identification of a new settlement at Shawfair, and settlement extensions to many of the Midlothian towns and villages, including Dalkeith, Bonnyrigg, Mayfield, Newtongrange, Gorebridge, Loanhead, Bilston and Penicuik. The majority of the growth, which was dispersed across communities as far as possible, was for residential use but balanced, where appropriate, with land allocations for employment purposes to encourage the provision of local job opportunities.

2.2.2 A significant proportion of these previous allocations have since been developed and Midlothian's communities are now experiencing the effects of expansion, on a significant scale, which is set to continue for the foreseeable future. However, due to delays caused by infrastructure constraints and the economic downturn around 2008, some of this land remains undeveloped. Its contribution to the settlement strategy for Midlothian is important nonetheless, and is expected to be delivered to meet the SESplan settlement strategy.

2.2.3 The land allocations for new development are accompanied by requirements for new supporting infrastructure which include the provision of new transport, education and community facilities through developer contributions in line with the scale of development, together with affordable housing. Accordingly, early implementation of all committed development sites and related infrastructure, facilities and affordable housing requirements is supported through this Plan.

Policy STRAT1 Committed Development

Midlothian Council will continue to seek the early implementation of all committed development sites, and related infrastructure, facilities and affordable housing requirements, as listed in Appendix 1A and 1B and identified on the Proposals Map. These include:

- sites in the established housing land supply (Appendix 1A), including the provision of affordable housing (refer to policy DEV3);
- sites in the established economic land supply (Appendix 1B)(refer also to policies ECON2 and ECON2);
- the Shawfair new community, and expansion of Danderhall, as detailed in the Shawfair Masterplan and Design Guide, and including Shawfair town centre and the redevelopment of the former Monktonhall Colliery site (refer to the Proposals Map for the defined area and to Appendix 2 for detail);
- new committed educational infrastructure (Appendix 1C);
- consented sites for the provision of park and ride facilities at Sheriffhall (extension) and Lothianburn;
- essential infrastructure required to enable development sites included in the established housing and economic land supply to be implemented (Appendix 1D);
- leisure and community facilities to meet deficiencies exacerbated by the additional housing arising from sites included in the established housing land supply (Appendix 1E).

2.2.4 The settlement strategy depends upon the delivery of the committed development sites. Some of these sites were allocated some time ago, and work is in progress to resolve any outstanding infrastructure provision, land assembly and other delivery matters. In some instances, the upturn in the economy has generated renewed interest in early commencement on site. There are some sites, however, which have shown little progress. It is proposed that, when this Plan is reviewed over the next five years, support may be removed from any

housing sites which have demonstrated no substantive progress towards delivery. In contrast, employment sites are recognised as having a much longer lead-in time to development, due to the irregular pattern of demand and external influences within the market. In recognition of this, it is likely that committed employment sites will retain Council support in a subsequent replacement MLDP.



2.3 Requirement for New Development

Housing

2.3.1 As indicated above, SESplan sets the housing requirement to be met through this MLDP. In approving SESplan on 27 June 2013, Scottish Ministers modified the Plan and required the preparation of Supplementary Guidance to provide detailed further information as to how much of the SESplan housing requirement should be met in each of the six Member Authority areas across two plan periods, namely 2009-2019 and 2019-2024.

2.3.2 Setting the housing requirement for the SESplan area as a whole was guided by a Housing Need and Demand Assessment (HNDA); this identified a requirement for 155,544 new houses over the period 2009-2032. Within this context, Local Development Plans are required to make provision to meet their share of the SESplan housing requirement up to 2024 (a ten-year period from the expected date of adoption). The housing requirement for this shorter period, as assessed through the HNDA process, is 107,545 houses up to 2024, of which 74,835 houses would be required by 2019.

2.3.3 For Midlothian, the HNDA assessed its housing need and demand as 1,700 houses and 500 houses for the periods 2009-2019 and 2019-2024 respectively. This represents 2% of the SESplan need and demand for the 2009-24 plan period. However, as Midlothian is expected to make a significant contribution to the wider development needs and aspirations of South East Scotland (as opposed to meeting only the county’s own housing need and demand), SESplan has set the requirement for new housing units in Midlothian as follows:

	2009-2019	2019-2024	2009-2024
Housing Units	8,080	4,410	12,490

Figure 1: SESplan overall housing land requirement for Midlothian

2.3.4 The majority of the new housing units will be provided on a combination of the committed housing sites, constrained sites coming forward, and new ‘windfall’ sites (that is, sites not identified in the development plan that come forward for development, for various unforeseen reasons, as a result of planning applications). SESplan expects housing development on previously developed (‘brownfield’) land or other windfall sites to make a contribution to meeting the housing requirement.

2.3.5 Accordingly, windfall developments within the built-up areas (as shown on the Proposals Map) are likely to be acceptable, provided they are not in conflict with other MLDP policies and proposals. Outwith the built-up areas, there is a general presumption against housing development.

Policy STRAT2 Windfall Housing Sites

Within the built-up areas, housing development on non-allocated sites, including the reuse of buildings and redevelopment of brownfield land, will be permitted provided that:

- A. it does not lead to the loss or damage of valuable public or private open space;
- B. it does not conflict with the established land use of the area;

- C. it has regard to the character of the area in terms of scale, form, design and materials;
- D. it meets traffic and parking requirements; and
- E. it accords with other relevant policies and proposals, including policies IMP1, IMP2, DEV3, DEV5 - DEV10.

2.3.6 To meet the Midlothian requirement to 2024 (12,490 houses), the Plan is required to identify additional housing land to accommodate 2,550 houses, spread across the three Strategic Development Areas, as follows:

SESplan Sub Regional Area	SESplan Strategic Development Area	Additional* Housing Allowances
Regional Core	South East Edinburgh (Shawfair)	450
Midlothian/ Borders	A7/ A68/ Borders Rail Corridor	1,350
	A701 Corridor	750

Figure 2: SESplan additional housing allowances

*Additional to committed housing development, windfall development, etc.

2.3.7 Although there is a generous supply of housing land in Midlothian, especially when compared with its own housing need and demand, the sites allocated in this Plan provide for substantially more than the SESplan housing land requirement. In effect, a margin of flexibility is provided to better ensure that the SESplan requirement is met in full. The timing and rate of delivery of housing land is uncertain and dependent on a range of factors. Some housing sites may not be fully developed within the plan period (up to 2024) but providing for additional flexibility in the housing allocations will help to ensure that the SESplan housing requirement can be met. The allocations also include four sites which have potential for further expansion in the longer term. These site extensions are safeguarded for future development, which can be brought forward through the next development plan, if this is required and considered acceptable in place-making terms. The combined contribution of the allocated and safeguarded housing sites, by Strategic Development Area, is as follows:

Strategic Development Area	Total Capacity of Sites Allocated for Development (to 2024)*	Potential Capacity of Land Safeguarded for Development (beyond 2024)
South East Edinburgh (Shawfair)	480	220
A7/ A68/ Borders Rail Corridor	1,700	775
A701 Corridor	1,290	200

Figure 3: MLDP new housing land provision

*New allocations over and above committed housing development

2.3.8 To provide for Midlothian’s additional allowances as specified in SESplan, proposal STRAT3 supports the strategic housing land allocations as identified in the Settlement Statements in the "delivering the strategy" section of this Plan. The Settlement Statements provide the locational context for these sites, including the place-making criteria guiding their development and the infrastructure requirements and other measures needed to support them.

Proposal STRAT3 Strategic Housing Land Allocations

Housing development to meet the SESplan strategic housing land requirement will be supported on the sites specified as housing allocations in the Settlement Statements and listed in Appendix 3A, and shown on the Proposals Map, provided it accords with the Local Development Plan policies.

Reference should be made to policy DEV3 with respect to the proportion of affordable housing to be provided on these allocated sites, and to policies IMP1 and IMP2 and the Settlement Statements for place-making and infrastructure requirements pertaining to each site.

2.3.9 In combination, the provisions of policies STRAT1 and STRAT2 and proposal STRAT3 are expected to deliver the SESplan housing requirement. The Council must maintain a five-year effective supply of housing land at all times which means that the sites must have a reasonable prospect of being built within the five-year period. The effectiveness of the land supply will be kept under review throughout the lifetime of the Plan. The Action Programme will provide the opportunity to reassess the adequacy of the effective land supply and promote any actions needed to address any perceived shortfall in this supply. The Action Programme identifies the ‘trigger’ for introducing actions which, subject to the scale and nature of the shortfall, might include one or more of the following:

- undertake a review of specific housing sites where progress has stalled or construction has not yet started, working with the landowners/ developers to unlock the development potential or increase delivery rates on the sites;
- support increased housing densities on appropriate sites;
- consent additional windfall housing sites (but not at the expense of committed or allocated economic development sites);
- support the early development of land identified in this Plan for longer term growth, subject to satisfactory demonstration that the proposal can/ will contribute to the five-year effective land supply.

2.3.10 A number of additional housing development opportunities are supported over and above the housing allocations in proposal STRAT3. Three of these sites relate to conversion or redevelopment in rural areas. Policy STRAT2 supports the reuse of urban brownfield land, as such sites are generally in sustainable locations with good access to facilities; although these rural opportunities are in less sustainable locations than their urban counterparts, there is benefit in supporting the reuse of these sites where buildings are or become redundant and/ or there is previously developed land suitable for redevelopment. As all of the sites identified in policy STRAT4 are likely to be subject to development uncertainties, such as land ownership and road access constraints and financial viability issues, the potential contribution from these sites is not guaranteed during this plan period and they are therefore not relied upon as part of the required housing allocations. However, should they be developed, the resulting housing units will nevertheless contribute to meeting the SESplan housing requirement.

Policy STRAT4

Additional Housing Development Opportunities

Housing development will be supported on the sites identified as additional housing development opportunities in the Settlement Statements and on the Proposals Map and listed in Appendix 3C, provided it accords with other relevant policies. Reference should be made to policy DEV3 with respect to the proportion of affordable housing to be provided on these sites, and to policies IMP1 and IMP2 and the Settlement Statements for place-making and infrastructure requirements pertaining to each site.

2.3.11 All of the above sites have particular development needs, arising from the rural or other environmental characteristics of the sites, which will require the application of specific criteria to ensure they can be incorporated in a manner suited to their location. Details of these sites, including the place-making criteria guiding their development, the infrastructure requirements and other measures needed to support them, and opportunities for further development are set out in the Settlement Statements. For the three rural development opportunities (Rosslynlee, Pomathorn Mill and Wellington School), this information is included in the Rosewell and Penicuik/ Auchendinny Settlement Statements as appropriate, although these locations are outwith the settlement boundaries.

Employment Land

2.3.12 SESplan recognises the benefit to the regional economy of supporting key employment sectors which, for Midlothian, include life, earth and animal sciences, construction, tourism, education and the public sector.

2.3.13 The MLDP seeks to support the delivery of employment opportunities on sites within the established strategic employment land supply. A number of less effective, generally small employment sites are deleted through this Plan from the established supply, following which the remaining supply is considered to provide a range of marketable sites, in terms of size and quality, to meet the requirements of business and industry, and the development of these sites is supported through policy STRAT1. SESplan makes provision for the allocation of additional employment land in the following locations:

SESplan Sub Regional Area	SESplan Strategic Development Area	Proposed Employment Land
Regional Core	South East Edinburgh (Shawfair)	20 hectares
Midlothian/ Borders	A7/ A68/ Borders Rail Corridor	10 hectares
	A701 Corridor	15 hectares

Figure 4: SESplan employment land requirement for Midlothian

2.3.14 In recognition of the scale of current and future residential growth in Midlothian, coupled with the continuing reliance on commuting to employment locations elsewhere, particularly Edinburgh (the 2011 Census showing that over 51% of Midlothian workers travel to a place of work outwith Midlothian), a key objective of the sustainable settlement strategy is to promote more local employment opportunities. To enable this, the Plan allocates additional employment sites to supplement the established supply; SESplan identified these additional employment allocations as extensions to existing sites at Shawfair Park, Salter's Park (Dalkeith) and Ashgrove (Loanhead). Increasing the size of existing allocations provides the potential to create employment locations of a suitable scale to be of strategic significance in the employment market. Scottish Planning Policy supports the identification of an appropriate range of locations for significant business clusters, including Enterprise Areas and science parks. In addition to the employment allocations, SESplan specifically identifies the Midlothian Campus of the Edinburgh Science Triangle at The Bush and its potential for further growth.

2.3.15 In line with SESplan's aspirations for employment land allocations in Midlothian, and to take advantage of the potential offered by the biotechnology sector here, the employment sites identified in proposal STRAT5 are supported. Details of these sites, including the place-making criteria guiding their development, their infrastructure requirements and other measures needed to support their development are set out in the Settlement Statements.

Proposal STRAT5 Strategic Employment Land Allocations

Development for employment uses to meet the SESplan strategic economic land requirement will be supported on the sites identified as strategic employment land allocations, and for the purposes as specified, in the Settlement Statements and listed in Appendix 3B, and shown on the Proposals Map, provided it accords with the Local Development Plan policies and proposals. Proposals for non-employment uses will not be permitted.

Reference should be made to policies IMP1 and IMP2 and the Settlement Statements for place-making and infrastructure requirements pertaining to each site.

2.4 Strategy for Development

2.4.1 In meeting SESplan's spatial strategy requirements, the MLDP has adopted a number of principles for the location of new development; for the provision of supporting facilities and infrastructure; for the encouragement of local employment opportunities; and for safeguarding the environment. These form the basis of a sustainable strategy for Midlothian.

2.4.2 For the Shawfair Strategic Development Area, the new development land allocations, for both housing and employment use, have been identified adjacent to the A720 City Bypass. These will have the advantage of good access to the strategic transport network, benefit from the Shawfair rail station on the Borders Railway, whilst also supporting the Shawfair town centre. Making provision for both housing and employment land here, along with the Council's ongoing commitment to deliver the Shawfair town centre and a wide range of community facilities, will result in a sustainable settlement.

2.4.3 Housing development in the A7/ A68/ Borders Rail Corridor Strategic Development Area, including that identified in previous Local Plans (committed development), is spread across its communities, including the provision of a new settlement at Redheugh. This corridor has the advantage of Borders Rail and, where possible, new development has been located with proximity to stations. Dalkeith continues to be the focus for employment and shopping, with the allocation of further employment land with good access to the strategic road network and the potential to build upon recent improvements to the town

centre. A need for additional retailing provision (principally for convenience shopping) is likely to result from the growth in households, and the Plan will support a new foodstore to serve the Newtongrange/ Gorebridge/ Redheugh area. The corridor will experience increased traffic on the A7 and, as a means to improve bus usage and pedestrian safety, an urbanisation scheme will be promoted for this route.

2.4.4 The A701 Corridor Strategic Development Area will provide for a spread of housing development. Some communities which have previously experienced little new development will be expanded, and this will be accompanied by new schools within these villages. This corridor is expected to make a significant contribution to Midlothian's economic prosperity. The strategy supports the continuing expansion of The Bush Bioscience Cluster and sites have been allocated with support given to development in line with the *Bush Framework Masterplan*. This has the potential to provide for a significant increase in research and knowledge-based jobs.

2.4.5 There is a strong employment focus in the A701 Corridor and the strategy expects this to be further developed with new employment allocations. The Plan seeks to build upon the success of the Straiton Commercial Centre in providing employment growth and retail services to this corridor. Apart from improvements to the current centre, the strategy directs further development to the west of the A701 with the intention of creating a mixed use development, which can include retail development, but would likely focus on office, hotel and commercial leisure uses in a strong landscape framework, with the potential in the longer term for some housing also. This development of a Midlothian 'Gateway' is an ambitious plan, but it is intended that there would be associated benefits, not restricted to the local area but extending to the entire A701 Corridor, including environmental and transportation improvements.

2.4.6 The A701 Corridor experiences significant traffic congestion which is likely to be exacerbated as a result of the development supported by the strategy. To address this, the Plan supports the delivery of an A701 Relief Road to the west of the current A701 along with a link to the A702. This will support the development of the housing and employment land in the corridor, enable the full potential of the bioscience sector to be achieved, and support the establishment of a 'Midlothian Gateway', providing services, jobs and homes in the longer term.

2.4.7 Delivering the strategy will result in significant development across Midlothian and there are few brownfield opportunities to accommodate the growth. To help mitigate against this level of change, the Plan retains much of

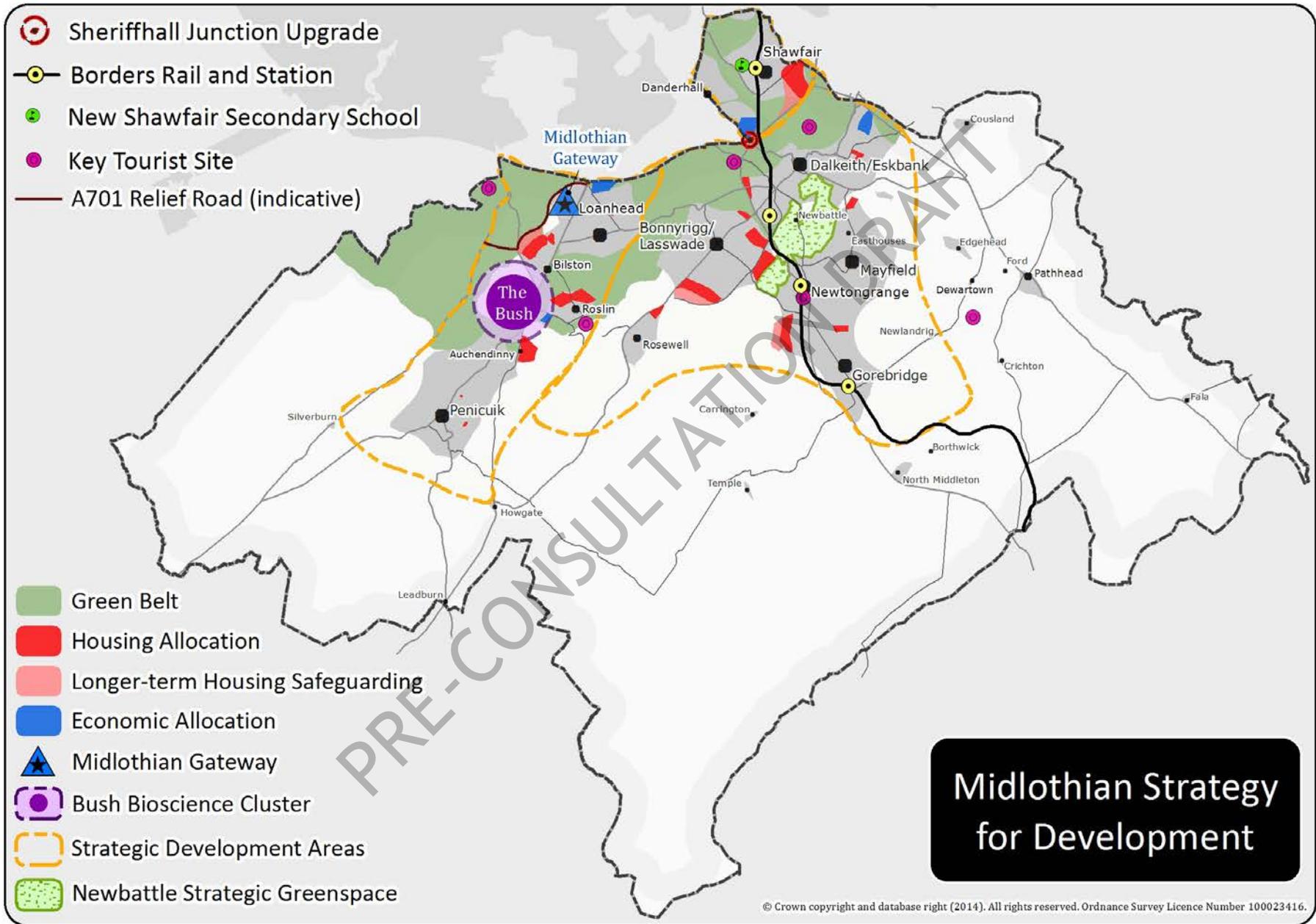
the Green Belt which provides protection to the northern part of the county, albeit some of Green Belt land is required to meet its development requirements. The Plan also identifies an area of protection against development at the heart of the A7/ A68/ Borders Rail Corridor, where the risk of settlement coalescence is increasing. The identification of the Newbattle strategic greenspace is a response to this threat to the separate identity and sense of place of the surrounding communities and the potential for a new country park to be created here in the longer term is recognised.

2.4.8 The landscape and built heritage of Midlothian is a significant asset. The strategy provides safeguards, but also promotes improvement, by way of developing a Midlothian Green Network, and through supporting townscape regeneration schemes. It also supports tourism development, especially in relation to the area's heritage, including the creation of an enhanced tourist attraction at Dalkeith Country Park.

2.4.9 The strategy seeks to distribute growth across all settlements as these are seen as the most sustainable locations for development, where services and public transport are located or can be more readily improved. However, the Plan has identified a small number of additional housing development opportunities outwith settlements, requiring measures to overcome sustainability, access and design concerns.

2.4.10 The development strategy is dependent upon the delivery of essential infrastructure, most notably transport and education infrastructure. Where appropriate, developer contributions will be used to achieve this and contributions to a range of community facilities will also be required to resolve shortfalls in provision. In certain circumstances, other agencies will be involved in the planning and provision of infrastructure projects. The Action Programme accompanying this Plan provides the detail regarding requirements, timing and responsibility for such provision.

PRE-CONSULTATION DRAFT



3 Sustainable Place-making

3.1 Accommodating Growth in Our Communities

3.1.1 Midlothian is making a significant contribution to the growth of the wider Edinburgh area. It is well placed to do so, given its proximity to the City and good transport connections. This level of growth cannot be accommodated without some impact on the area. An important function of the MLDP is to support measures that will allow the new housing and employment sites to be developed without significant negative impacts on the communities in which they are located, whilst bringing benefits to those same communities and wider Midlothian.

3.1.2 A number of factors have influenced the selection of areas for development, including the ability to create or build upon a strong neighbourhood focus; to integrate with existing communities through the shared use of open or civic spaces and community buildings such as schools; and the ability to establish good communication links, especially footpath and cycle routes, and structure landscaping to create a strong setting for the expanded communities.

3.1.3 Communities can find the change attributed to new development and expansion of towns or villages difficult to accept. The related neighbourhood planning process in Midlothian enables communities to express aspirations for improvements to their settlement, to address current shortcomings and future needs. Where these can be met, or assisted, in association with new development, such opportunities are identified in the Settlement Statements. Neighbourhood planning is an ongoing process and will continue to input to the development plan process through the Action Programme updates.

Community Identity and Coalescence

3.1.4 Communities across Midlothian have expressed strong and increasing concern about the prospect of loss of community identity and the need to maintain visual as well as physical separation between settlements. There is already difficulty in visually distinguishing communities like Easthouses, Mayfield and Newtongrange and smaller communities feel under threat of being subsumed into larger neighbouring towns. The choice of sites for the MLDP, although satisfying many of the site selection factors identified above, have in some cases the potential to result in the coalescence of communities and the loss of their individual identities. The Plan provides guidance through section 3.3 and the Settlement Statements, which can help mitigate the impact of development,

including site layout and landscaping to reduce the impression of coalescence. Where mitigation involves landscaping, it can provide the scope to increase biodiversity and recreational value for communities. Policy DEV1 seeks to make provision to protect against coalescence where this is achievable.

Policy DEV1 Community Identity and Coalescence

Development will not be permitted which would result in the physical or visual coalescence of neighbouring communities unless mitigation measures are proposed which maintain visual separation and protect community identity. Such measures, which may include landscaped buffer zones and other community woodland, will be tailored to the particular circumstances of the location.

Protecting Amenity within the Built-Up Area

3.1.5 The majority of the new housing and employment allocations (proposals STRAT3 and STRAT5) are located on greenfield sites on the edge of settlements, as there are limited brownfield opportunities to meet the strategic land requirements. There is, however, a requirement to deliver additional housing on windfall sites (policy STRAT2) and such opportunities will generally be located within existing built-up areas, and can include conversion, intensification, infill or redevelopment. It is important that any such development respects the character and amenity of the existing and future built-up areas. This is especially important for residential areas, including for non-permanent housing such as residential park homes. Policy DEV2, which applies to all towns and villages, including the committed and allocated housing and employment areas defined as within settlements on the Proposals Map, aims to ensure that new development does not damage or blight land uses which are already established or supported by this Plan. This can include negative impact by way of layout, appearance, unacceptable traffic disturbance and noise.

Policy DEV2

Protecting Amenity within the Built-Up Area

Development will not be permitted within existing and future built-up areas, and in particular within residential areas, where it is likely to detract materially from the existing character or amenity of the area.

3.2 Providing for Housing Choices

3.2.1 A key aim of the MLDP is to ensure that there is a sufficient range and choice of housing to meet all needs and help achieve sustainable communities. This part of the plan sets out the Council's policy position on a variety of housing types.

Affordable and Specialist Housing

3.2.2 The Council is committed to the delivery of affordable housing in Midlothian to help achieve sustainable communities. The Council is also keen to work with housing providers to increase the the quantity of housing designed for varying and future needs of occupants.

3.2.3 Affordable housing is housing of a reasonable quality that is affordable to people on modest incomes (Scottish Planning Policy). The SESplan Housing Need and Demand Assessment (HNDA)(December 2009), as referred to in paragraphs 2.3.2-2.3.3 above, identifies an affordable housing need of 1,053 homes in Midlothian between 2009 and 2032. This assessed need and the Council's housing waiting list (4,337 households at July 2014) are considered to justify a 25% affordable housing requirement in relation to new housing coming forward through this Plan and from windfall housing development arising during the Plan's lifetime.

3.2.4 The HNDA highlights that the existing and growing housing need in Midlothian is for rented accommodation, in both the private market rent and below market rent sectors, rather than for owner-occupied properties. The Council's Social Housing Programme and new affordable homes provided in conjunction with existing committed housing sites, the new housing allocations made in this Plan, and windfall housing development will, in combination, help to meet the affordable housing need in Midlothian.

3.2.5 As with other parts of Scotland, there will be significant implications for the current and future housing stock from the growing number of older people in Midlothian. The Council will work with private and public sector housing providers to encourage the design of new housing which takes account of older people's requirements, for example, in terms of its layout, accessibility and adaptability for future needs. Similarly, the Council is keen to increase the quantity of housing stock that is accessible and adaptable for people with physical impairments and wheelchair users. Such housing can be referred to as extra care housing, specialist need housing or housing for varying need. In principle, the Council will support this type of housing provision to contribute towards the 25% affordable housing requirement. However, an assessment will be made on a case-by-case basis as to the appropriateness of the provision. Proposals for care homes are excluded from this provision and will be assessed against the policy framework of the Plan.

3.2.6 The MLDP affordable housing requirement supersedes previous Local Plan provisions for affordable housing; for the avoidance of doubt, the 25% affordable housing requirement will apply to all housing sites allocated in previous Local Plans that do not have an extant planning consent.

3.2.7 Supplementary Guidance on *Affordable and Specialist Housing* provides the following detailed information, including guidance on the flexibility and options available in the application of the policy in order to best fulfil the Council's aspirations in providing for its affordable housing needs:

- the types of affordable housing supported in principle;
- possible delivery mechanisms;
- retaining homes as affordable housing in perpetuity;
- the potential for meeting the required provision in off-site locations;
- the scope for commuted sums;
- possible opportunities for providing lower than the required levels of affordable housing;
- the design and layout of affordable housing; and
- the potential for special needs housing and housing adaptable for occupier's future needs to contribute towards meeting the affordable housing requirement.

Policy DEV3 Affordable and Specialist Housing

Within residential sites allocated through this Local Development Plan, 25% of the total number of homes consented will require to be affordable homes.

Windfall sites identified during the plan period will be required to provide affordable homes equal to, or exceeding, 25% of the total number of homes consented, as follows:

- A. for sites of less than 15 homes (or less than 0.5 hectares in size), no affordable housing provision will be sought;
- B. for sites of between 15 and 49 homes (or 0.5 to 1.6 hectares in size), no affordable housing provision will be sought for the first 14 homes, thereafter there will be a requirement for 25% of the site's total capacity to be affordable housing; and
- C. for sites of 50 homes and over (or larger than 1.6 hectares in size), there will be a requirement for 25% of the site's total capacity to be affordable housing.

Providing lower levels of the affordable housing requirement may be acceptable where this has been fully justified to the Council. Applicants wishing to exceed the 25% requirement will be supported in principle.

The Supplementary Guidance on *Affordable and Specialist Housing* should be taken into account in the formulation and assessment of development proposals where affordable housing is a relevant consideration.

This policy supersedes previous Local Plan provisions for affordable housing; for sites allocated in the Midlothian Local Plan (2003) that do not yet benefit from planning permission, the Council will require reasoned justification in relation to current housing needs as to why a 25% affordable housing requirement should not apply to the site.

Residential Park Homes

3.2.8 Residential park homes provide an affordable alternative lifestyle choice for a significant number of households in Midlothian, principally in the A701 Corridor at Nivensknowe Park and Pentland Park. The Council supports the continued use of these residential park homes sites for their current purpose.

Policy DEV4 Residential Park Homes

Development proposals that would prejudice the continued use of Nivensknowe Park and Pentland Park for the siting and management of residential park homes will not be permitted. The Council will seek the long-term maintenance and enhancement of these sites for their current use as affordable homes.

Gypsy Travellers and Travelling Showpeople

3.2.9 The Council in conjunction with East Lothian Council operates a gypsy traveller site near Smeaton to the east of Dalkeith. The site lies within Midlothian but is managed by East Lothian Council as a joint facility. The Council will support its continued use for this purpose. The Midlothian Local Housing Strategy 2013-2017 does not identify a need for additional provision in Midlothian for gypsy travellers or travelling showpeople. Consequently, no new sites or facilities are identified in the Plan and any new sites that come forward during the plan period will be assessed against its policy framework.

Houses in Multiple Occupation (HMOs)

3.2.10 The Council's Local Housing Strategy 2013-2017 seeks to increase the number of HMOs in Midlothian due to the impact of welfare reform on single person households and also to support the growth of housing options in the private rented sector. To reduce the potential for concentrations of HMO properties to emerge in certain locations, the Council will restrict the number of such properties in any single locality to 8% of the total number of domestic properties. The Scottish Government's Scottish Neighbourhood Statistics, or their equivalent successor, will be used to define such localities.

Housing for Service Personnel

3.2.11 Discharged members of the armed services are accorded a high priority for housing by the Council. The Local Housing Strategy expresses the Council's intention to strengthen its support for armed forces and their families through the Midlothian Armed Forces Covenant. However, no specific site provision for this type of housing requirement is made in the MLDP. Proposals that come forward for this housing type will be assessed against the policy framework of the Plan.

Self-build Housing

3.2.12 The Council is supportive of the principle of self-build housing plots. The strategic housing, affordable housing and development in the countryside policies of the Plan provide the context for such proposals to be brought forward.

3.3 Quality of Place

3.3.1 The urban area of Midlothian consists of a number of small to medium-sized towns set within a high quality environment with a good range of facilities on the whole and ready access to job opportunities and public transport. Beyond the towns, there are many rural villages and hamlets which also provide pleasant places to live, if relatively less well served in terms of access to facilities and transport.

3.3.2 In recent years, many of Midlothian's communities have experienced significant growth and this pattern is set to continue throughout the plan period and beyond, given the county's location on the southern edge of Scotland's capital city. The challenge is to accommodate this growth in a way that enhances and reinforces the identities of Midlothian's communities and contributes to the quality of life and sense of place in each settlement. In this context, it will be essential for growth to be accompanied by suitable infrastructure provision and facilities to provide for and help to foster community development. However, from the outset, an essential component of successful place-making is good design and careful integration of new development into its landscape setting.

3.3.3 The Council recognises that high quality design can:

- promote sustainable development;
- improve the quality of the living environment;
- help to attract business and investment;

- reinforce civic pride and a sense of identity; and
- foster public acceptance of new development.

3.3.4 This Plan seeks to establish minimum design standards for new development which aspire to make a difference to the lives of existing and new residents by increasing the vibrancy of our communities, as well as improving their physical appearance. Where substantial growth is experienced, residents can expect this to be accompanied by measures to address related impacts on local services, facilities and the transport network, and to ensure that civic spaces reflect the needs and expectations of the expanding population that they serve.

Design Principles and Guidelines

3.3.5 Whilst opinions on the design of buildings and places is partly subjective, some key design elements are common to all attractive and successful places. Scottish Planning Policy identifies six of these:

- *Distinctive* - development that complements local features to create places with a sense of identity;
- *Safe and pleasant* - development that provides a sense of security through encouraging activity and natural surveillance;
- *Welcoming* - development that helps people to find their way around by making use of landmarks;
- *Adaptable* - development that can accommodate future changes of use due to a mix of densities and tenure;
- *Resource efficient* - development that reuses or shares resources and prevents future depletion of natural resources through mitigation or adaptation;
- *Ease to move around and beyond* - development that considers the needs of people before cars.

3.3.6 Through the provision of layout and design policies and standards, the MLDP seeks to ensure that these design principles are incorporated into all development proposals. As a minimum, new developments must meet basic functional requirements such as satisfying privacy, sunlight and daylight levels in order to preserve the quality of life of residents.

Policy DEV5 Sustainability in New Development

The Council will expect development proposals to have regard to the following principles of sustainability:

- A. building in harmony with the site including optimising on orientation and relationships to contours, provision of shelter, and utilising natural features;
- B. fostering and maintaining biodiversity;
- C. treating and conserving water on site in line with best practice and guidance on sustainable urban drainage;
- D. addressing sustainable energy in line with policies NRG3, NRG4, NRG5 and NRG6;
- E. recycling of construction materials and minimising the use of non-renewable resources;
- F. facilitating accessibility and adaptability;
- G. providing for waste recycling in accordance with standards which will be set out in planning guidance on waste separation, collection and recycling requirements for new development; and
- H. incorporating high speed broadband connections and other digital technologies in line with policy IT1.

Layout and Design of New Development

3.3.7 The relationship of buildings with each other, along with the spaces between them, is important to the character of an area and a determinant in the creation of active and well-functioning places. The following policies set out the Council's expectations for the standard of all new development and are supported by Supplementary Guidance on *Quality of Place* which includes detailed aspects relating to the layout of new development, and the design of new housing and house extensions and alterations. The Settlement Statements

provide further guidance relating to design considerations with respect to the character of specific communities and factors to be addressed in bringing forward development proposals on committed development sites and new allocations.

Policy DEV6 Layout and Design of New Development

The Council will require good design and a high quality of architecture, in both the overall layout of development proposals and their constituent parts.

The layout and design of development proposals should meet the following criteria:

- A. the layout of development proposals should complement or enhance the character of any adjoining or nearby urban area; include attractive street frontages; provide outlook onto communal open space; and integrate the siting of buildings, landscaping, open space, boundary treatment, and pedestrian/ cycle/ vehicular routes;
- B. any locally prominent landscape feature or historic building should be reflected in the layout and local landmarks and viewpoints should be incorporated into the streetscape to provide a welcoming atmosphere and assist with navigation;
- C. good quality materials should be used in the design;
- D. existing pedestrian routes, including desire lines, should be taken into account and the layout should be convenient for pedestrians and cyclists, with special attention to the provision of footpaths and cycleways which create links between key destinations;
- E. a high standard of passive energy gain should be achieved and overshadowing of buildings should be avoided;
- F. pedestrian routes, open space, sustainable urban drainage features or roads should be overlooked by front or side windows of buildings and doors should face onto streets or active frontages;
- G. buildings should be laid along contours to avoid excessive changes in levels and underbuilding in the street scene;

H. open space for different age groups should be designed and sited to minimise disturbance and protect residential amenity;

I. adequate spacing between housing should be provided to ensure that privacy and amenity^{*1};

J. where there is a recognised need for new open space in the area (see policy DEV9: Open Space Standards), this should complement and/or contribute to existing open space provision and the proposed green network ^{*2};

K. private open space should be provided on a scale appropriate to the relevant dwelling type^{*1};

L. where the proposed development is of a scale and in a location which makes the provision of bus services a realistic prospect, roads providing access through the site must be of a width and design sufficient to allow the passage of buses, with lay-bys provided to allow them to stop without obstructing other traffic;

M. any roads, lighting and parking must satisfy the Council's standards; and

N. cycle parking and bin stores shall be incorporated into the layout of developments.

Exceptions to the above criteria may be considered where the proposed development is of a very high standard.

^{*1} Reference should be made to the Supplementary Guidance on *Quality of Place* for further detailed requirements.

^{*2} Where new open space is provided, arrangements for its long-term maintenance (typically 15 years) shall be agreed with the Council prior to any consent being issued. Such arrangements will include long-term funding for the maintenance of open space, landscaping and equipment.

Design of New Housing

3.3.8 The Council wishes to encourage a high standard of housing design in the county's expanding communities, with innovative design where appropriate. Standard house types may not always provide an acceptable design solution. Therefore, developers are expected to be flexible in their use of house types and, if necessary, should modify their range to meet the Council's requirements for specific sites, where possible taking account of the local vernacular.

3.3.9 The *Quality of Place* Supplementary Guidance sets out the criteria that should be observed in relation to new conventionally designed housing. Exceptions to these criteria in terms of bespoke designs and contemporary architecture may be considered positively where a high standard of design is being achieved.

House Extensions and Alterations

3.3.10 A significant proportion of the planning applications received by the Council relate to extensions and other alterations to existing dwellings. While the impact of individual proposals is often fairly localised, these can have a cumulative detrimental eroding impact on the appearance and amenity of a wider area if not well regulated. In addition, proposals are sometimes submitted to the Council which may have a significant adverse effect on neighbours to the extent that they cannot be supported. Good design can help to reduce the likelihood of this happening.

3.3.11 The Supplementary Guidance on *Quality of Place* sets out the criteria that must be complied with in all proposals for the extension or alteration of dwellings. Exceptions to these criteria may be considered where the proposed development is of a very high standard and the proposal would not harm the amenity of the area or of neighbouring properties to a significant degree. Development within the curtilage of a dwelling, but not attached to the existing dwelling, will be permitted if it complies with the set criteria and the proposed use of the building or works is incidental to the enjoyment of the dwelling.

Landscaping in New Development

3.3.12 Landscaping provides a means of softening the appearance of new development and when integrated into the design can greatly contribute to creating an attractive environment and assist in meeting place-making objectives. It can also help in defining a new edge to an expanded settlement, enhance

recreation areas and provide opportunities for promoting biodiversity. The implementation of policy DEV7 will make an important contribution to the achievement of the objectives of the Midlothian Green Network and policy ENV2.

Policy DEV7 Landscaping in New Development

The Council will require development proposals to be accompanied by a comprehensive scheme of landscaping. The design of the scheme should:

- A. complement the existing landscape both within and in the vicinity of the site;
- B. create landmarks in the development layout and use the landscape framework to emphasise these;
- C. provide shaded areas and shelter from prevailing winds, where possible and appropriate with regard to the overall design of the development;
- D. make use of tree and shrub species that are of a good appearance, hardy and require low maintenance, with a preference for indigenous species;
- E. where a site abuts the countryside, incorporate tree belts of at least 30 metres in width to define the urban edge, allow for future growth of the trees and promote pedestrian access to the countryside beyond and wider path networks;
- F. ensure that, where roads are to be lined with trees, these are given adequate room to grow and mature;
- G. make use of trees to define the edge of development areas within sites;
- H. promote local biodiversity and, where appropriate, community food growing; and
- I. ensure that finishing materials, surface textures and street furniture, together with the design of walls and fencing, combine with the landscaping to create an attractive environment.

Landscaping schemes should be implemented at an early stage in the development to allow adequate time to become successfully established. Maintenance proposals must accompany schemes of landscaping.

3.3.13 The Council will support the provision of community food production in conjunction with large areas of new housing as provided for through this Plan. The Settlement Statements indicate where such provision may be appropriate. In such circumstances, consideration will need to be given to provision of access, servicing and security.

Provision of Open Space

3.3.14 Open space is an important element when designing places but its real value is as a long-term community asset which not only defines the character of a place but also promotes its social and economic development and ability to accommodate change. Open space is a finite resource that, if developed, is generally lost for good. Creating and maintaining high quality, accessible and fit for purpose open spaces is central to the Council's Open Space Strategy and is reflected in the policies of this Plan.



3.3.15 The Open Space Strategy seeks to raise awareness of the importance of open space across communities and ensure the long-term management and maintenance of local greenspace. It encourages community involvement,

acknowledging the role of partnership working involving community groups and partner organisations, third sector groups, businesses and developers to maximise resources and ensure delivery.

3.3.16 The aim of this Plan is to protect key public spaces, including public parks, civic spaces, recreation areas and natural and semi-natural areas from development which will result in the permanent loss of the public open space. These spaces perform a function of value to the local and/or wider community and, as such, require protection from activities that would erode the long-term benefits that result from maintaining these sites as open space.

3.3.17 All new development must comply with the Council's standards for the provision of open space, established through its Open Space Audit and Strategy and set out in Appendix 4 of this Plan. These provide a framework to assess the quantity, quality and accessibility of existing open spaces in a given area and identify appropriate interventions either to maintain and enhance existing facilities or to deliver new spaces. The standards will be applied in a way that provides an optimum solution to the provision of open space tailored to particular circumstances and, in some cases, the Council may determine that no new open space provision is required. The Council will bring forward Supplementary Guidance in due course on the implementation of the open space standards.

Policy DEV8 Open Spaces

The Council will seek to protect and enhance the open spaces identified on the Proposals Map. Development will not be permitted in these areas that would:

- A. result in a permanent loss of the open space; and/or
- B. adversely affect the accessibility of the open space; and/or
- C. diminish the quality, amenity or biodiversity of the open space; and/or
- D. otherwise undermine the value of the open space as part of the Midlothian Green Network or the potential for the enhancement of the open space for this purpose.

Policy DEV9 Open Space Standards

The Council will assess applications for new development against the open space standards as set out in Appendix 4 of this Plan and seek an appropriate solution where there is an identified deficiency in any of the listed categories (quality, quantity and accessibility).

Planning conditions will be applied and, where necessary, legal agreements sought to ensure that appropriate provision for open space is made to mitigate the impact of any proposed development. Any exemption from provision under this policy will have to be demonstrated to the satisfaction, and be at the discretion, of the Council. Unless otherwise stated, the standards will apply to public parks and gardens, amenity greenspace, play space, outside sports facilities and natural and semi-natural greenspace.

Provision for Outdoor Sports

3.3.18 Many outdoor sports facilities have the combined benefit of being a recreational facility and an open space asset. The Council is keen to increase participation in sport generally and supports the retention and enhancement of pitches and field sports facilities to help achieve these objectives. Through the provision of new and improved schools, the Council has upgraded a number of grass pitches to third generation synthetic surfaces thereby extending the capacity of the pitches and the availability of the resource throughout the year. The school replacement programme includes a number of five- and seven-a-side pitches which attracts a younger age group in terms of sports development work but also provides for other sports such as hockey.

Policy DEV10 Outdoor Sports Facilities

The redevelopment of outdoor sports facilities for alternative uses will not be permitted except where:

- A. the proposed development is ancillary to the principal use of the site as an outdoor sports facility;

B. the proposed development involves only a minor part of the outdoor sports facility and would not affect its use and potential for sport and training;

C. the outdoor sports facility would be replaced either by a new facility of comparable or greater benefit for sport in a location that is convenient for users, or by the upgrading of an existing outdoor sports facility to provide one of better quality on the same site or at another location that is convenient for users, such that the overall playing capacity in the area is maintained or improved; or

D. the sports pitch needs assessment, Open Space Audit and consultation with sportscotland identify a clear excess of provision to meet current and anticipated demand in the area, and demonstrate that the site could be developed without detriment to the overall quality of that provision.

PRE-CONSULTATION DRAFT

4 Promoting Economic Growth

4.1 Focus on Economic Activity

4.1.1 Promoting economic growth is the primary objective of the Midlothian Economic Development Framework and the economic recovery plan, *Ambitious Midlothian*. It is also a central objective of the Community Planning Partnership's Single Midlothian Plan.

4.1.2 The MLDP supports these objectives through a positive policy context. It seeks to deliver economic benefits by:

- providing land and supporting the redevelopment of existing sites/ property to meet the diverse needs of different business sectors;
- supporting measures and initiatives which increase economic activity;
- giving due weight to the net economic benefit of the proposed development; and
- ensuring the necessary capacity in the physical and transport infrastructure network is available to enable development.

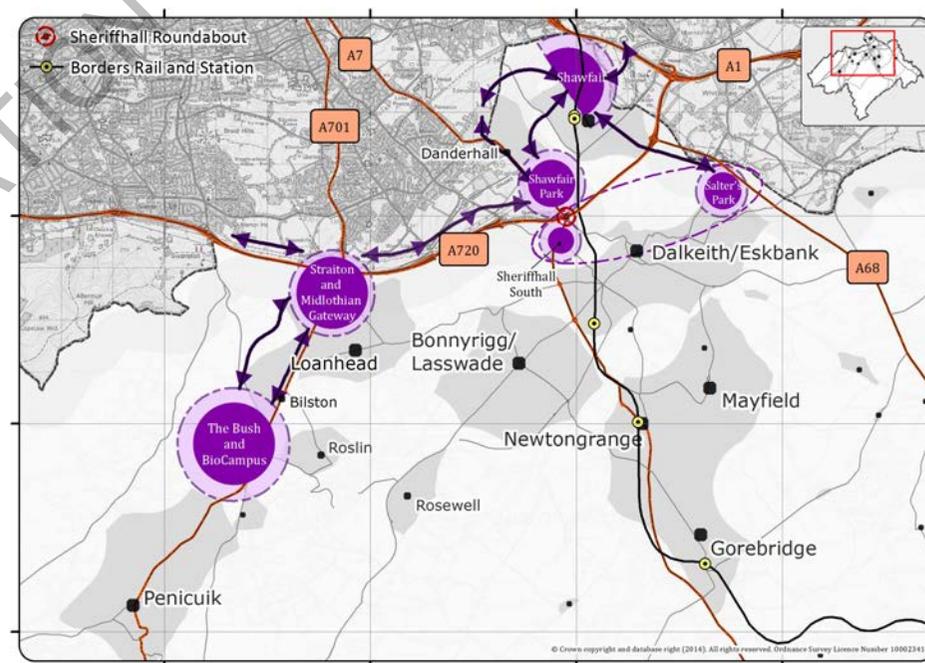
4.1.3 Business growth is integral to the objective of supporting economic activity and employment. While Midlothian is predominantly a small- to medium-sized business location, it is physically well located to take advantage of strategic transport connections to the City of Edinburgh and northwards via the Forth crossings and the M9, westwards via the A720 and M8, and southwards through the Scottish Borders to North East England via the A1, A7 and A68.

4.1.4 The reintroduction of the Borders Railway is a major investment project which will not only bring about transport and environmental benefits but also significant local and strategic economic benefits. In the A7/A68 Corridor, the development strategy directs development to locations well served by the network of proposed rail stations and the Plan supports development opportunities associated with the railway, in particular, the station sites which may offer the potential to become a focus for new commercial and/or tourist developments.

4.1.5 Equally, proposed transport interventions in the A701 Corridor will enhance the prospects for existing firms as well as new development opportunities in this corridor; the focus of growth centres on development opportunities at The Bush, Straiton and Ashgrove. The Bush is an established

bioscience location and a key sector for the future, not least due to its Enterprise Area status. The Plan seeks to safeguard this location for research and development and associated biomanufacturing uses.

4.1.6 The MLDP development strategy (section 2.4) promotes strategic employment locations, clustered around the strategic road network with good transport and travel connections, and existing or planned infrastructure capacity. These sites are of a scale and location likely to be attractive to different economic sectors seeking to attract principally Class 4 (business) and Class 5 (general industry) uses but ancillary support uses may be acceptable to help market the location and attract investment, subject to specific controls. In some cases, where direct access to the trunk road network is achievable, Class 6 (storage and distribution) uses may be acceptable.



4.1.7 Important contributors to economic growth include retailing and commercial leisure, tourism and mineral extraction. Midlothian's expanding population will underpin an increase in the retail sector. The Plan seeks to channel this expansion to town centres but also allocates a new site (Ec3) as a major mixed use development area. It also encourages other activities which

bring vibrancy to town centres, provided that they are compatible with the quality of life of the people living there. The tourism policies seek to support new attractions and protect existing ones. The Plan recognises the significance of minerals extraction in supporting the construction, energy and chemicals sectors, and provides a policy framework for their extraction. Midlothian's location, along key transport routes to Edinburgh, provides opportunities for additional tourist accommodation.

4.2 Employment Land

4.2.1 The Plan seeks to ensure a readily available supply of land for economic development and offer a range and choice of sites and locations to support economic growth over the plan period and beyond. SESplan supports the safeguarding of existing economic sites in Midlothian, gives protection to bioscience uses at The Bush, and requires additional economic land to be allocated for development as extensions to existing sites at specified locations. As set out in section 2.4 above, the MLDP makes provision for new strategic economic land allocations through proposal STRAT5 at the locations specified in the Strategic Development Plan. SESplan also allows consideration of mixed use development on economic sites, if supported by the MLDP, which does not result in a net loss to the overall strategic land supply.

4.2.2 The established land supply comprises 202 hectares of economic land of which approximately 50 hectares is safeguarded for bioscience uses at The Bush and the remainder is allocated for business and industrial uses (Classes 4 (business) and 5 (general industry) and, in certain cases, Class 6 (storage and distribution)). Only 50 hectares is classified as immediately available and



the remainder is constrained. A number of smaller sites which no longer meet market demands or are considered non-viable or have been substantially developed for other uses have been deleted from the established supply. Their

loss has been compensated by new allocations at locations that are more accessible by public transport, linked with or close to infrastructure, and offer a scale likely to be more attractive to investment opportunities.

4.2.3 Much of the economic land supply is in private ownership. The Council seeks to engage with the landowners in an attempt to remove constraints, actively promote the sites and ensure that their economic potential is safeguarded. The introduction of Assisted Area status in June 2014 to parts of Midlothian (paragraph 4.4.1) improves the prospect of attracting investment.

Policy ECON1 Existing Employment Locations

Existing business and industrial locations will be safeguarded against loss. Within these areas (except within the policy boundaries relating to policy ECON2), economic development, redevelopment or expansion (excluding retail) will be supported where it:

- A. would contribute to an employment density* commensurate with the type of development proposed;
- B. would be compatible with neighbouring uses;
- C. would not have a detrimental impact on the amenity of the area; and
- D. could mitigate any infrastructure deficiency or requirement.

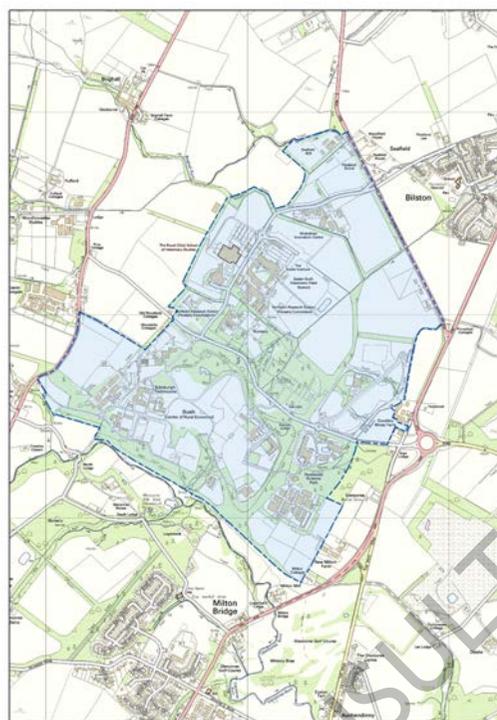
The introduction or expansion of non-business or industrial uses will not be permitted. The loss or redevelopment of an existing business or industrial site in productive employment use to an alternative non-employment generating use will only be permitted if there is no net detriment to the overall supply of economic land.

Policy STRAT1 seeks the early implementation of all committed development sites in the established economic land supply (as listed in Appendix 1B).

* Employment Densities Guide, English Partnerships, 2010

4.3 Midlothian Campus of Edinburgh Science Triangle

4.3.1 Biotechnology or bioscience is identified by the Government as having significant potential for economic growth and job creation. The development of this sector in Midlothian is focused around The Bush in the A701 Corridor where a specialised science, research and technology cluster incorporates six out of the eight science parks and research facilities that comprise the Edinburgh Science Triangle. Within the cluster, the Midlothian BioCampus (Gowkley Moss), Scotland's first dedicated national bio-manufacturing campus, was recently designated as one of the five life science Enterprise Areas in Scotland, demonstrating the importance of this sector in this location and providing a further impetus to growth prospects in the A701 Corridor. Development of the sector is locally, strategically, nationally and internationally important and it is therefore a priority of the MLDP to protect and promote its growth in this locality.



The Bush Bioscience Cluster

4.3.2 Enterprise Areas were established by the Government to stimulate key sectors of the Scottish economy and create jobs. A range of incentives are available, including discounted business rates (up to 100%); enhanced capital allowances for investment in plant and machinery; a streamlined planning application process; high speed broadband connections; international promotion and marketing; and skills and training support. The MLDP acknowledges the Enterprise Area as a positive intervention in the promotion and development of bioscience facilities at The Bush. Through *Ambitious Midlothian*, it is promoting

the creation of a Business Improvement District (BID) at The Bush to enhance collaboration between companies and to market the area as a bioscience location.

4.3.3 There have been significant investments at The Bush in recent years such as the University of Edinburgh's Royal (Dick) School of Veterinary Medicine (including the small and large animal teaching hospitals) and the Easter Bush Research Consortium. A Bush Framework Masterplan has been prepared through partnership working to help guide future development on the site, and investment in the infrastructure required to maximise its growth potential.

Policy ECON2 The Bush Bioscience Cluster

The Bush bioscience cluster (including the BioCampus Enterprise Area), as identified on the Proposals Map, will be safeguarded for the specific purpose of supporting and expanding bioscience research and development.

Development will be supported at The Bush on the committed development sites (as referred to in policy STRAT1 and identified on the Proposals Map and in Appendix 1B); on the allocated sites (as identified in proposal STRAT5 and identified on the Proposals Map); and on non-allocated sites within the Bush Framework Masterplan, subject to detailed design, scale and landscape impact being acceptable to the Council and, in all cases, the necessary local and strategic infrastructure requirements of this Plan being met.

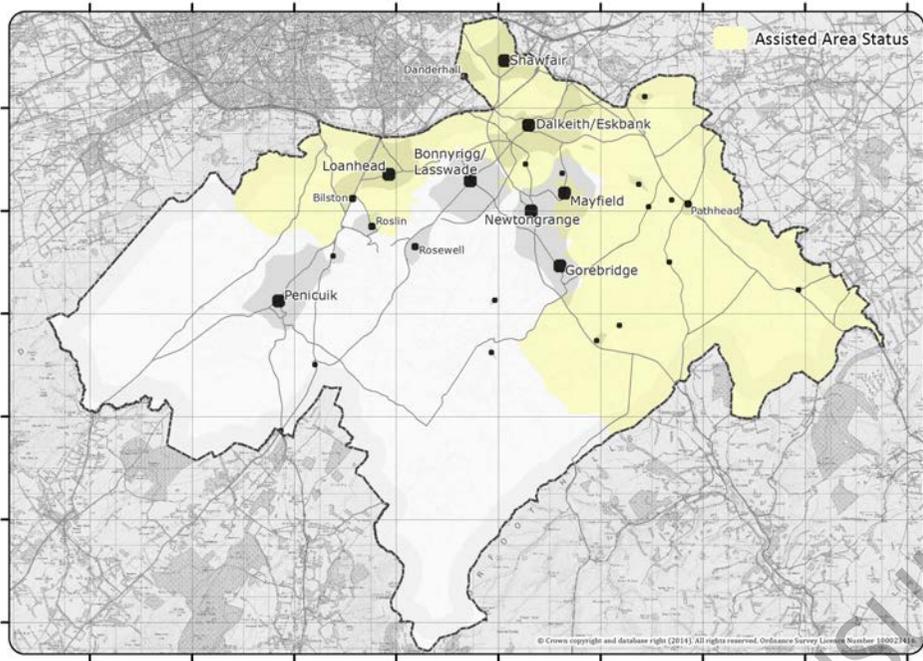
Unless included in the Bush Framework Masterplan, proposals for non-research or bioscience manufacturing uses will not be supported

4.4 Promoting Business Growth and Job Opportunities

Assisted Area Scheme

4.4.1 The Assisted Area Scheme provides financial assistance to industry in the form of discretionary grants aimed at encouraging investment, as a stimulus for growing local businesses and job creation. The 2014-2020 scheme extends the assistance available to Midlothian companies by including large enterprises (250+ employees) within the range of incentives where assistance was previously restricted to businesses of fewer than 250 employees. Assisted Area status is

an additional incentive that positively promotes Midlothian as a place to do business. Appendix 5 provides further information on the operation of the Assisted Area Scheme within Midlothian.



Economic Development Support

4.4.2 The economic sites at Shawfair Park and Salter's Park are identified in the Plan as strategic business parks. Their location in relation to, and connection with, the strategic road network and Borders Rail make them key sites in the development strategy and they represent a major opportunity for growth and employment over the plan period. The Council acknowledges that a significant take-up of land in these locations will also give rise to an increasing daytime work-based population. In order to meet the potential demand for local services, encourage flexible working and reduce the need to travel, the Council supports the principle of ancillary uses at these locations in relation to the emerging and expanding business community.

Policy ECON3 Ancillary Development on Business Parks

The Council supports the principle of limited ancillary uses (such as child daycare services, banking, convenience, healthcare services, etc.) at Shawfair Park and Salter's Park where these are of a scale suitable to service the existing and expanding workforce and business community at these locations.

The provision of, and support for, ancillary development will be considered subject to:

- A. the proposed uses being limited to land within the original allocation as identified in the established economic land supply (Appendix 1B) and on the Proposals Map, and not including the expansion areas as allocated through this Plan (proposal STRAT5);
- B. an assessment of the proposed uses and scale of provision not having an adverse impact on the prospects for Shawfair (proposed) and Dalkeith (existing) town centres; and
- C. the preparation of a masterplan indicating the scale, location and timing of provision.

Where substantive development is yet to commence, support for ancillary uses will only be considered if it is likely to act as an enabler to attract further investment to that business location. In each case, planning obligations will be used to regulate the scale, nature, extent and timing of such facilities, including any advance provision.

4.4.3 A number of the established business and industrial sites are largely developed and there is an ever-decreasing amount of land available to market, for example, at Bilston Glen Industrial Estate. However, these sites continue to contribute to the local economy either by expansion or redevelopment of existing plots or through business relocation with space then available for the business property market.

4.4.4 Work has commenced on the construction of waste management facility at Millerhill Marshalling Yards (refer to section 6.5) with infrastructure works offering potential for the remainder of the site to come forward for development. In contrast, several sites have recently been lost to alternative uses, including land in Dalkeith, Loanhead and Eskbank, with no substitute provision being made. Such losses reduce the range and choice of marketable land or property and opportunities for job generation. Equally, there are small economic sites which do not form part of the established land supply but nonetheless meet a business requirement and support business development. The Council seeks to maintain and support the redevelopment of such sites for economic development.

Policy ECON4 Economic Development Outwith Established Business and Industrial Sites

Business and industrial proposals (Classes 4 and 5) within the defined urban area but outwith existing or allocated business and industrial sites will be supported if:

- A. it is demonstrated that there is no suitable alternative site available within established economic sites;
- B. the site is not identified for an alternative use;
- C. the proposed development would be compatible with surrounding uses and there would be no adverse impact on local and, in particular, residential amenity as a result of the development;
- D. the layout and design of buildings would be appropriate to the character of the site and surrounding area; and
- E. the transport impact of the proposal would be acceptable.

The Council will give support to proposals that reuse brownfield or vacant or derelict land as opposed to greenfield locations.

Policy ECON5 Industries with Potentially Damaging Impacts

Proposals for industrial developments of a kind which may give rise to environmental problems will be assessed with regard to the relevant policies and proposals; to expected economic benefits; and to any benefits to the wider environment of locally harmful industrial operations. The Council will require to be satisfied that any such site is either uniquely suitable for technical reasons or has been selected with a view to minimising environmental impact, and not primarily because of the availability of the land to the intended developer or operator. Developments of this nature will require to be screened and operational conditions are likely to be imposed.

4.4.5 Midlothian Business Gateway plays an important part in promoting business growth providing advice and support to existing businesses as well as new start-up businesses. The Plan acknowledges the benefits of working from home both in terms of its contribution to sustainability by reducing the need to travel and by supporting work life balance choices and increased productivity. It also contributes to encouraging start-up businesses.

Policy ECON6 Working from Home/ Micro Businesses

Home-based business operations will be permitted where they accord with all relevant policies and proposals and the following criteria are met:

- A. the business can be conducted without detriment to local residents with regard to noise, disturbance, traffic movement, visual intrusion and other forms of pollution;
- B. suitable access, parking, and services are available; and
- C. the proposal does not include any retail use.

Permission will be subject to appropriate conditions and, where necessary, legal agreements, to prevent any intensification of business use which may result in problems for the surrounding area.

In exceptional circumstances, planning permission may be made personal to a particular applicant, because of the specific circumstances of his/her proposed business use.

Access to Training

4.4.6 Ensuring access to jobs and training is a high priority in Midlothian. Education, skills and employment is one of the key programme areas of the Council's economic strategy and recovery plan and is a core priority of the Single Midlothian Plan.

4.4.7 Midlothian is home to two further education establishments - Edinburgh College and Newbattle Abbey Adult Education College. Both colleges can play a part in realising the Council's objectives and have engaged in an active partnership with the Council to this end. Equally, the MLDP can support the delivery of these objectives by providing a positive policy context to support the development of these two institutions. Edinburgh College is located adjacent to the proposed Eskbank station on the new Borders Railway. This will increase its accessibility and future expansion of the college is a possibility. Newbattle Abbey College is a listed building set within a designed landscape and Conservation Area. The site includes an accommodation annexe and a small business park. The Council is supportive of the College's aspirations to reconfigure and enhance the education, environmental and business potential of the site.

Policy ECON7 Further Education Facilities

The continued use and development of Midlothian's further education establishments will be supported provided that any development proposals are of a suitable scale and design that will not have an adverse impact on the character or amenity of surrounding uses, are supported by a sustainable travel plan, and can satisfactorily address any infrastructure requirements. In the case of Newbattle Abbey College, consideration will need to be given to the setting of the listed building, the character and amenity of the designed landscape and Conservation Area, and the objectives of the Newbattle Strategic Greenspace designation. If necessary, relocation of the existing business park uses will need to be addressed.

4.5 Improving Connectivity

4.5.1 Connections to, and availability of, physical infrastructure is vital to successful place-making, growing the economy and delivering sustainable development.

4.5.2 Water, drainage and utility connections are vital to enable development. Paths, roads and railways physically connect places and facilitate the movement of people and goods for business, tourism and leisure purposes. Good accessibility to Edinburgh Airport provides national and international connections to help support the growth of Midlothian's businesses, and telecommunications and digital innovation introduces economic opportunities based on e-commerce and e-communication networks.

4.5.3 The MLDP acknowledges the importance of physical and digital infrastructure and its role in bringing people and places together, providing economic advantage and achieving sustainable development. It seeks to establish a policy framework which can support the investment plans of communications and utility operators to ensure future network capacity and, in particular, to ensure the integration of digital technologies into the design of all new development.

Sustainable Travel

4.5.4 The Plan promotes a sustainable approach to transport and travel by:

- supporting development in accessible locations in terms of public transport, cycling and walking;
- encouraging integration between different modes of transport;
- promoting the development of an active travel network within and between Midlothian's communities with a particular focus on the Midlothian Green Network;
- safeguarding former railway lines that could be redeveloped as active travel routes; and
- providing policy support for potential cross-boundary connections with neighbouring authority areas.

Policy TRAN1 Sustainable Travel

Major travel-generating uses will only be permitted where they are well located in relation to existing or proposed public transport services, are accessible by safe and direct routes for pedestrian and cyclists, and accord with the Council's Local Transport Strategy.

Proposals for all new major travel-generating developments, including phases of a major development area, shall be accompanied by a Transport Assessment and a Travel Plan, setting out what provisions or measures shall be taken to provide for, and encourage the use of, alternative forms of travel to the private car.

The Council will seek to develop an active travel network to promote sustainable travel and give priority to walking, cycling and public transport initiatives and developments over provision for car-based travel. The network would be a combination of existing and planned routes and infrastructure which would include:

- safer routes to school;
- re-prioritised road space to support walking and cycling;
- dedicated routes to encourage walking and cycling to work, and for recreation and leisure;
- the proposed Midlothian Green Network and Core Paths network;
- the integration of new and existing housing and economic development;
- contributions towards cross-boundary/long distance recreation and commuting routes;
- the development and extension of the National Cycle Route Network; and
- facilities for visitors and tourists.

Reference should also be made to policies IMP1 (new development), IMP2 (essential infrastructure) and DEV6 (layout and design of new development).

4.5.5 The reopening of the Borders Railway is a significant factor in creating a sustainable transport network in Midlothian, attracting investment and providing potential development opportunities based around the new stations. The Council is involved in the preparation of a Borders Rail Prospectus (a cross-boundary initiative including Midlothian, City of Edinburgh and Scottish Borders Councils) to provide a framework for promoting and securing potential investment and future development opportunities associated with the railway.



Transport Network

4.5.6 An effective transport network with sufficient capacity to accommodate the travel demands of communities and businesses and their future growth is fundamental to the development strategy of the Plan.

4.5.7 SESplan recognises that the scale of growth over the plan period will have implications for the transport network, parts of which are already demonstrating constraints and pressures. It requires Local Development Plans to make provision for the agreed strategic transport interventions outlined in the SESplan Strategic Development Plan and its accompanying Action Programme. These requirements are identified in policy TRAN2 below, together with transportation schemes to support committed development and new development allocations identified in section 2 of this Plan.

4.5.8 A review of the approved Strategic Development Plan is underway and, as part of that process, a cross-boundary transport study has been commissioned by Transport Scotland, under the auspices of SESplan. This is considering the longer term impacts on the strategic transport network of potential future growth as part of the next SESplan Strategic Development Plan. The outcome of this study may require additional interventions to be addressed at Local Development Plan level across the SESplan area.

4.5.9 A transport appraisal relating to the development strategy of this Plan, prepared in consultation with Transport Scotland and in accordance with their *Development Planning and Management Transport Appraisal Guidance*, identifies a package of interventions designed to support the delivery of the strategy and reflect the Council's transport planning objectives as outlined in its Local Transport Strategy. It also identifies potential new junctions on the A720/ A68 and A702 trunk roads and, in this context, the Council will maintain the dialogue with Transport Scotland established during preparation of the appraisal. The requirements are incorporated into policy TRAN2, the relevant Settlement Statements and the Action Programme.

Policy TRAN2 Transport Network Interventions

The Local Development Plan safeguards land and gives policy support for the following transport proposals. The Council requires the early implementation of the transport interventions arising in connection with the development strategy of this Plan, and with committed development supported by the Plan, as identified below.

Transport Issue	Transport Intervention
Trunk Roads	A720 Sheriffhall Junction Grade Separation
Strategic Roads	<u>Shawfair SDA</u> : A720/ A68 Junction (Newton Farm)*
	<u>A7/A68 Corridor SDA</u> : A7 Urbanisation*
	<u>A701 Corridor SDA</u> : A701 Relief Road and A702 Link with associated new junctions*
Local Roads Serving New Developments	Newton Farm Distributor*
	B6482 Bryans Road to Gowkshill Link**
	South Mayfield Distributor**
	North West Penicuik Link**
Junction Improvements	A702/ Bush Loan*
	A702/ A703 Damhead*

Transport Issue	Transport Intervention
	A701/ Graham's Road/ Belwood Road*
	Lothian Street/ High Street, Bonnyrigg*
	A7/ The Wisp*
Park and Ride	Sheriffhall (extension)
	A68 North (Newton Farm)*
	Lothianburn
Public Transport	Orbital Bus Route (A720 City Bypass)
	Shawfair Infrastructure**
	Supported bus services in connection with new development*
	Redheugh Station**
	Tramline 3 to Dalkeith
Cycling/ Walking	Infrastructure improvements to complement Borders Rail

* These interventions are required in connection with the delivery of the development strategy of this Plan.

** These interventions are required in connection with committed development supported by this Plan.

Note: For some projects, there is no agreed scheme or resources currently identified.

Contributions from all planned and windfall developments within each Strategic Development Area (SDA) will be expected to contribute to the provision of the relevant strategic road interventions identified above by SDA, as detailed in the Supplementary Guidance on *Developer Contributions*.

Any existing road safety issues that would be created or exacerbated by the additional traffic, pedestrians or cyclists arising in connection with new development must be resolved by the developer, or through contributions to enable measures to be put in place to address the issue.

Policy TRAN3 Strategic Transport Network

The Council supports the early implementation of the grade separation of the A720 Sheriffhall Junction.

Freight Movement

4.5.10 The Council acknowledges the role that freight facilities can play in creating a more sustainable commercial transport network, particularly rail freight facilities, and supports the principle that such facilities should be located close to the rail and/ or strategic road network. The development of Shawfair new settlement and the zero waste management facility at Millerhill may introduce opportunities for rail freight development at the marshalling yards. The Council continues its support for freight facilities.

Policy TRAN4 Freight

New storage and distribution and other significant freight-generating developments should be located where they will be readily accessible to the rail or strategic road network.

Electric Vehicles

4.5.11 Car ownership and travel remains the dominant mode of transport for business and personal journeys. While technology has advanced to make car engines and vehicle CO₂ emissions cleaner than ever before, car travel continues to contribute towards air quality and road congestion issues. Electric vehicles represent an increasingly realistic option in terms of car ownership and travel; they have the potential to contribute substantially to an overall reduction in CO₂ emissions, improved air quality and delivering sustainable development. However, the infrastructure required to create a comprehensive network of charging stations/ points, comparable with vehicle service stations, remains underdeveloped. The Council can play a lead role in promoting the provision of electric vehicle charging stations through the development of its own land and

property as well as participating in initiatives with environmental agencies, educational establishments and car park operators to raise awareness of the need to develop infrastructure of this nature.

4.5.12 The Council, through the development management process, will provide advice on the detailed siting and design of such facilities.

Policy TRAN5 Electric Vehicle Charging

The Council will support and promote the development of a network of electric vehicle charging stations by requiring provision to be considered as an integral part of any new development or redevelopment proposals.

Digital Communication

4.5.13 Telecommunications and, in particular, digital communication and connectivity is an increasingly important component of e-commerce and social networking. The availability of digital infrastructure to business and domestic customers is central to the expansion and development of online, wireless and mobile services and technologies. The Council supports the roll-out of high speed broadband across Midlothian and acknowledges the importance of this technology to promote e-commerce and e-communication and the contribution it can make to the wider sustainable development objectives of the Plan. 78% of Midlothian is covered by high speed broadband connections and 98% will be covered by 2017 (BT Openreach programme 2014). The equipment and structures required to support digital technologies should be designed as an integral part of new development wherever possible and any adverse impacts mitigated by siting and design solutions.

4.5.14 As digital infrastructure improves, further development opportunities may arise and result in demand for land and property to accommodate the development of data hubs, dark stores and digital innovation centres. The Plan supports the development of such facilities on sites allocated for economic development where they are an employment generator and/ or where the development may serve to attract further business investment. The design of new development and redevelopment proposals should incorporate digital technology provision and connections and use digital technology to enhance the energy efficiency of buildings.

Policy IT1 Digital Infrastructure

Proposals for telecommunications developments will be supported where they are sited and designed to minimise environmental impact, taking into account:

- A. technical and operational considerations;
- B. the possibility of sharing existing telecommunication facilities, provided that this does not increase any adverse visual impact;
- C. the possibility of erecting ground-based masts or installing on an existing building or other structure;
- D. using slimline or the smallest suitable equipment, commensurate with technological requirements;
- E. the availability of alternative sites;
- F. concealing or disguising masts, antennas, equipment housings, etc., where appropriate; and
- F. any other relevant policies.

New homes and business properties and redevelopment proposals should be designed in such a way as to incorporate high speed broadband connections and other digital technologies that could optimise the energy efficiency and contribute to reducing the carbon footprint of the building.

4.6 Town Centres and Retailing

4.6.1 Retailing and leisure uses play an important role in boosting local job opportunities especially for Midlothian's young people. A town centre first principle applies to activities that attract significant numbers of people; encompassing shopping, commercial leisure uses, offices, community and cultural facilities. Opportunities to promote residential uses in town centres can add to the mix in a way that improves the vitality of the centres, particularly in the evenings.

4.6.2 The sequential town centre first approach, advocated in Scottish Planning Policy, means that the location of the above uses should be considered in the following order of preference:

- town centres
- edge of town centres
- other commercial centres identified in the development plan
- out of centre locations that are or can be made easily accessible by a choice of transport modes.

4.6.3 SESplan requires the MLDP to define the roles of town centres and commercial centres, and support and promote a network of centres reflecting the network established at the strategic level. Figure 5 identifies the network of centres pertinent to Midlothian which should provide for current and expected shopping demand. Town centre 'health checks' are being implemented to help assess the strengths and weaknesses of Midlothian's town centres, and inform the development of strategies for their improvement. Reference should be made to the Settlement Statements for preliminary conclusions on what action might be taken to support the town centres. In Dalkeith town centre, the redevelopment of the postwar buildings in the central triangle with modern shop units, or refurbishment of the current buildings, together with provision for other uses, improved car parking and further residential development on upper levels is supported.

4.6.4 Supplementary Guidance to ensure that food and drink and other non-retail uses in town centres do not compromise the amenity, environment and functioning of town centres has been prepared. The Council will bring forward a *Shop Front Design Guide*, similar to that prepared for Dalkeith, to improve design quality in other centres. Supplementary Guidance has been prepared to advise on planning policy for advertisements (both within and outwith town centres).

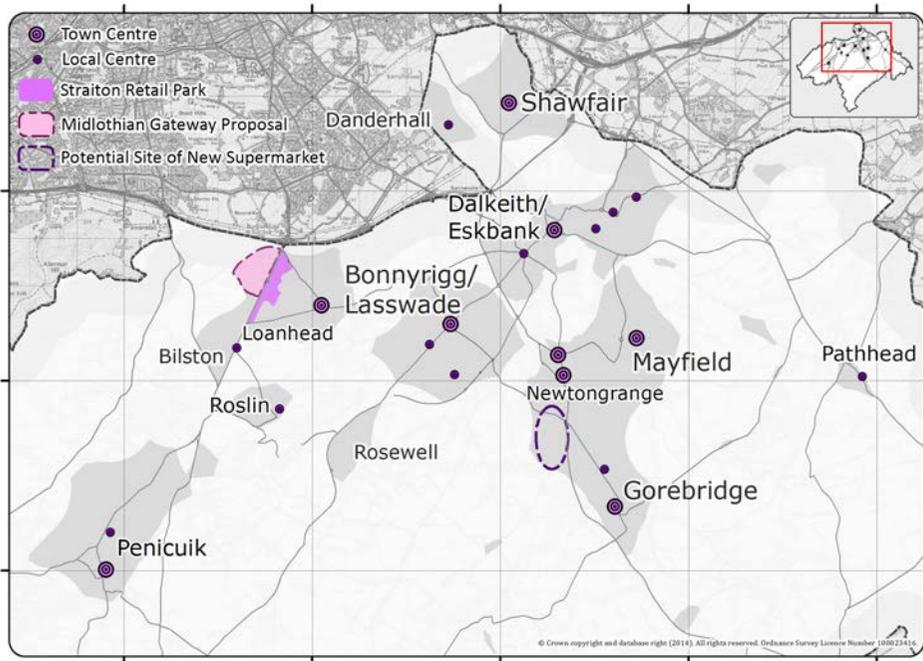
4.6.5 Development of more than 2,500 square metres gross floor area outwith a town centre will require to be supported by a Retail Impact Assessment which will indicate the expected catchment of the development, and demonstrate the impact on existing centres. Such an assessment may also be sought for smaller proposals where the Council is of the view that these may pose a threat to existing centres.

4.6.6 The Council will apply the sequential approach set out in policy TCR2 with reference to this network, having regard to the expected catchment of the development.

Figure 5: Network of centres

Centre Type	Name	Role
Regional town centre	Edinburgh City Centre	The City Centre is positioned at the top of the retail network, providing a wider range of higher order retailing than can be supported at any location in Midlothian.
Strategic town centre	Livingston, Kirkcaldy, Dunfermline, Glenrothes	These serve widely distributed geographical areas and perform a range of strategic functions at sub-regional level. Due to their location, these centres play little or no role in relation to retail demand arising in Midlothian.
Other town centre	Bonnyrigg, Dalkeith, Gorebridge, Loanhead, Mayfield, Newtongrange, Penicuik, Shawfair (committed; yet to be developed)	These centres serve needs arising in Midlothian, primarily. They provide shopping, as well as commercial leisure and office facilities. Dalkeith is Midlothian's administrative centre, and attracts shoppers from across the county; the other centres are more localised in scale. Growth and diversification is supported under policy TCR1. Opportunities to improve the town centres are set out in the Settlement Statements.
Commercial centre	Straiton Commercial Hub	The role of this centre is to accommodate development serving the regional catchment which cannot be accommodated in the regional town centre or a strategic town centre, or to serve development with a primarily Midlothian catchment which cannot be accommodated in a Midlothian town centre. The extent of the Straiton Retail Park commercial centre is shown on the Proposals Map. In addition, site Ec3 is allocated as a mixed use site, and may accommodate further retail floorspace as part of a wider Midlothian Gateway development. The Straiton area may acquire more of the characteristics of a traditional town centre, through diversification of uses and residential growth to the west of the A701. On the basis of the

Centre Type	Name	Role
		improvement of existing town centres, continuing flows to other centres in the city region, and the allocation of the mixed use site at Ec3, the Council considers that there is no justification for any additional commercial centres in Midlothian.
Potential out of centre location accessible by a choice of transport modes	Main corridor from Gorebridge/ Redheugh to Newtongrange	This area is identified to provide primarily for additional convenience shopping demand arising from population growth in the southern A7/ A68/ Borders Rail Corridor. The exact location has not been determined but could be in the form of a new Redheugh town centre.
Local centre	Danderhall, Bonnyrigg/ Hopefield (not built), Bonnyrigg/ Poltonhall, Dalkeith/ Thornybank, Dalkeith/ Wester Cowden (not built), Dalkeith/ Woodburn, Eskbank Toll, Gorebridge/ Hunterfield Road, Bilston, Penicuik/ Edinburgh Road, Roslin and Pathhead.	These local centres provide neighbourhood shopping and other facilities. They vary in size from the large supermarket and commercial area at Penicuik/ Edinburgh Road to smaller suburban shopping parades such as Dalkeith/ Woodburn. Other neighbourhood facilities may come forward subject to the relevant provisions of policy TCR2.



Residential units at ground floor level in retail units will not be permitted, but the conversion of upper floors to housing and the formation of new residential space above ground-level structures in town centres is supported.

Proposals for open air markets will be supported in Midlothian's town centres provided the amenity of neighbouring uses and the functioning of the road network is not adversely affected.

* Acceptable uses in this regard would be: financial, professional or other services which are provided principally to visiting members of the public; premises where food and drink is consumed; pubs; hot food takeaways; hotels; non-residential institutions; premises for assembly and leisure; or other 'one of a kind' uses which contribute to the objective.

**Policy TCR2
Location of New Retail and Commercial Leisure Facilities**

The Council will apply the sequential approach set out in this policy with reference to the network of centres, as described in Figure 5, insofar as it relates to locations within Midlothian and having regard to the expected catchment of the development.

Development in town centres

Proposals must accord with policy TCR1 above.

Development at Straiton Commercial Hub

Within Straiton Commercial Hub, as identified on the Proposals Map (and including site Ec3, where proposals are in accordance with a site masterplan to be agreed with the Council), proposals for new retail and commercial leisure development, or extensions to existing facilities, will be supported in principle provided that:

- A. there are no alternative sites in or on the edge of Edinburgh City Centre (where the proposed development has an anticipated catchment from across the city region); OR there are no alternative sites in, or on the edge of, Dalkeith town centre (where the proposed development has an anticipated catchment wholly or predominantly within Midlothian);

**Policy TCR1
Town Centres**

Proposals for retail, commercial leisure development or other uses which will attract significant numbers of people, will be supported in Midlothian's town centres, provided their scale and function is consistent with the town centre's role, as set out in the network of centres and subject to the amenity of neighbouring uses being preserved.

Change of use from retail will only be permitted if the subsequent use is one which contributes positively to footfall in, and the vitality of, the town centre* and subject to the Council being satisfied that the proposals are acceptable in terms of the amenity, environment, traffic and parking arrangements of the town centre, with reference to the relevant Supplementary Guidance (paragraph 4.6.4).

B. they address a quantitative or qualitative deficiency within the catchment;

C. they do not, either individually or cumulatively with other developments, undermine the vitality and viability of regional, strategic or other town centres, within the expected catchment of the proposed development; and

D. they are accompanied by measures to improve the environmental quality of the commercial hub and its accessibility by public transport, walking or cycling.

Out of centre location for retail development

The Council will support retail development at an out of centre location in the corridor from Gorebridge/ Redheugh to Newtongrange as indicated on the Proposals Map. This should be of a primarily convenience nature, and may be in the form of a new town centre for Redheugh. It should be demonstrated that any specific proposals do not (either individually or cumulatively with other developments) undermine the vitality and viability of town centres within the expected catchment of the proposed development.

The Council does not support major retail development at any other out of centre locations.

Local centres

New shopping facilities (up to a scale of 1,000 square metres gross floor area) will be permitted within local centres, provided they do not undermine the vitality and viability of any of Midlothian's town centres. Elsewhere within the built-up area, such facilities will be supported where new housing developments are not adequately served by existing centres. Any such development should not have a negative effect on the amenity of the adjoining residential area, including traffic and parking considerations.

4.7 Tourism

Tourism Development

4.7.1 Tourism plays an important role in strengthening Midlothian's economy, generating income and employment, and promoting the natural and built heritage assets of the area, encouraging inward investment. Midlothian has attractions, such as Rosslyn Chapel and the National Mining Museum Scotland, which offer great potential in this respect; however, at present, Midlothian largely caters for day visitors which limits the economic benefits to the area. To address this, it is important to ensure that there is adequate and suitable tourist accommodation available to attract a wider range of visitors.

4.7.2 The *Midlothian Tourism Action Plan 2013-2015* seeks to built upon existing assets within Midlothian to enhance the facilities available to visitors. Whilst the day visit market to the countryside is significant, seasonality restricts the majority of visits to spring/ summer. The aim is to develop a new offering that will appeal to visitors all year round and reduce reliance on weather-dependent activities and venues.

4.7.3 Potential opportunities are also identified in the Action Plan, as follows:

- the reopening of the Borders Railway includes new stations at Shawfair, Eskbank, Newtongrange and Gorebridge, which should enhance opportunities for innovative development or promotion in the tourism sector;
- growth of the bioscience sector at The Bush may provide the potential for a hotel to cater for business tourism;
- Midlothian's natural heritage, such as its Country Parks, could accommodate the growing demand for wildlife and eco-holidays;
- there is potential to introduce new leisure uses at Vogrie Country Park, for example, music and theatre, dog shows, etc.;
- Midlothian's history could serve as a vehicle to attract more visitors, for example, the potential for a paper making heritage centre in Penicuik; and
- growth in cycling tourism could be promoted through the provision of catering and accommodation along the main cycling routes.

4.7.4 Significant planned investment in the development of Dalkeith Park as a leisure and tourism destination will continue to be supported by the Council. Other opportunities for attracting visitors to Midlothian include the recent designation of historic battlefields in Midlothian, which could be interpreted through heritage trails or other means of enhancing their profile.

Policy VIS1 Tourist Attractions

The establishment of new, or expansion of existing, tourism-related development will be supported where it can be demonstrated that it improves the quality of visitor facilities or extends the tourism offering within Midlothian, subject to the Council being satisfied that there are no significant negative environmental or amenity impacts and that the proposal accords with all other policies in the plan.

Any development proposals that would directly or cumulatively prejudice the effective operation of a tourist attraction (either existing or consented) will not be permitted.

4.7.5 In addition to the provision for hotels within the built-up areas, the Midlothian Local Plan 2008 introduced a policy provision for their development, where there are no suitable sites within the settlements, at key gateway locations in close proximity to the A720 City Bypass. A number of such planning consents were granted subsequently, particularly along the A7. The MLDP continues this approach as the Council is keen to expand the range of tourist accommodation available in the area.

Policy VIS2 Tourist Accommodation

Proposals for the development of hotels or self-catering tourist accommodation will be supported, provided that the proposal:

- A. is in scale and in keeping with the character of the local area;
- B. Is sited and designed to respect its setting and is located in an unobtrusive manner within the rural landscape (where applicable);

C. is well located in terms of the strategic road network and maximises public transport access; and

D. Is in accordance with one of the sections below.

Hotels in built-up areas

Proposals for hotel developments which involve new build or conversion within the built-up area will be supported, provided that residential amenity is protected.

Hotels in business areas and at key gateway locations

Proposals for hotels in business areas and at key gateway locations with ease of access to the major junctions on the A720 City Bypass, may be supported where it can be demonstrated that:

- there are no suitable alternative sites elsewhere in the urban envelope; and
- the proposal will not undermine the objectives of the Green Belt by detracting from the landscape setting of Edinburgh and its neighbouring towns, or lead to coalescence.

Self-catering tourist accommodation

Proposals for self-catering tourist accommodation, including touring caravan/camping sites, will be permitted where:

- the proposal is not in the Green Belt unless linked to some related existing development;
- the proposal is of a character and scale in keeping with the rural setting and can be located in an unobtrusive manner; and
- the applicant can demonstrate that the proposal is for the furtherance of a viable long-term business.

Midlothian Snowsport Centre

4.7.6 The Midlothian Snowsport Centre is located on the northern slopes of the Pentland Hills within Hillend Country Park which is a focus for intensive countryside recreation. The importance of the Centre as a recreational and educational resource is acknowledged; it is utilised by many local schools and to host competitions of an international standing. The Council supports the continuation of this popular facility. Any proposals coming forward will require to be complementary and ancillary to the Snowsports Centre and help to secure its continued operation. Such proposals might include accommodation, related retail, and restaurant facilities in support of the Snowsport Centre. A draft planning brief has been prepared identifying potential development locations within the Country Park.

4.7.7 Any such proposals must respect the sensitivity of the landscape setting and environmental assets of Hillend Country Park and the wider Pentland Hills. The country park falls within a Special Landscape Area. The scale, character and detailed location of development will require careful consideration to ensure that the overall landscape impact of the improved facilities is not substantially greater than the visual impact of the existing Snowsports Centre. This may be achieved in part by measures to improve the appearance of the current facilities. Landscaping proposals must be appropriate to the physical character of the site and the surrounding hill slopes. Whilst promoting the tourism potential of the site and the opportunities for more intensive use of Hillend Country Park, care must be taken to control visitor numbers to levels compatible with the local environment.

Policy VIS3

Midlothian Snowsports Centre

Development proposals will be permitted for the upgrading and enhancement of the Midlothian Snowsports Centre and ancillary facilities in order to secure its future as a centre of excellence for artificial skiing and snowboarding. Proposals with significant adverse environmental impacts will not be supported unless the Council is satisfied that satisfactory mitigation measures are available to overcome relevant concerns. Consideration should be given to any relevant management plans in the formulation and assessment of proposals.

4.8 Resource Extraction

4.8.1 Minerals of economic importance in Midlothian include aggregates (comprising sand and gravel and hard rock), coal, coal bed methane and fireclay. In addition, British Geological Survey (BGS) evidence suggests that there may be gas and oil bearing shale formations in Midlothian.

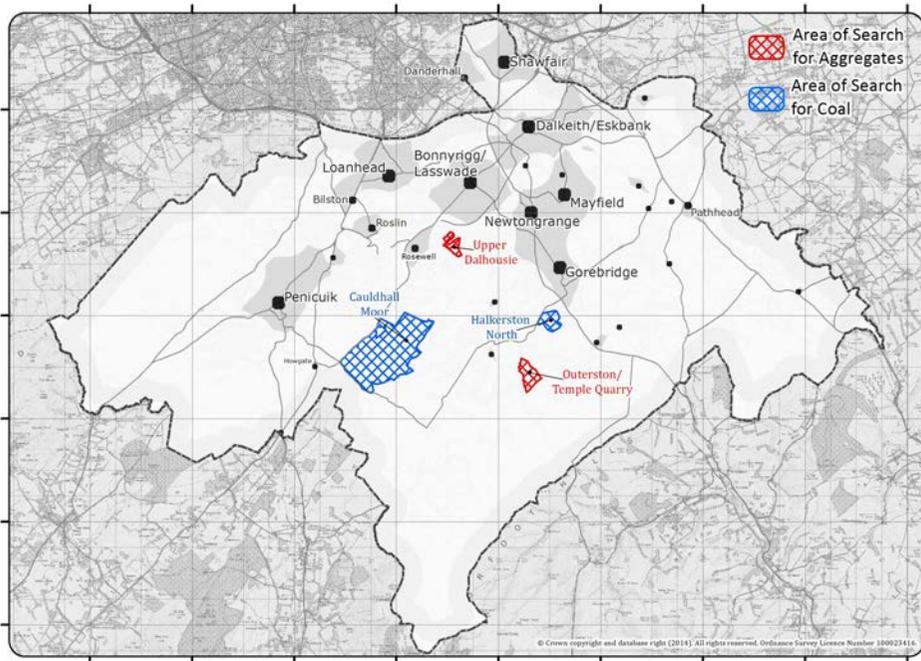
Surface Mineral Extraction

4.8.2 Whilst there is an adequate supply of hard rock across the SESplan area, there may be an emerging shortage of sand and gravel within the city region. Two areas of search for sand and gravel are identified in the MLDP. At Outerston (Temple Quarry), extraction has been proceeding more slowly than originally proposed, so the area of search will continue on the boundaries established in the Midlothian Local Plan 2008. The second area of search is based on an expanded area around the consented Upper Dalhousie sand extraction site.

4.8.3 Scottish Planning Policy supports the use of indigenous fossil fuels to maintain diversity and security of energy supplies. The Third National Planning Framework identifies proposals for new and replacement power stations at four sites (including Grangemouth and Longannet, which may be coal-fired) as a national development, linked to Carbon Capture and Storage technology (CCS). To help ensure a supply of domestic coal to existing users and for these potential developments, Cauldhall Moor is identified as an area of search for opencast coal. This is based on the area where the Council is minded to grant planning consent together with the existing Ancrielaw area of search, as identified in the Midlothian Local Plan 2008. The existing Halkerston North area of search for coal is also maintained.

4.8.4 The Council seeks to encourage the working of aggregate minerals close to where the need arises. Proposals for aggregate minerals working will be required to indicate the expected destinations for their products at application stage. Where the market is substantially outwith the strategic planning area, this will require to be justified in terms of the unique properties of the resource.

4.8.5 The utilisation of secondary and recycled aggregates is supported, provided they are not required for site restoration and where their extraction and removal does not cause adverse environmental effects.



Outwith the areas of search, there is a presumption against surface mineral extraction.

Hard rock quarrying will not be permitted unless it is for an extension to an existing dormant hard rock quarry and it is environmentally acceptable in terms of policy MIN1 and the other policies of the Plan.

Mineral resources will be safeguarded from sterilisation by other types of development, where the deposits are of sufficient scale or quality to be of commercial interest and their extraction would be environmentally acceptable and would not conflict with the development strategy for the area.

Policy MIN2 Surface Mineral Extraction Policy

Proposals for mineral extraction are required to meet the criteria set out in the Supplementary Guidance on *Resource Extraction*. They will not be permitted where they would have a significant adverse effect on communities, sensitive uses or the environment and will only be supported if the Council is satisfied that they are acceptable in relation to the following matters, as detailed in the Supplementary Guidance:

- effect on the health and amenity of settlements, communities and housing groups or other sensitive uses;
- effect on the landscape, in particular that of the Green Belt, Pentland Hills Regional Park, and Special Landscape Areas;
- effect on soils, in particular prime agricultural land, and peatland;
- effect on the water environment;
- effect on nature conservation and biodiversity, in particular sites of international, national or local nature conservation value;

Policy MIN1 Areas of Search for Surface Mineral Extraction

The following locations are identified on the Proposals Map as areas of search where future surface mineral extraction may be acceptable in principle:

Sand and Gravel

- Outerston (Temple Quarry)
- Upper Dalhousie

Opencast Coal

- Cauldhall Moor
- Halkerston North

Identification as an area of search does not indicate the Council's acceptance of any particular proposal for the winning and working of a surface mineral resource within any or all of that area of search.

- effect on the historic environment, in particular: Conservation areas, scheduled monuments, listed buildings, historic gardens and designed landscapes, historic battlefields, significant archaeological sites (and, where relevant, the settings of the aforementioned designated areas or buildings);
- effect on the road network, particularly local roads;
- cumulative effects of the proposal when combined with other consented or operational mineral extraction or landfill activities;
- effect on the local economy in terms of tourism, leisure or recreation; and
- robustness and suitability of proposals for restoration and aftercare.

In determining applications for surface coal extraction, the Council will also consider any beneficial impacts from extraction in terms of site remediation and stabilisation, or other permanent physical benefits to the community.

The extraction of a secondary material (for example, fireclay from a coal extraction site) is supported provided that its removal does not detract from high quality restoration, or have unacceptable environmental effects (including from cumulative vehicle movements).

In order that the supply and demand for aggregates can be monitored, operators of new aggregates sites will be required to supply annual statements of production and remaining reserves.

Onshore Oil and Gas

4.8.6 Midlothian had a small oil and gas industry in the interwar years. There are no current licences for exploration. The energy potential and technology of unconventional oil and gas extraction, including coalbed methane, has emerged relatively recently, and there is little experience to draw on in this country. The Council is taking a precautionary approach to this industry whilst a body of knowledge and experience becomes available to inform future policy.

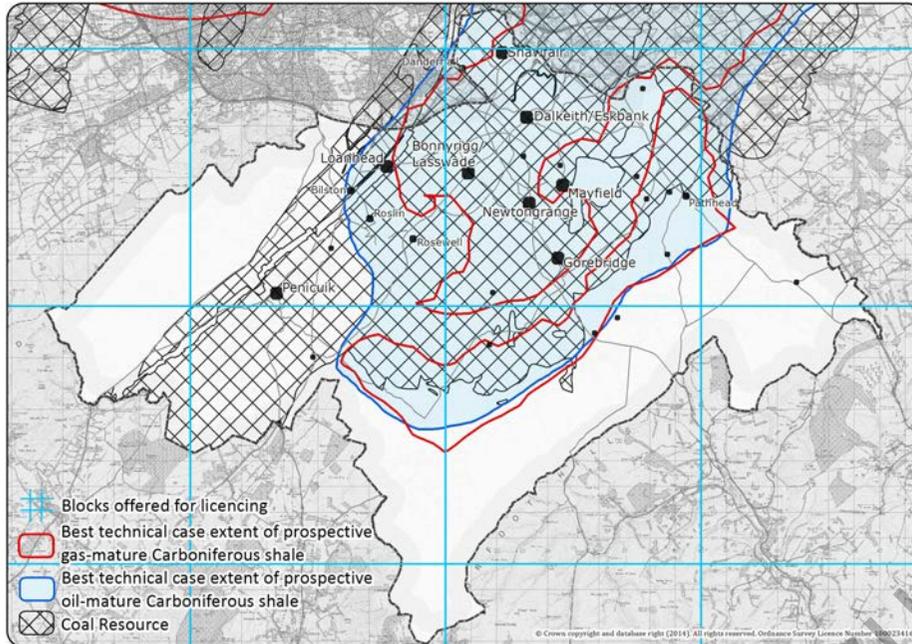
4.8.7 Midlothian contains coal measures which may yield coalbed methane. In addition, research by BGS indicates shale measures that have the potential to yield oil and gas. The map below indicates the potential location of these resources, as well as the licensing blocks that are being offered by the UK Department of Energy and Climate Change (DECC), in the licensing round that commenced in July 2014. It is unclear if there will be any oil or gas operator interest in Midlothian, but it is requisite to have a planning framework in place to handle potential applications. Minerals can only be worked where they are found, but the technology of unconventional oil and gas allows flexibility in the location of surface extraction installations; the Council expects operators to use this flexibility to avoid sensitive places.

4.8.8 In the light of emerging experience, the Council has included guidance on onshore oil and gas within its Supplementary Guidance on *Resource Extraction*, to provide further detail on the treatment of any related planning applications. It expects applicants to follow best practice in engaging with local communities, beginning in advance of any application for planning permission. Applicants should be as clear as possible about the extent of the operation at the exploration stage.

4.8.9 Extraction of coalbed methane in Scotland has tended to use a de-watering process, to reduce pressure and allow trapped gas to flow out. Proposals to extract oil and gas from shales may use processes to increase the permeability of the rock, including hydraulic fracturing (known as 'fracking'). The planning system operates alongside other environmental regulation systems and the Council's related Supplementary Guidance seeks to reflect the latest regulatory requirements and guidance relevant to these recent technologies. Of particular note are the Petroleum and Exploration Development Licensing System (operated by DECC), the regulation of well integrity (Health and Safety Executive - HSE), and the Controlled Activities Regulations, operated by SEPA, which regulates abstraction from and disposal to water. The Council will liaise with such agencies to ensure that any gaps in regulation are addressed through the development management process.

4.8.10 Where applications straddle planning authority boundaries, the Council will determine the application on the basis of its policies but, where minded to approve, will work with neighbouring authorities to achieve a consistent approach to detailed operational matters. The Council does not propose to set out a sequencing plan for minerals development although, should a situation arise where two applications are received contemporaneously for operations which are mutually exclusive, the Council will consider the most efficient sequencing

in terms of the environment and economic benefit. The Council will ensure that conditions prevent hydraulic fracturing from taking place where consent for such operations is not sought in the original application.



Policy MIN3 Onshore Oil and Gas

Proposals for oil and gas extraction will not be permitted where they would have a significant adverse effect on communities, sensitive uses or the environment. Proposals will be assessed with reference to the Supplementary Guidance on *Resource Extraction*.

4.9 Rural Development

Development in the Countryside

4.9.1 Midlothian's countryside is an area of natural beauty valued by many people as providing opportunities for outdoor recreation. However, Midlothian's close proximity and ease of access to Edinburgh means that development is commuter-based and the whole of the county falls into the category of a pressurised area for housing development in terms of Scottish Planning Policy.

4.9.2 It is important that the Plan provides a balance between development and protecting the essential characteristics of the countryside. In providing for such development, the Plan seeks to minimise adverse effects on the character of the countryside whilst maximising the benefits to its communities and the Midlothian economy. In general, promoters of new development must evidence the need for a countryside location. In terms of applications for new housing, the applicant is expected to demonstrate the long-term need for the dwelling by submitting an independent report on the viability of an associated business and its operational requirements. Supplementary Guidance will detail exceptions to the policy, such as the opportunities to provide new housing in identified housing groups, and to convert redundant non-residential buildings to dwellings.

Policy RD1 Development in the Countryside

Development in the countryside will only be permitted if:

- A. it is required for the furtherance of agriculture (including farm-related diversification), horticulture, forestry, countryside recreation or tourism; or
- B. it accords with policies RD2, MIN1, NRG1 or NRG2; or
- C. it accords with the Council's Supplementary Guidance on *Development in the Countryside and Green Belt*.

All such development will need to be:

- a. of a scale and character appropriate to the rural area and well integrated into the rural landscape; and

c. capable of being serviced with an adequate and appropriate access; and

d. capable of being provided with drainage and a public water supply at reasonable cost, or an acceptable private water supply, avoiding unacceptable discharge to watercourses; and

e. accessible by public transport and services (where appropriate), either within 1 mile (1,600 metres) of a settlement or a bus route with a frequency of at least 1 bus per hour.

Housing

Normally, housing will only be permissible where it is required for the furtherance of an established countryside activity (see criterion A above). The applicant will be required to show the need for the new dwelling is permanent; cannot be met within an existing settlement; and that the occupier will be employed full-time in the associated countryside activity. A planning condition limiting the occupancy of the house is likely to be attached in the event of approval.

Proposals to replace an existing dwelling may be permissible where it can be demonstrated that it is incapable of renovation or improvement; that the proposal relates to a complete dwelling (i.e. not the plot of a previous, now demolished house); and provided that the replacement is of a similar scale.

The following circumstances are exceptions to the above requirement to demonstrate that the housing is for the furtherance of a countryside activity. The details of these exceptions will be set out in the relevant Supplementary Guidance:

- housing groups (allowing 1 new dwelling during the plan period where there are 5 existing units);
- conversions of redundant farm buildings or other non-residential buildings;

- redevelopment of redundant farm buildings or other non-residential buildings; or
- enabling development required to fund the renovation of historically important buildings.

In all circumstances, proposals for new dwellings in the countryside must demonstrate a 'Very Good' or better BREEAM (Buildings Research Establishment Environmental Assessment Methodology) rating.

Business in the countryside

Development opportunities that will enhance rural economic development opportunities will be permitted provided that they accord with criteria a - e above. Proposals will not be permissible if they are of a primarily retail nature or harm the amenity of nearby residents through unacceptable levels of noise, light or traffic.

4.9.3 In order to provide for a range of rural housing opportunities, the Midlothian Local Plan 2008 allowed for the development of low density rural housing at four sites in the Leadburn and Springfield area. This provision continues to be supported in this Plan. The aim of this policy is to ensure that there are benefits to the area through environmental improvements while allowing some housing where it would not otherwise be permissible. The choice of location for this policy provision was based on its accessibility via a regular public transport service, the poor quality agricultural land in the area and the opportunities for environmental enhancement through tree planting and biodiversity features. In addition, the area is not subject to statutory natural heritage designations. To ensure development is of an appropriate scale and that the landscape benefits can be realised, the policy includes controls over housing numbers, design, location and management.

Policy RD2 Low Density Rural Housing

New low density housing linked to landscape enhancement is supported at four sites (Springfield, Wellington, Netherton and Leadburn). Under this policy no more than two units will be permitted at each site, including any units developed under the previous Local Plan policy HOUS5 before the adoption of this Plan.

A high proportion of each site is required to be given over to the retention and creation of areas of nature conservation interest and landscape enhancement, through the planting of native woodlands or the formation of other features such as ponds. The Council encourages the provision of public access, particularly in situations where a connection with core paths or the green network can be made.

The suitability of low density rural housing proposals in the identified areas will be assessed against the following criteria:

- A. proposals should demonstrate that the landscape and biodiversity value of the site is enhanced by the development;
- B. the design and layout of the development should be appropriate to the rural setting; and
- C. proposals should demonstrate that they can be served by safe access arrangements, and a public sewerage and water supply;

The establishment of small-scale rural business in association with the low density housing is supported in principle, subject to the proposals satisfying policy RD1 Development in the Countryside.

Supplementary Guidance on *Low Density Rural Housing* provides advice on site layout and design, the formation of features of landscape and biodiversity interest, public access, the nature of associated business uses, and other implementation and longer-term management matters. Conditions for the use of private water and sewerage arrangements are specified in the Guidance. The Guidance also provides further advice on alternative options at the Wellington site (see below).

In the event that proposals are submitted to Midlothian Council for the conservation/ redevelopment of Wellington School, consideration will be given to the inclusion of land adjacent at the Wellington low density rural housing site (site indicated on the Proposals Map). An acceptable alternative housing development will be permitted to facilitate the creation of a new access to serve the Wellington School site (also shown on the Proposals Map). This should be low rise, of lower density than in urban housing allocations to reflect its rural location, avoid built development on the higher eastern part of the site, have a safe entrance on to the A701 and provide an adoptable standard road connection with the Wellington School housing site. If this option proceeds, further enhancements to road safety along the A701 in the locality will be required. Reference should be made to the Penicuik/ Auchendinny Settlement Statement (site AHs5).

Regional and Country Parks

4.9.4 A significant part the Pentland Hills Regional Park lies within Midlothian and is one of its key natural assets. The hills have a very dominant visual presence across large parts of the Midlothian basin and represent an important part of its character. The Regional Park is well used for recreation by Midlothian residents and visitors. The Council will seek to support the stated aims of the Regional Park which are:

- to retain the essential character of the hills as a place for the peaceful enjoyment of the countryside;
- caring for the hills, so that the landscape and the habitat are protected and enhanced;
- within this caring framework, to encourage responsible public enjoyment of the hills; and
- co-ordination of these aims so that they can co-exist with farming and other land uses within the Park.

4.9.5 Appendix 6 sets out the detailed policy considerations which should be taken into account alongside policy RD3 and other relevant policies of this Plan, in formulating any development proposals within the designated area of the Park.

Policy RD3 Pentland Hills Regional Park

Proposals within the Pentland Hills Regional Park will not be permitted where it would be contrary to the policy aims of the Park, the detailed policy considerations set out in Appendix 6 or other policies of this Plan, and/ or current and future managements plans for the Park.

4.9.6 The Country Parks at Hillend, Vogrie and Roslin Glen play an important role in providing outdoor recreation in locations that are in relative close proximity to Midlothian's towns and villages. They provide for more concentrated and intensive recreational use than other parts of Midlothian's countryside and are key destinations in terms of the Midlothian Green Network.

4.9.7 Paragraph 4.7.4 of this Plan expresses the Council's continuing support for the proposed enhancements to Dalkeith Country Park as a leisure and tourism destination.

Policy RD4 Country Parks

Proposals within Country Parks will be permitted where they are compatible with the uses and character of the Park. Proposals with significant adverse environmental impacts will not be supported unless the Council is satisfied that satisfactory mitigation measures are available to overcome relevant concerns. Consideration should be given to any relevant management plans in the formulation and assessment of proposals.



5 Protecting Our Heritage

5.1 Safeguarding and Managing Our Natural Environment

Green Belt

5.1.1 Since the Edinburgh Green Belt was established, it has influenced the scope and scale of long-term development in Midlothian. It has encouraged development within urban areas, and through expansion of settlements beyond the Green Belt. There has however also been a need in the past to allow limited expansion of some of the 'Green Belt' settlements in Midlothian, and this has resulted in adjustment to its boundaries. To meet the development requirements of the MLDP strategy, it has been necessary to make further amendments to the Green Belt boundary in some locations.

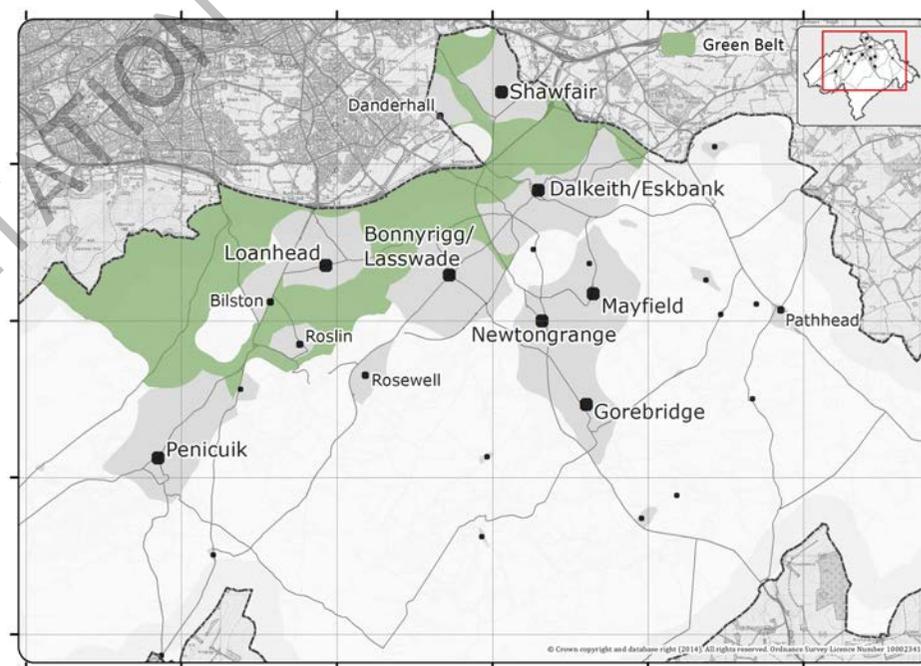
5.1.2 A number of uses or built development, which have historically been located in the Green Belt, have been removed by this Plan. This is in line with national guidance and principally relates to the land at The Bush Bioscience Cluster where development appropriate to its function is supported by policy ECON2. The changes made to the Green Belt by this Plan ensure that the remaining Green Belt primarily covers the rural areas adjacent to and between towns.

5.1.3 The Green Belt has an important role in protecting the landscape setting, character and identity of the City and the settlements of Midlothian and preventing coalescence. By protecting the setting and identity of the Midlothian towns, the Green Belt has provided the additional benefit of ensuring that residents have access to the natural beauty of the countryside and the outdoor recreation value it provides. This role will be reinforced through the development of the Midlothian Green Network which will both preserve and enhance the county's rural assets and better connect the countryside with Midlothian's settlements.

5.1.4 To ensure the benefits of the Green Belt are safeguarded, it is important that strong controls are maintained over the remaining designated areas. Therefore only development which accords with the acceptable Green Belt uses, as set out in policy ENV1, will be supported. Proposals for housing will only be considered where this is required for the furtherance of an established Green Belt activity; applicants will be expected to demonstrate the long-term need

for the proposed dwelling by submitting an independent report on the viability of the associated business and its operational requirements. Proposals for the conversion of redundant non-residential buildings and for replacement dwellings in the Green Belt may be acceptable subject to satisfying the matters set out in the *Development in the Countryside and Green Belt Supplementary Guidance*.

5.1.5 The potential employment locations identified at Sheriffhall South (by Dalkeith), Oatslie (by Roslin) and Hunter Avenue (Loanhead) will remain in the Green Belt until they are fully developed for the employment purpose for which they have been identified (refer to the Settlement Statements). This is to avoid pressure from, and loss to, alternative uses, and to ensure the layout, design and open space provision of the development respects Green Belt objectives and the character of the surrounding area.



Policy ENV1

Protection of the Green Belt

Development will not be permitted in the Green Belt except for proposals that:

- A. are necessary to agriculture, horticulture or forestry; or
- B. provide opportunities for access to the open countryside, outdoor sport or outdoor recreation which reduce the need to travel further afield; or
- C. are related to other uses appropriate to the rural character of the area; or
- D. provide for essential infrastructure; or
- E. form development that meets a national requirement or established need if no other site is available.

Any development proposal will be required to show that it does not conflict with the overall objective of the Green Belt which is to maintain the identity and landscape setting of the City and Midlothian towns by clearly identifying their physical boundaries and preventing coalescence.

Housing

Housing will normally only be permissible where it is required for the furtherance of an established Green Belt activity (see criterion A above). The applicant will be required to show the need for the new dwelling is permanent; cannot be met within an existing settlement; and that the occupier will be employed full-time in the associated countryside activity. A planning condition limiting the occupancy of the house is likely to be attached in the event of approval.

Midlothian's Green Network

5.1.6 The Council fully supports the development of a green network in Midlothian that will be part of the Central Scotland Green Network (CSGN) covering 19 separate local authorities. The CSGN is a longer-term project, taking perhaps 40 years to deliver. Green networks are intended to serve a variety of purposes, including:

- promoting active travel by connecting places for recreational and daily travel by walking and cycling;
- enhancing access to the outdoors for enjoyment and health benefits;
- improving the environment and quality of life in deprived communities;
- restoring vacant and derelict land;
- connecting and enhancing wildlife habitats;
- helping adapt central Scotland to climate change; and
- making central Scotland a better and more attractive place in which to live, work and invest.

5.1.7 Green networks comprise both "green" and "blue" features, the former being land-based e.g. paths and woodland, and the latter being water-based, such as rivers and reservoirs. One of the key roles of green networks is to make and enhance connections between different locations, including across local authority boundaries, for both people and wildlife.

5.1.8 The Council has sought to identify the basis of a Midlothian Green Network and opportunities for delivering its component parts over the plan period and beyond. Four themes underpin the green network in Midlothian, each with related objectives, as set out in Figure 6 below.

Figure 6: Themes and objectives of Midlothian Green Network

Climate Change	<ul style="list-style-type: none">• Promoting sustainable economic growth• Securing sustainable development and climate change resilience
Active Travel	<ul style="list-style-type: none">• Improving connectivity• Maintaining health and wellbeing

Biodiversity	<ul style="list-style-type: none"> Enhancing biodiversity Realising the benefits of woodland
Place-making	<ul style="list-style-type: none"> Safeguarding amenity and identity Meeting our open space needs

5.1.9 A strategic framework comprising strategic green network zones and the key connections and leisure destinations is illustrated on the map below. Existing green network features, those programmed for delivery, and aspirational green network opportunities, including those expected to be provided in conjunction with new development arising within the context of the development strategy of this Plan, are identified in Supplementary Guidance on the *Midlothian Green Network* that supports the MLDP. The Guidance also provides further information on the themes and objectives of the green network.

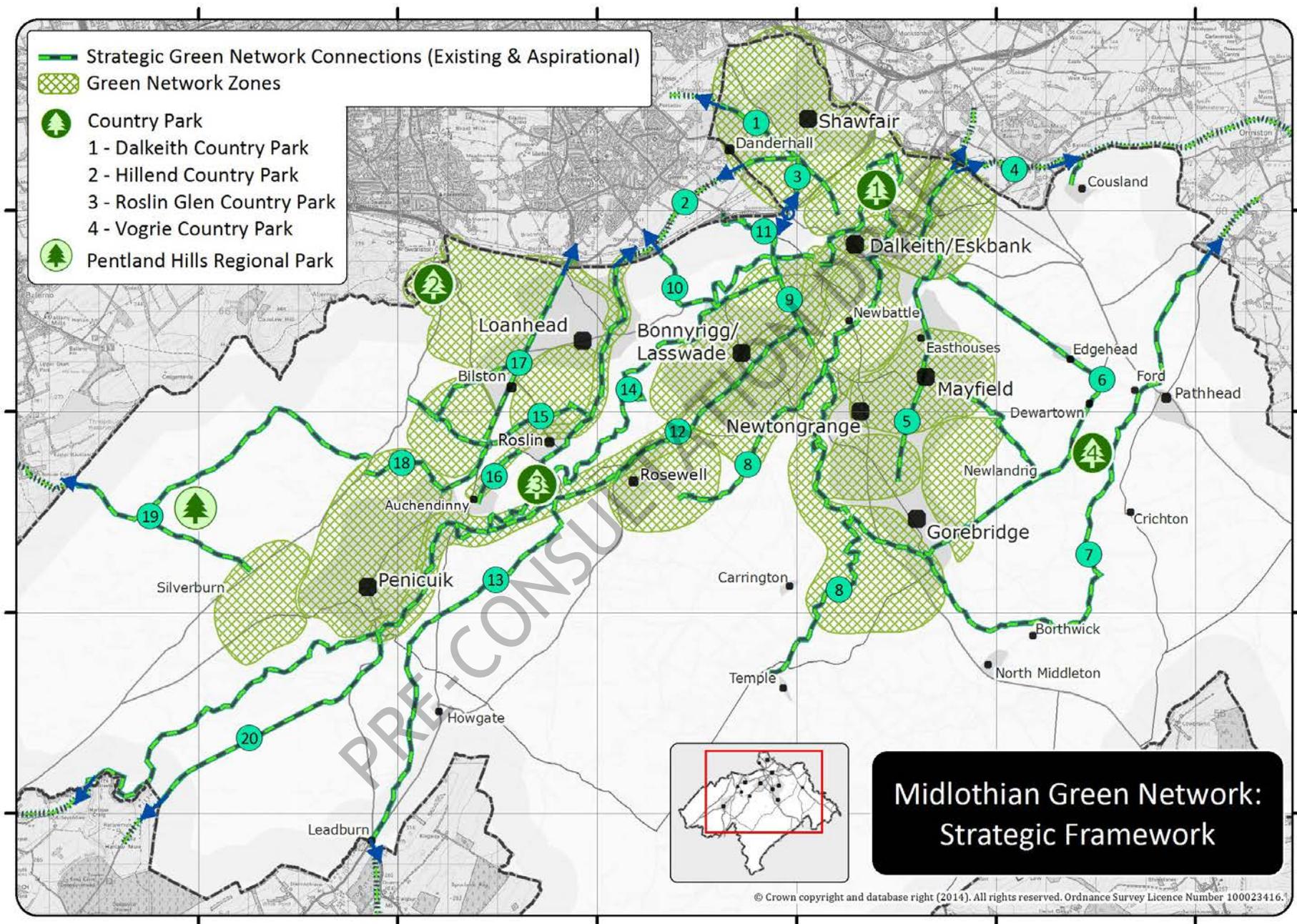
5.1.10 The Midlothian Green Network is made up of a diverse range of features. Many of these already exist, such as parks and open space, woodland, river valleys and foot and cycle path networks. Therefore an important role of the Plan is to protect these significant assets through its policy framework and deliver new green network components, especially those which connect the network together, through applications for grant funding and provision in connection with new built development. The latter requirements may take the form of a combination of landscape planting, sustainable urban drainage systems including swales, and foot and cycle path networks. The aspirational green network opportunities identified in the Guidance provide an indication of what the Council considers would be desirable to achieve for the Midlothian Green Network.



5.1.11 Due to its diverse components, the Midlothian Green Network is not identified as a separate entity on the Proposals Map. The Supplementary Guidance should be consulted for details of the location of green network features and opportunities. Each development site has different characteristics of varying importance to the existing green infrastructure; masterplanning of sites should address the contribution that can be made to the green network.

Figure 7: Strategic green network connections

No.	Name	No.	Name
1	Dalkeith Park-Edmonstone Link	11	Melville Link
2	Shawfair-Penicuik Link	12	NCR196/ Penicuik-Musselburgh Walkway
3	Sheriffhall Link	13	Roslin Glen-Leadburn Link
4	Bellyford Burn (Smeaton-Pencaitland Link)	14	North Esk Valley Route
5	Gorebridge-Musselburgh Link	15	North Roslin Link
6	Dalkeith-Mayfield/Gorebridge - Vogrie Link	16	Roslin-Auchendinny Link
7	Gore Water-Tyne Water Route	17	A701 (Straiton-Gowkley Moss/ The Bush)
8	South Esk Valley Route/ Dalhousie Burn	18	Glencorse Link
9	A7 Urbanisation	19	Pentlands Access (Flotterstone-Bavelaw)
10	Gilmerton Road Link	20	Penicuik-Auchencorth Link



**Midlothian Green Network:
Strategic Framework**

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Policy ENV2 Midlothian Green Network

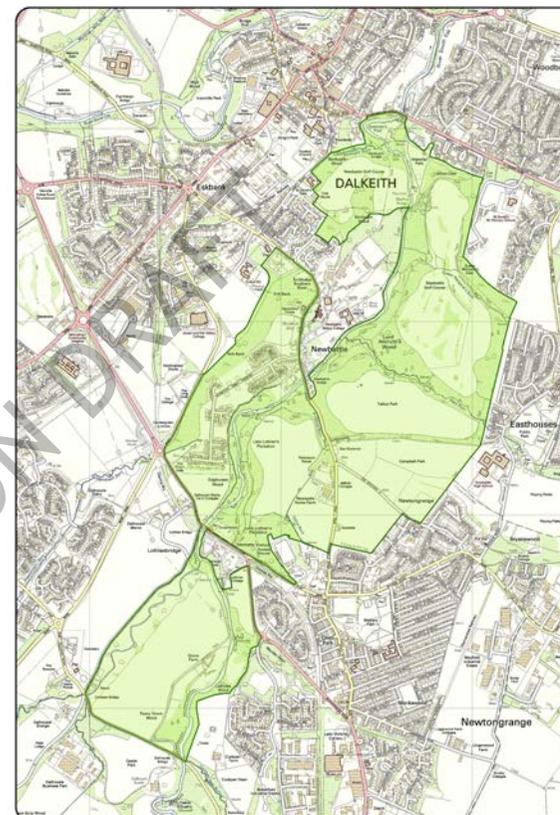
Development proposals brought forward in line with the provisions of this Plan and that help to deliver the green network opportunities identified in the Supplementary Guidance on *Green Networks*, will be supported.

The Supplementary Guidance should be consulted in the formulation and assessment of such proposals to assess their role in contributing to components of the green network. Where green network opportunities are identified that are relevant to a proposed development, as determined by the Council, the latter will be expected to contribute wholly, or in part, to their delivery.

For the allocated development sites (proposals STRAT 3 and STRAT5) and additional housing development opportunities (policy STRAT 4), the Settlement Statements and Supplementary Guidance identify the relevant green network requirements.

Newbattle Strategic Greenspace Safeguard

5.1.12 The Council supports the safeguarding of a strategic greenspace centred on Newbattle to give long-term protection to areas of countryside which remain as a 'green lung' between the South Esk communities of Dalkeith, Eskbank, Bonnyrigg, Easthouses and Newtongrange. This swathe of countryside along the river valley is currently in agricultural production and recreational uses such as a golf course but is under pressure for built development. The strategic greenspace has been designated in recognition of the need to resist such development pressures in this area, to help maintain individual community identities and provide for countryside activities on the doorstep of these expanding communities. The current land uses will be maintained in the short to medium term but, in the longer term, the intention is to seek a means of creating a new Country Park for the benefit of all Midlothian's residents and visitors as part of the Midlothian Green Network. For clarification, the strategic greenspace is part of the Midlothian Green Network.



Policy ENV3 Newbattle Strategic Greenspace Safeguard

Development will not be permitted within the safeguarded Newbattle Strategic Greenspace, as delineated on the Proposals Map, with the exception of ancillary development relevant to existing uses; and/ or other development for the furtherance of agriculture (including farm-related diversification), horticulture, forestry, countryside recreation or tourism.

Any proposals should accord with policy RD1.

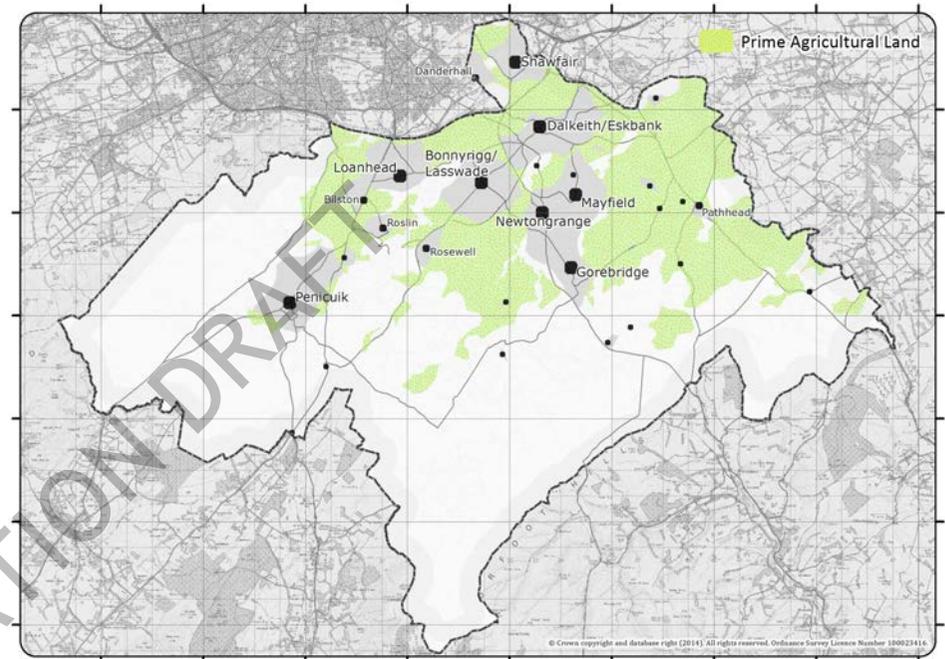
Prime Farmland

5.1.13 Prime agricultural land is a finite resource that can support a wide range of crops. Less than 6% of Scotland's farmland is prime agricultural land, a large proportion of which is located in the vicinity of the Forth. Around 25% of Midlothian's area constitutes prime land, mostly surrounding the larger settlements in the north of the county.

5.1.14 Where possible, built development should be directed to land that has previously been developed ('brownfield' land) in order to minimise the loss of agricultural land. However, given the scale of growth in South East Scotland, it is not possible to ensure that all development occurs on such land. A number of the sites allocated in this Plan are on prime farmland, though this was taken into account in the selection of sites, balancing other factors such as Green Belt and accessibility, to ensure the most sustainable pattern of development.



5.1.15 Apart from the land allocated in this Plan, development on prime agricultural land may only occur where it is essential to meet an established need, such as infrastructure, or where the generation of renewable energy and the extraction of minerals are essential, subject to securing provisions for restoration of the land to its former status. Any development beyond such essential needs will not be acceptable. Accordingly, where any development is proposed involving prime agricultural land, the applicant must demonstrate that the proposal is essential for, or directly related to, a rural business.



Policy ENV4 Prime Agricultural Land

Development will not be permitted which leads to the permanent loss of prime agricultural land (Class 1, 2 and 3.1 of the James Hutton Institute Land Classification for Agriculture system), unless:

- A. the site is allocated as part of the development strategy of this Plan; or
- B. the development is necessary to meet an established need (such as essential infrastructure); where there is no alternative site available; and where the need for the development outweighs the environmental or economic interests in retaining the farmland for productive use; or
- C. it is a small-scale development directly linked to an existing rural business.

Where proposals for mineral extraction or renewable energy are deemed acceptable under the relevant policies, conditions may be applied to ensure that acceptable restoration proposals are in place that will return the land to its former status.

Peat and Carbon Rich Soils

5.1.16 The Council recognises the environmental value of peat and carbon rich soils and the important role they have in storing carbon. The Plan gives significant protection to these and seeks to minimise release of CO₂ emissions arising from development on these soils.

Policy ENV5 Peat and Carbon Rich Soils

Within or adjacent to ecologically significant areas protected in this Plan, peat extraction or development likely to have an adverse effect on peatland and/ or carbon rich soils will not be supported.

Elsewhere, commercial peat extraction and other development likely to have an adverse effect on peatland and/ or carbon rich soils, will only be permitted in areas suffering historic, significant damage through human activity and where the conservation value is low and restoration is impossible.

Where peat and other carbon rich soils may be affected by a proposal, an assessment of the developments effect on CO₂ emissions will be required.

Landscape Character and Quality

5.1.17 The Council is keen to maintain the distinctiveness of Midlothian's landscape character, and its diversity, as a whole but also recognises the need to give particular protection to certain areas considered to be of outstanding local landscape value. These are identified as Special Landscape Areas (SLAs) which are sensitive to development that could potentially damage their

distinctive qualities, including in some cases development outwith their identified boundaries. Therefore, policy ENV6 will also apply to developments situated outwith a SLA.

5.1.18 A review of Midlothian's Areas of Great Landscape Value has been undertaken in line with *Guidance on Local Landscape Designations* (Scottish Natural Heritage and Historic Scotland). This identified seven separate SLAs, listed below, which have replaced the Areas of Great Landscape Value in Midlothian:



- Pentland Hills
- North Esk Valley
- South Esk Valley and Carrington Farmland
- Gladhouse Reservoir and Moorfoot Scarp
- Tyne Water Valley
- Fala Moor
- Fala Rolling Farmland and Policies.

5.1.19 Supplementary Guidance on *Special Landscape Areas* contains Statements of Importance for each SLA, the purpose of which is to:

- identify the name, location and boundaries of each SLA;
- provide an overview and description of each SLA, including details of why it is designated, its character and qualities; and
- identify opportunities for further management, and considerations for development, in each SLA.

5.1.20 The Statements of Importance should be used when formulating or assessing development proposals affecting the SLAs. The Guidance also provides details of the 2012 *Areas of Great Landscape Value Review*.

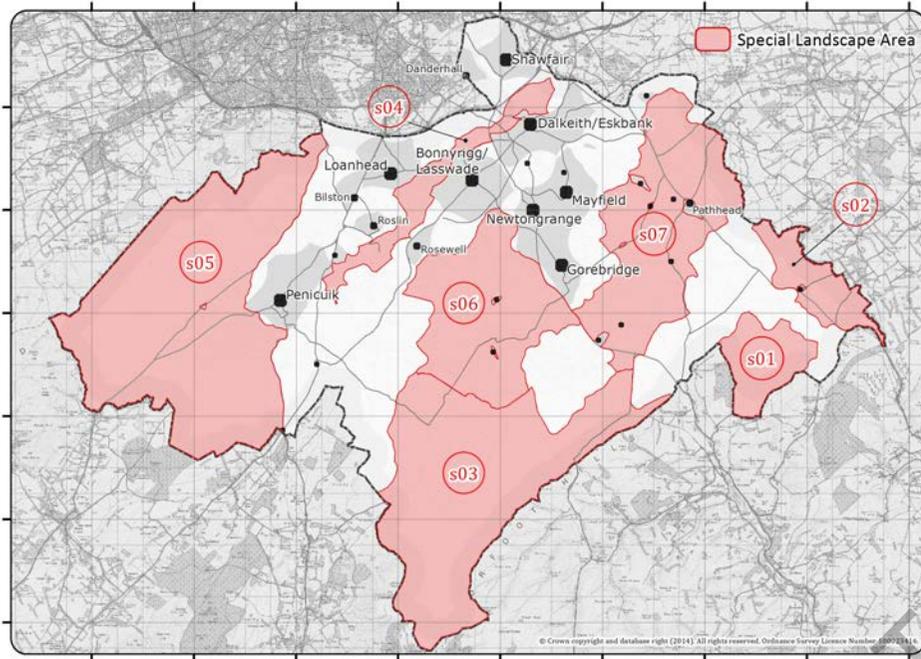


Figure 8: Midlothian Special Landscape Areas (SLAs)

Number	SLA Name	Number	SLA Name
s01	Fala Moor	s05	Pentland Hills
s02	Fala Rolling Farmland and Policies	s06	South Esk Valley and Carrington Farmland
s03	Gladhouse Reservoir and Moorfoot Scarp	s07	Tyne Water Valley
s04	North Esk Valley		

Policy ENV6 Special Landscape Areas

Development proposals within Special Landscape Areas will only be permitted where they incorporate high standards of siting and design and where they will not have a significant adverse effect on the special landscape qualities of the area. Developments affecting the setting of Special Landscape Areas will be subject to the same considerations.

5.1.21 Many localities contain areas of a diverse and distinctive landscape character, both within and outside SLAs, which enhance the attractiveness of Midlothian as a whole. Policy ENV7 aims to afford protection to these local landscape character areas and to encourage sensitive landscape planning and management. Landscape character can include a variety of natural and built heritage features including woodland, hedges, field patterns, stone walls and historical sites.

Policy ENV7 Landscape Character

Development will not be permitted where it may significantly and adversely affect local landscape character. Where development is acceptable, it should respect such character and be compatible in terms of scale, siting and design. New developments will normally be required to incorporate proposals to maintain the diversity and distinctiveness of local landscapes and to enhance landscape characteristics where they have been weakened.

River Valleys



5.1.22 Midlothian's incised river valleys unify some of its most valuable and attractive landscapes. They are important for their visual amenity and rich habitats and for providing open space and outdoor recreational opportunities for the communities of Midlothian. They form an important part of Midlothian's industrial heritage, especially along the River Esk,

leaving a legacy of former mill buildings.

5.1.23 The river valley policy continues to provide a unifying approach to protecting the diverse characteristics of Midlothian's river valley features while making provision for the enhancement of the area by continuing to support the rehabilitation of derelict sites.

Policy ENV8 Protection of River Valleys

Development within the river valley protection areas of the Rivers North and South Esk and River Tyne will not be permitted unless there is a specific locational need for the development. This requirement is not applicable within the urban envelopes (see policy DEV2).

Where the locational requirement has been established (or within the urban envelopes), development must demonstrate that it will not have an adverse impact either on the landscape and conservation value of the valleys or impede potential public access opportunities; and it is not in conflict with other relevant policies of this Plan (in particular the Water Environment policies).

Water Environment

5.1.24 A Local Flood Risk Management Plan for the Forth Estuary area (which includes Midlothian) is expected to be in place by the end of 2016. Adopting a sustainable approach to flood risk management requires consideration for safeguarding storage capacity along river systems. There is a relatively low flooding risk in Midlothian but the Rivers Esk and Tyne pose a downstream flooding risk to communities in East Lothian. It is generally not acceptable to develop at a location in the floodwater storage space even if it is to be protected by new flood defences, as this will displace floodwaters elsewhere (unless compensatory storage capacity is provided). There are links to other policy topics covered by the MLDP; formation of new storage areas can have green network benefits, while retrofitting sustainable urban drainage systems (SUDS) to reduce run off is also beneficial to water quality.

5.1.25 In Midlothian, the functional flood plain is generally a tightly constricted area along the narrow incised valleys which characterise the riverine landscape of the county. Its extent is identified in the Strategic Flood Risk Assessment (SFRA) which accompanies this Plan. The SFRA collates information on all sources of flood risk, including the Scottish Environment Protection Agency (SEPA) Indicative River and Coastal Flood Risk Flood Maps, and was used to inform the development strategy of the Plan.

5.1.26 Infrastructure and buildings may be located in areas subject to surface water flooding but should be designed to remain free from flooding where the annual probability of occurrence is greater than 0.5%. New development should not increase surface water flooding elsewhere, or lead to a worsening of surface water quality. There is a requirement for new development to pass surface water through SUDS systems to help achieve this objective. Advice on the design, installation and maintenance of SUDS may be found in Sewers for Scotland (Scottish Water), and SUDS for Roads (SUDS working party).

5.1.27 The Settlement Statements indicate where sites allocated, or otherwise identified, require Flood Risk Assessment (FRA), watercourse buffer strips and best practice SUDS treatment; the Council, on receipt of further advice, may determine that FRA is necessary at other locations. The Supplementary Guidance *Flooding and the Water Environment* provides further guidance on measures to avoid flooding and contribute to the objectives of the River Basin Management

Plan, updated in due course to reflect the Local Flood Risk Management Plan for the Forth Estuary area when adopted, and the second River Basin Management Plan for Scotland.

Policy ENV9 Flooding

Proposals for development will be assessed in relation to the flood risk framework for watercourse flooding and guidance set out in Scottish Planning Policy, using the SEPA flood maps to delineate the zones of little or no risk, low to medium risk, and medium to high risk. Development will not be permitted which would be at unacceptable risk of flooding or would increase the risk of flooding elsewhere*. Flood Risk Assessments will be required for most forms of development in areas of medium to high risk, but may also be required at other locations depending on the circumstances of the proposed development.

The functional flood plain will be protected; development other than that which can demonstrate a site-specific requirement to be in a flood plain location (such as aquatic recreation), or alterations or small-scale extensions to buildings, will not be permitted in this area, except where a location benefits from existing flood defences or defences are committed to be constructed under the adopted Local Flood Risk Management Plan (LFRMP), or if compensatory storage is provided.

Flood protection scheme proposals, or further land for natural flood risk management purposes, as promoted under the adopted LFRMP, will be supported in principle and protected from development which would prejudice their delivery.

Sustainable urban drainage systems will be required for most forms of development, so that surface water run-off rates are not greater than in the site's pre-developed condition, and to avoid any deterioration of water quality. The Council may seek long-term management agreements with developers to maintain such features in perpetuity.

* Generally, an annual probability of up to 0.5% will be acceptable for most development, but higher standards may apply to essential infrastructure and the most vulnerable uses.

5.1.28 The relevant River Basin Management Plan (RBMP) is due to be updated by the end of 2015. This assesses and classifies the condition of all water bodies (rivers, lochs, wetlands and groundwater), looking at pressures on them including pollution, abstraction, and physical alterations. The objective of the RBMP is to ensure that no water body deteriorates and all achieve 'good' status over time. As part of the LFRMP, surface water management plans are being prepared with a focus on flood avoidance but they may also set out a requirement to retrofit SUDS which would support wider RBMP objectives.

Policy ENV10 Water Environment

New development should pass surface water through a sustainable urban drainage system (SUDS) which ameliorates the water to an acceptable quality prior to release to the wider water environment. The design of the system should meet best current practice. To ensure that the biodiversity and amenity benefits of SUDS are realised, the Council does not favour the use of underground tanks as a SUDS measure, other than in exceptional circumstances.

There is a presumption against development which changes the natural morphology of a river or other water body. The formation of new culverts is not supported. Small-scale hydropower installations will only be supported provided that no deterioration of the water body's status occurs.

Proposals that support measures identified in the River Basin Management Plan will be supported in principle, including the retrofitting of SUDS features to the existing surface drainage system, the restoration of watercourses through the opening out of existing culverts, and the removal of redundant structures.

There is a presumption against development which may cause a deterioration in water quality. Where development generating a foul drainage requirement takes place in an area benefiting from a public sewerage system, it should connect to that system.

Where development adjoins a watercourse, buffer strips of a minimum of 6 metres in width from the top of the bank should be provided, to enable access for maintenance, promote biodiversity and improve public amenity.

Forestry and Woodland Strategy

5.1.29 Trees and hedges make a very important contribution to the quality, character and biodiversity of Midlothian's towns, villages and countryside. Midlothian benefits from significant tracts of ancient and semi-ancient woodland, particularly in its river valleys and estate policies. The Council recognises the nature conservation value of trees and the varied uses and benefits of woodland including places for recreation, a source of fuel, wildlife habitat and climate change mitigation.

5.1.30 The Council will give strong protection to woodland, trees and hedgerows and supports in principle the expansion of woodland coverage in Midlothian. In this respect, it will seek to implement the Edinburgh and Lothians Forestry and Woodland Strategy 2012-2017 and the Central Scotland Green Network.

5.1.31 In assessing planning applications, the Council will ensure that development will not damage important woodlands, trees and hedges. Where a proposal may impact upon trees or hedges, the applicant must undertake a tree survey to inform proper consideration of the proposal. If non-native species are present on site, developers must take account of the provisions of the Wildlife and Countryside Act 1981.



Preservation Orders may also be considered in certain circumstances as a means of protecting trees at risk.

5.1.32 The removal of trees and/ or hedgerows will only be allowed where this would achieve significant and clearly defined public benefits. In such circumstances, it will be a requirement for an equivalent replacement of any lost trees to be provided, preferably *in situ*. Specific legislation protects trees in Conservation Areas and trees covered by Tree Preservation Orders. New Tree

Policy ENV11

Woodland, Trees and Hedges

Development will not be permitted where it could lead directly or indirectly to the loss of, or damage to, woodland, groups of trees (including trees covered by a Tree Preservation Order, areas defined as ancient or semi-natural woodland, veteran trees or areas forming part of any designated landscape) and hedges which have a particular amenity, nature conservation, biodiversity, recreation, landscape, shelter, cultural, or historical value or are of other importance.

Where an exception to this policy is agreed, any woodland, trees or hedges lost will be replaced with equivalent. Removal of woodland, trees and hedges will only be permitted where it is clearly demonstrated that significant and clearly defined benefits will be achieved.

Biodiversity and Geodiversity

5.1.33 Midlothian has a rich and varied natural environment which very significantly contributes to the quality of life for residents and to the quality of experience enjoyed by visitors and those working in Midlothian. Its importance and diversity is reflected in the number and type of designated nature conservation sites of importance at the international, national and local level. The Council will seek to safeguard and enhance Midlothian's natural environment through the policy framework of the Plan.

5.1.34 In considering development proposals that affect the most important biodiversity or geodiversity sites, the onus will be on the applicant to demonstrate that no significant damage will occur, or to satisfy the Council why a proposal should be supported. For sites of lesser importance, the policy framework aims to be more flexible but still seeks to safeguard the nature conservation value of such sites.

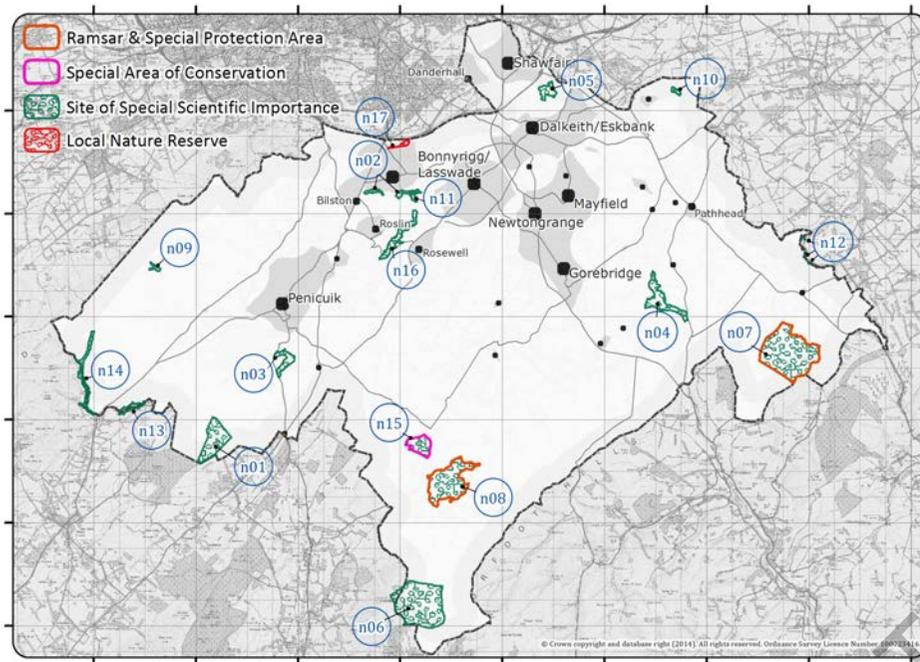


Figure 9: Statutory nature conservation sites in Midlothian

Site Name	Status	Number on Figure	Site Name	Status	Number on Figure
Auchencorth Moss	SSSI	n01	Hadfast Valley	SSSI	n10
Bilston Burn	SSSI	n02	Hewan Bank	SSSI	n11
Black Burn	SSSI	n03	Keith Water	SSSI	n12
Crichton Glen	SSSI	n04	Newhall Glen	SSSI	n13
Dalkeith Oakwood	SSSI	n05	North Esk Valley	SSSI	n14
Dundreich Plateau	SSSI	n06	Peeswit Moss	SAC,SSSI	n15
Fala Flow	SPA,RAM,SSSI	n07	Roslin Glen	SSSI	n16

Site Name	Status	Number on Figure	Site Name	Status	Number on Figure
Gladhouse Reservoir	SPA,RAM,SSSI	n08	Straiton Pond	LNR	n17
Habbies Howe - Logan Burn	SSSI	n09			

Notes: Locations of non-statutory local nature conservation sites are not identified in this table; refer to policy ENV14.

SSSI - Site of Special Scientific Interest; SPA - Special Protection Area (EU Wild Birds Directive 79/409/EEC); RAM - Ramsar Site (Convention on Wetlands of International Importance); SAC - Special Area of Conservation (EU Habitats and Species Directive 92/43/EEC); LNR - Local Nature Reserve

5.1.35 Biodiversity and geodiversity value in Midlothian is also recognised through a range of non-statutory local nature conservation sites. These comprise Local Biodiversity Sites and Regionally Important Geological Sites respectively. They are designated and proposed to help safeguard the natural heritage and/or biodiversity qualities of the sites. Planning guidance on *Nature Conservation* provides details of the statutory and local nature conservation sites, matters to be considered in the formulation or assessment of proposals potentially affecting nature conservation sites, and explains the process for identifying and designating potential new Local Biodiversity Sites.

5.1.36 Development proposals will be expected to be compatible with the aims and objectives of the Midlothian Local Biodiversity Action Plan. Where development is supported, developers will be expected to compensate for any environmental losses. Planning conditions and obligations may be used to maintain control over development to help ensure management and protection of valuable ecosystems, sites and species. Reference should be made to the planning guidance on *Nature Conservation* in the formulation or assessment of proposals.

Policy ENV12 Internationally Important Nature Conservation Sites

Development will not be permitted where it could adversely affect, either directly or indirectly, the integrity of a nature conservation site of international importance, such as a Natura 2000 site (in Midlothian, Special Areas of Conservation and Special Protection Areas) or a Ramsar site, or any other site which is proposed or designated as of international importance during the lifetime of the Plan, unless it can be demonstrated that:

- A. the proposed development would have no significant adverse effect on the habitats or species being safeguarded;
- B. there are no alternative solutions;
- C. there are imperative reasons of overriding public interest, including those of a social or economic nature; and
- D. compensatory measures are provided to ensure that the overall coherence of the site and Natura 2000 network is protected.

Policy ENV13 Nationally Important Nature Conservation Sites

Development will not be permitted where it could adversely affect, either directly or indirectly, the integrity of a nature conservation site of national importance, or any other site which is proposed or designated as of national importance during the lifetime of the Plan, unless it can be demonstrated that:

- A. the objectives of designation and the overall integrity of the area will not be compromised; or
- B. any significant adverse effects on the qualities for which the area has been designated are clearly outweighed by social, environmental or economic benefits of national importance arising from the development.

Current designated sites of national importance in Midlothian are the Sites of Special Scientific Interest.

Policy ENV14 Regionally and Locally Important Nature Conservation Sites

Development will not be permitted where it could adversely affect, either directly or indirectly, the nature conservation interest of any sites, or wildlife corridors, of regional or local conservation importance unless the applicant can show that:

- A. the development has been sited and designed to minimise damage to the value of the site and includes measures that will appropriately compensate for any damage which cannot be avoided; or
- B. the public interest (including those of a social or economic nature) to be gained from the proposed development can be demonstrated to clearly outweigh the nature conservation interest of the site.

Sites of regional or local importance in Midlothian are detailed in the planning guidance on *Nature Conservation*. Not all categories of sites are shown on the Proposals Map.

Policy ENV15 Species and Habitat Protection and Enhancement

Development that would affect a species protected by law will require an appropriate level of environmental and biodiversity assessment to be undertaken before a planning application can be determined. For proposals affecting species afforded protection by the Conservation (Natural Habitats, & c.) Regulations 1994, such as European Protected Species, and the Wildlife and Countryside Act 1981, planning permission will not be granted where they are adversely affected by development or if the Council considers it unlikely that an application for a licence to carry out relevant works will be successful.

Where development is permitted, proposals will require measures for mitigation; and for enhancement or sustainable habitat replacement, where appropriate.

In the assessment of planning applications for development that would affect sites which contain habitat of some significance (although insufficient to justify a formal natural heritage designation), effects on the habitat, including the expected results of mitigation measures, will be taken into account.

Development proposals will be expected to demonstrate compatibility with the aims and objectives of the Midlothian Local Biodiversity Action Plan and related plans, by identifying appropriate measures to protect, enhance and promote existing habitats and/ or the creation of new ones, and provide for the effective management of these habitats.

Vacant, Derelict and Contaminated Land

5.1.37 Vacant and derelict land detracts from the environment and can inhibit economic growth. Further, contaminated land gives rise to risks to human health and the environment. One of the objectives of the Central Scotland Green Network is to address vacant and derelict land, and the development of such land for SUDS or allotments (on sites of 2 hectares or more) is supported as a national project.



5.1.38 The Council's objectives are to promote redevelopment or restoration of vacant and derelict land, and ensure that development on contaminated land is safe. Implementation of the Council's green network policy (policy ENV2) should help promote the beneficial reuse of such sites. The Council will seek to prevent new resource extraction or wind farm developments from adding to the stock of dereliction through robust restoration policies.

5.1.39 In relation to new development, applicants are advised to consult the Coal Authority map of coal mining hazard areas, and to use the Coal Authority advice service, where appropriate. Previous coal mining may give rise to subsidence or to elevated concentrations of gases hazardous to health. There may also be a risk of subsidence in areas of other past mineral working (for example, limestone). Attention is similarly drawn to the radon gas hazard area. Matters related to gas build-up in properties may be addressed through building design and will be handled through the application of Building Standards.

Policy ENV16

Vacant, Derelict and Contaminated Land

The Council will support the redevelopment of vacant and derelict land provided that the new use does not conflict with other policies of this Local Development Plan, particularly policy DEV2. It will require to be satisfied that proposals for the use of land are suitable in relation to any potential risks from prior contamination.

Air Quality

5.1.40 The Council maintains an air quality monitoring network. An Air Quality Management Area (AQMA) in Pathhead was revoked in 2014 as air quality improved following the provision of a mains gas supply. Nitrogen dioxide concentrations in Dalkeith town centre significantly reduced following the opening of the Dalkeith Northern Bypass in 2008, and this location currently meets air quality objectives. Monitoring in other town centres indicates that air quality remains well within acceptable levels. Future pressures on air quality may come from an increase in road traffic and congestion following implementation of the development strategy. The Council has sought to minimise such potential impacts, for example, by locating development where it can

access the new Borders Rail stations. The proposed A701 Relief Road will improve traffic flow and promote active travel with beneficial effects on air quality overall.

5.1.41 In the event that air quality problems arise in the future, requiring the creation of an AQMA, the Council will consider measures (most likely to relate to traffic management) to address the situation. Policies in other sections of the Plan (Resource Extraction) contain specific provisions with regard to air quality and dust.

Policy ENV17 Air Quality

The Council may require further assessment (either as part of Environmental Impact Assessment or separately) to identify air quality impacts, where the Council's Environmental Health service and SEPA considers it requisite. It will refuse planning permission, or seek mitigation, where development proposals cause unacceptable air quality or dust impacts, or would result in sensitive uses, which give rise to air pollution concerns, being located within or close to uses with potential to generate such pollution.

Noise

5.1.42 The planning process can help to avoid or minimise problems associated with noise, through guiding development to the right locations and influencing the design and operation of development so as to avoid or reduce conflicts.

Policy ENV18 Noise

The Council will seek to prevent noisy development from damaging residential amenity or disturbing noise sensitive uses. Where new developments with the potential to create significant noise are proposed, these may be refused or require to be modified so that no unacceptable impact at sensitive receptors is generated. Applicants may be required to carry out a noise impact assessment either as part of Environmental Impact Assessment or

separately. Where new noise sensitive uses are proposed in the locality of existing noisy uses, the Council will seek to ensure that the function of established operations is not adversely affected.

5.2 Preserving our Historic Environment

Conservation Areas

5.2.1 The designation of Conservation Areas is used to identify, preserve and enhance areas of historic and/ or architectural importance. Midlothian has many such areas which contribute to the distinctive character of its urban and rural environment and the quality of life in Midlothian generally.

5.2.2 There are 21 Conservation Areas in Midlothian each with their own distinctive history and characteristics. Many derive their character from the unified appearance of more modest buildings as well as from important detailing that is distinctive to the era in which they were built. As a result of this, even minor changes to properties can erode the character of a Conservation Area and, therefore, require planning permission where this might not otherwise be required.



5.2.3

Although conservation areas involve a higher level of control, this does not mean that development is necessarily opposed; preserving and

enhancing the character and appearance of the area is the primary concern. This is also true when considering proposals for new building, and extensions and alterations to existing buildings. Proposals must be of an appropriate character, scale and appearance to the area. Typically, traditional natural

materials will be required; however, innovative well-designed contemporary buildings/ extensions may also be acceptable provided that the character, appearance and materials used complement the location (although such development will still have to be of a scale that is sensitive to the area).

Policy ENV19 Conservation Areas

Within or adjacent to a Conservation Area, development will not be permitted which would have any adverse effect on its character and appearance.

New buildings, extensions and alterations

In the selection of site, scale, choice of materials and design, new buildings, and extensions and alterations to existing buildings, must preserve or enhance the character and appearance of the Conservation Area. Traditional natural materials appropriate to the locality or structure affected, will be used in new building, extensions or alterations. Care in the design of replacement windows and doors will be required on the public frontage of buildings.

Demolition

Demolition to facilitate new development of part or all of a building or structure that makes a positive contribution to a Conservation Area will only be permitted where it can be shown that:

- A. the structural condition of the building is such that it cannot be adapted without material loss to its character to accommodate the proposal; and
- B. the Conservation Area will be enhanced as a result of the redevelopment of the site; and
- C. there is no alternative location physically capable of accommodating the proposed development.

Where demolition of any building or other structure within a Conservation Area is proposed, it must be demonstrated that there are acceptable proposals for the immediate future use of the site which enhance the character or appearance of the Conservation Area.

Detailed plans for an acceptable replacement building must be in receipt of planning permission before Conservation Area Consent will be granted for demolition and redevelopment. Conditions will be applied to the planning permission to ensure that demolition does not take place in advance of the letting of a contract for the carrying out of a replacement building or alternative means of treating the cleared site having been agreed.

These requirements may not apply in circumstances where the building is of no architectural or historic value, makes no material contribution to the Conservation Area, and where its early removal would not detract from the character and appearance of the Conservation Area.

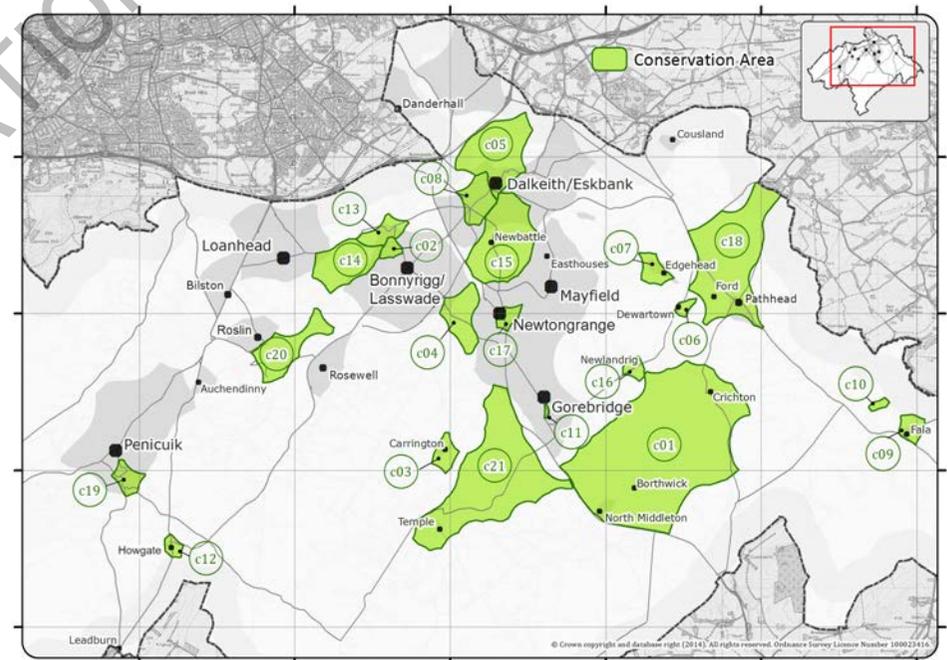


Figure 10: Conservation Areas

Conservation Area	Map Ref	Conservation Area	Map Ref
Borthwick & Crichton	c01	Howgate	c12
Broomieknowe	c02	Lasswade & Kevock	c13
Carrington	c03	Mavisbank	c14
Dalhousie & Cockpen	c04	Newbattle	c15
Dalkeith House & Park	c05	Newlandrig	c16
Dewartown	c06	Newtongrange	c17
Edgehead	c07	Pathhead & Ford	c18
Eskbank & Ironmills	c08	Penicuik	c19
Fala	c09	Roslin	c20
Fala Dam	c10	Temple & Arniston	c21
Gorebridge	c11		

Townscape Heritage and Regeneration

5.2.4 Regenerating Midlothian's town and village centres is a priority of the Council and its community planning partners. Restoration of buildings and shopfronts, and upgrading of the public realm, is seen as a positive contribution to boosting local business by improving the shopping environment.

5.2.5 Dalkeith town centre has undergone a five-year programme of regeneration (2009-2014) comprising a Townscape Heritage Initiative (THI) and Conservation Area Regeneration Scheme (CARS) supported by improvements to the High Street and Jarnac Court. The Council's funding partners included Dalkeith Business Renewal, the Heritage Lottery Fund, Historic Scotland, and the Scottish Government.

5.2.6 The main aims of the scheme were to:

- restore the historic and architectural fabric of Dalkeith;
- enhance the Conservation Area and improve the quality of the public realm;

- encourage additional investment in the social and economic infrastructure of Dalkeith, including the reuse of historic buildings; and
- promote a greater awareness of conservation and the historic environment.



5.2.7 The THI/ CARS scheme's four priority projects and a further 28 properties underwent repairs with grant assistance from the scheme. Education initiatives formed part of the scheme in recognition that more buildings require restoration, particularly with regards to stonework, gutters and chimneys; traditional skills training was provided and a Homeowners' Guide was produced to help inform owners of how to maintain their buildings. The local stone used in many of these buildings is particularly soft and susceptible to erosion and a stone survey was carried out to assist future restoration work.

5.2.8 As part of the legacy work of the scheme, the Dalkeith Shop Front Design Guide seeks to ensure that a high

standard is maintained, a heritage trail is being established and consideration is being given to establishing a Dalkeith Business Improvement District. Further information on the Dalkeith THI/ CARS scheme can be found at <http://www.dalkeiththi.co.uk/>

5.2.9 In 2013, the Council embarked upon a further five-year CARS scheme. The Gorebridge CARS is being run in partnership with Gorebridge Community Development Trust and Historic Scotland and aims to enhance and regenerate Gorebridge town centre. The scheme comprises the operation of a small grants scheme to assist in funding repair work to eligible properties; the restoration of a priority project (Newbyres Hall); training opportunities in traditional construction skills; education programmes; some minor public realm improvements; and related community-based projects such as environmental improvement works at Newbyres Castle. The grants provide up to 75% towards the cost of the eligible work and only work that adheres to good conservation practice is eligible. Further information on the Gorebridge CARS scheme can be found at <http://www.gorebridgecars.co.uk/>

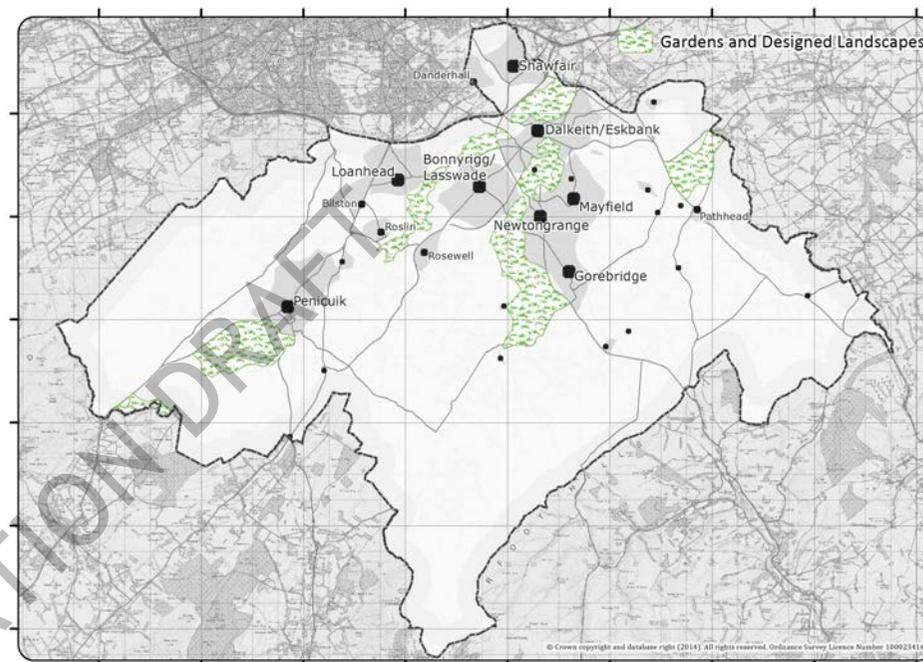
5.2.10 Whilst many of Midlothian's town centres have undergone town centre environmental improvement schemes in the past 10-20 years, the Council recognises the benefits to the local economy and quality of life of residents that regeneration schemes can bring to a town and the need for such enhancements in response to the expansion of many of its urban areas. Accordingly, it will seek further funding opportunities in order to continue the good work undertaken in Dalkeith and Gorebridge. For example, work is in progress to evaluate the potential to seek a THI/ CARS scheme for Penicuik town centre which would complement the current initiative to establish a Business Improvement District in the town centre (*Penicuik First* initiative).

Gardens and Designed Landscapes

5.2.11 The *Inventory of Historic Gardens and Designed Landscapes* identifies nationally important landed estates with their policy parkland and landscapes. These are designated on the basis of their aesthetic, historical, scenic and/ or nature conservation value. The list is updated from time to time and is maintained by Historic Scotland, with the latest information available at <http://www.historic-scotland.gov.uk/index/heritage/gardens.htm>

5.2.12 The designated gardens and landscapes are very significant features in Midlothian's countryside and represent an important link to our past. There are presently thirteen designated areas and any development proposals must have regard to their special character, qualities and integrity. In the event that further sites are added to the *Inventory* during the lifetime of the Plan, policy ENV20 will apply equally to these sites also.

5.2.13 Other gardens and designed landscapes which are not included in the *Inventory* may be of regional or local importance and the Council will seek to ensure that any development proposals respect their special qualities. Management plans should provide a framework for responding to conservation needs and accommodating change. Where enabling development is proposed, management plans should provide a satisfactory context for assessing the likely landscape and conservation impact of the development.



Policy ENV20

Nationally Important Gardens and Designed Landscapes

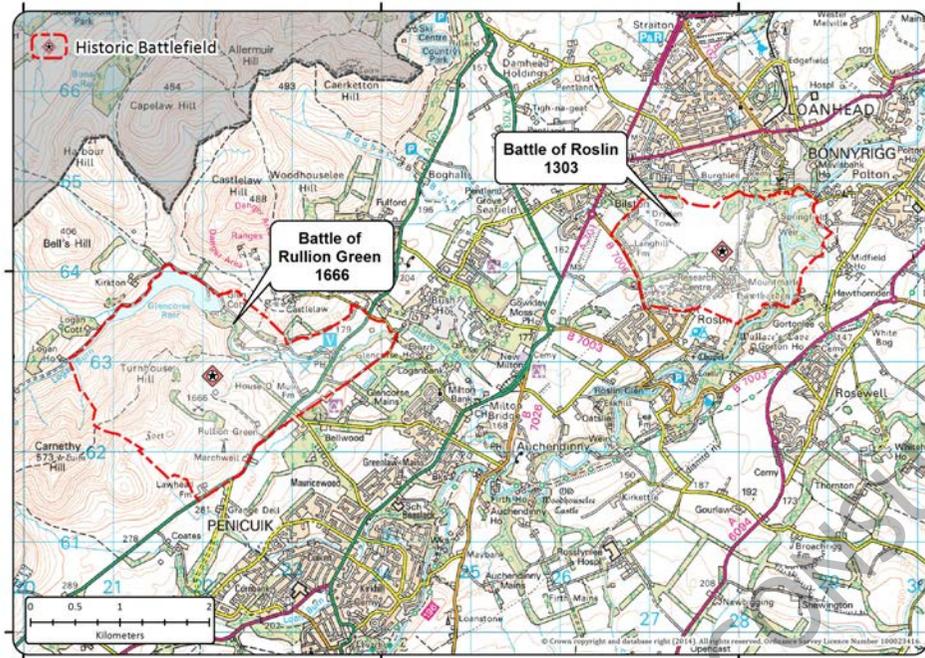
Development will not be permitted which would harm the character, appearance and/ or setting of a garden or designed landscape as identified in the *Inventory of Historic Gardens and Designed Landscapes*.

Historic Battlefields

5.2.14 Battlefields provide an insight into Scottish history and culture but are not particularly well understood. They form a valuable historic reference point providing archaeological evidence, while the landscape can help us interpret how events unfolded. Sites that are included in the *Inventory* are: of national importance through a link to a key event/ individual; or where there are physical remains or archaeological potential; or for the landscape context.

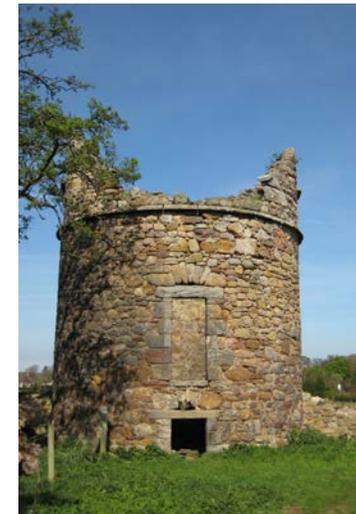
5.2.15 Two sites in Midlothian are included in the *Inventory of Historic Battlefields*; one is the site of the Battle of Roslin (1303) to the north of the village, and the other is the site of the Battle of Rullion Green (1666) on the eastern flank of the Pentland Hills. Both cover extensive areas as shown on the map below. An Overview and Statement of Significance for each site has been prepared by Historic Scotland and can be found at <http://www.historic-scotland.gov.uk/index/heritage/battlefields.htm>.

The siting, scale and design any new development, or extensions to existing buildings, must preserve, conserve or enhance the key characteristics of the battlefield. These may include landscape characteristics, key viewpoints that assist in the understanding of the battle and historic assets (particularly archaeological deposits found *in situ*).



Listed Buildings

5.2.16 Historic buildings are the most visible aspect of Midlothian's heritage, with many styles and periods being reflected in our built fabric. The best examples of these buildings are provided with statutory protection through their identification on a nationally compiled list, in a process known as 'listing'. The listing process is undertaken by Historic Scotland.



5.2.17 Listed Building Consent is required for alterations or extensions to listed buildings, even where such alterations are very minor. In some cases it is necessary to get consent for alterations to the interior of a listed building or for structures that adjoin it. The need to seek consent does not mean that that alterations/ extensions are not acceptable but is a reflection of the higher design standards expected with respect to listed buildings.

**Policy ENV21
Historic Battlefields**

Development within a site listed in the *Inventory of Historic Battlefields* will not be permitted where it would have an adverse effect on the character, appearance, setting or the key features of the battlefield.

**Policy ENV22
Listed Buildings**

Development will not be permitted which would adversely affect the character or appearance of a listed building, its setting or any feature of special architectural or historic interest.

New Development

Development within the curtilage of a listed building or its setting will only be permitted where it complements its special architectural or historical character.

Enabling Development

New development used to fund the restoration of a listed building may be acceptable where:

- A. the proposed development is in the vicinity of the listed building whose restoration it is proposed to enable; and
- B. it is demonstrated that such development is the only means of retaining the listed building and other options for funding have been exhausted; and
- C. It is demonstrated that the scale of the proposed development represents the minimum necessary to enable the listed building's conservation and reuse (with independent verification of the development costs*); and
- D. the resulting development is of a high quality design that respects the listed building and its setting.

Demolition

Demolition will only be permitted in exceptional circumstances where:

- A. the proposed demolition is of an addition to the building which is of little architectural or historic value and its removal would result in an improvement to the quality of the original building; or
- B. there is an overriding requirement in the public interest to allow the redevelopment of the site, the proposed use cannot physically be accommodated elsewhere and the Listed Building is incapable of adaptation without material loss to its character or appearance; or
- C. It is demonstrated to the Council's satisfaction that the repair of the building is not economically viable and that every effort has been made to find a party with the willingness and means to acquire and restore the building*; and, in any of these cases;
- D. there are approved plans for the future development of the site and agreement has been reached on the timescale for demolition and redevelopment.

Extensions and Alterations

Proposals for extensions and/ or alterations to a listed building will only be permitted where their siting, scale, design, materials and detailing do not detract from, and wherever appropriate enhance, the original character of the building.

Change of Use

The change of use of a listed building will only be permitted where it can be shown that the proposed use and any necessary alteration can be achieved without detriment to the character, appearance and setting of the building.

* In circumstances involving proposed demolition or enabling development where financial viability is an issue, it is the responsibility of the applicant/ developer to bring to the attention of the Council any issue that they consider relevant. The Council reserves the right to base its decision on satisfactory evidence to that effect through an open book process.

Archaeological/ Historic Sites and Monuments

5.2.18 Scheduled monuments are afforded the highest level of protection and Scheduled Monument Consent is required for any works affecting them. Their setting is often crucial and applicants for new development which could affect a scheduled monument or its setting would have to make a strong case that the integrity and setting will be preserved. Other archaeological and historic remains are recorded on the Sites and Monuments Record and are also afforded protection by the Plan.

Policy ENV23 Scheduled Monuments

Development which could have an adverse effect on a scheduled monument, or the integrity of its setting, will not be permitted.

Policy ENV24

Other Important Archaeological or Historic Sites

Development will not be permitted where it could adversely affect an identified regionally or locally important archaeological or historic site, or its setting, unless the applicant can show that:

- A. there is a public interest to be gained from the proposed development which outweighs the archaeological and historic importance of the site; and
- B. there is no alternative location for the proposal; and
- C. the proposal has been sited and designed to minimise damage to archaeological and historic interest.

C. ways in which the proposed development can be designed to preserve the archaeological interest.

Where the development is considered to be acceptable and it is not possible to preserve the archaeological resource *in situ*, the developer will be required to make arrangements for an archaeological investigation. The scope of this will be appropriate to the physical character of the site and proportionate to the importance of the information expected to be recoverable. Except for sites of minor local interest, this investigation will normally include excavation and recording prior to the start of development, followed by analysis and publication of field data.

5.2.19 The Plan seeks to identify where there is potential for archaeological remains to exist, in order to ensure their preservation and avoid disturbance arising from new development. Where a site of archaeological value may be affected by a proposed development, the applicant will be required to look at alternative ways of accommodating the proposals in order to minimise damage. Excavating and recording of the site will be required, where appropriate.

Policy ENV25

Site Assessment, Evaluation and Recording

Where development could affect an identified site of archaeological importance, the applicant will be required to provide an assessment of the archaeological value of the site and of the likely impact of the proposal on the archaeological resource.

Unless the Council is satisfied to the contrary, such an assessment will require a field evaluation of the site to determine:

- A. the character and extent of the archaeological remains;
- B. the likely impact of the proposed development on the features of archaeological interest; and

6 Encouraging Sustainable Energy and Waste Management

6.1 Renewable and Low Carbon Energy Projects

6.1.1 The Council supports in principle the development of a wide variety of renewable energy and low carbon technologies to help meet and exceed national targets for developing energy and heat from such sources. It also encourages energy efficiency, heat recovery and efficient energy supply and storage in a manner appropriate to Midlothian. Accordingly, the MLDP provides a policy framework for the assessment of proposals which includes giving due regard to relevant environmental, community and cumulative impact considerations.

6.1.2 Depending on specific considerations identified in policies NRG1 and NRG2, the renewable energy resources available in Midlothian are likely to include wind, biomass/ biofuels, energy from waste (Millerhill), geothermal/ minewater (Shawfair), solar and possible hydro schemes on rivers such as the North and South Esk and the Tyne. All wind energy proposals will be assessed against policy NRG2. All other proposals for renewable and low carbon energy projects will be assessed against the criteria identified in policy NRG1.



6.1.3 Where community benefit packages are proposed in association with a renewable energy development, the Council would not normally enter into negotiations until it has issued a planning consent for a proposal. It will be for the applicant to liaise with relevant third parties on this matter. For any such negotiations, the Council would encourage all parties to follow the Scottish Government Good Practice for Community Benefits from Onshore Renewable Energy Developments, or any equivalent successor.

6.1.4 Subject to the provisions of policy NRG1, and where relevant policy NRG2, the Council is keen to support and encourage appropriate community renewable energy development. It will assist interested parties by directing them to relevant information sources and bodies that may be able to help with the delivery of community renewable energy development.

Policy NRG1 Renewable and Low Carbon Energy Projects

Renewable and low carbon energy projects, including, biomass, biofuels, energy from waste, geothermal, minewater, solar, hydro-electric, heat pumps, energy storage, microgeneration, community heating/cooling and other decentralised energy technology, will be permitted provided any proposal will not:

- A. cause a significant adverse effect upon the historic environment including the following designations/features and, where relevant, their settings: Inventory of Gardens and Designed Landscapes, Conservation Areas, listed buildings, scheduled monuments and other significant archaeological sites, or historic battlefields;
- B. cause a significant adverse effect upon natural heritage including the nature conservation interests covered by policies ENV12-ENV15;
- C. cause a significant adverse effect upon Green Belt, the Pentland Hills Regional Park or its setting, or the Special Landscape Areas;
- D. cause a significant adverse effect on peat/ carbon rich soils* or prime agricultural farmland; (*when available, reference should be made to the relevant Scottish Government "Carbon Calculator" in the development and assessment of proposals);
- E. have an unacceptable effect on the amenity of nearby communities or residential properties including noise, and impact on telecommunications;
- F. cause or increase pollution or flood risk, or have an unacceptable effect on the water environment or water catchment areas;
- G. require infrastructure for access and/or power transmission which itself has a significantly unacceptable environmental impact;

- H. have a significant adverse effect upon landscape or visual impact;
- I. result in unacceptable cumulative impacts;
- J. lead to the loss of public access routes and, if routes require diversion, alternatives acceptable to the Council must be provided;
- K. compromise telecommunications and broadcasting installations, and transmission links;
- L. lead to unacceptable impacts on the road network including traffic generation and road safety; and/or
- M. demonstrably damage the local economy in terms of tourism or recreation.

Any proposal must:

1. include a robust mechanism for decommissioning to ensure operators and/ or site owners achieve site restoration to a standard satisfactory to the Council, including the removal of all related equipment;
2. accord with any other relevant Local Development Plan policies or proposals; and
3. consider the potential to connect new projects to off-grid areas.

In assessing all renewable energy and low carbon technology proposals, the following will be important considerations: net economic impact, including at the local and community scale; the scale of contribution from the development to renewable energy generation targets; and the effect on greenhouse gas and carbon emissions. However, these considerations will not necessarily carry more weight where there may be likely significant environmental effects arising from a development. Where there are potentially significant environmental effects from a development, the Council will require full justification that the economic benefits, contribution to renewable energy targets and carbon reduction outweigh the environmental consequences.

6.2 Wind Energy Spatial Framework

6.2.1 The Council has produced a Midlothian spatial framework for wind farms based upon the approach set out in Table 1 of Scottish Planning Policy (2014). The minimum scale of development to which the framework applies is one turbine with a height to blade tip of 30 metres. However, all wind energy proposals will still require to be assessed against the requirements of policy NRG2 and demonstrate that they are acceptable. All proposals should also take account of the provisions of Supplementary Guidance on Wind Energy Development in Midlothian.

6.2.2 In response to the publication of Scottish Planning Policy in June 2014, and to inform the MLDP spatial framework for wind energy, the Council commissioned landscape capacity analysis to identify those locations where (and at what scale) the Midlothian landscape might successfully accommodate wind energy development. The resulting Midlothian Landscape Wind Energy Capacity Study (2014) is appended to the Supplementary Guidance which will be a material consideration in the assessment of all wind energy proposals. The findings of the above study provide information on where landscape, visual and cumulative impact issues may arise from wind energy development.

6.2.3 The Midlothian spatial framework for wind farms, as illustrated in Figure 11, sets out the areas of significant protection in Midlothian. It should be noted that interpretation of the spatial framework should take account of any updates to the designated areas (as defined by Scottish Government or their advisers) as listed in Table 1 of Scottish Planning Policy. The framework identifies the areas and scale of wind energy development that the Council considers have landscape capacity to successfully accommodate wind turbines of 30 metres and above. Although not included in the spatial framework, Figure 12 provides additional guidance on the potential or otherwise to accommodate wind turbines below 30 metres in height.

6.2.4 Further information on the spatial framework, its application, and the potential for smaller turbines, is provided in the Supplementary Guidance on *Wind Energy Development in Midlothian*, including:

- national planning policy on wind energy;
- the operation and application of the spatial framework, including mapped areas of significant protection and locations with possible landscape capacity for wind energy;

- the application of policies NRG1 and NRG2 to the development and assessment of proposals;
- the siting of wind turbines in Midlothian; and
- guidance and information on the cumulative effect of wind energy development in Midlothian.

Policy NRG2 Wind Energy

All wind energy proposals will be assessed against the requirements of policy NRG1 and, in addition to these requirements, will be permitted provided they will not:

1. significantly increase the risk of shadow flicker or driver distraction; or
2. adversely affect civil and defence aviation interests and seismological recording.

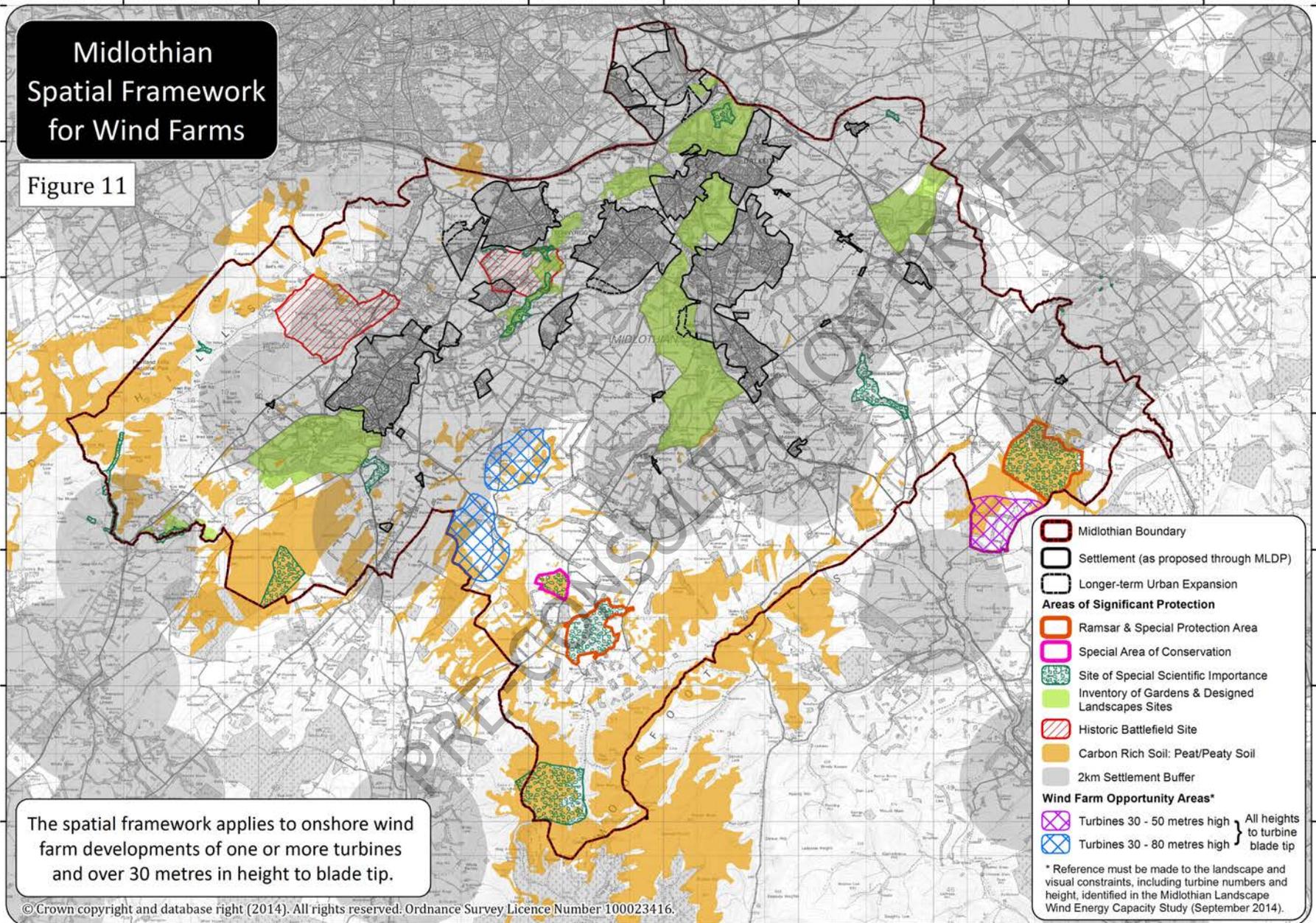
Proposals for turbines above 30 metres in height to blade tip should take account of the spatial framework for wind farms (Figure 11).

The Supplementary Guidance on *Wind Energy Development in Midlothian* should be consulted in the formulation and assessment of all wind energy proposals, regardless of scale.

PRE-CONSULTATION DRAFT

Midlothian Spatial Framework for Wind Farms

Figure 11



The spatial framework applies to onshore wind farm developments of one or more turbines and over 30 metres in height to blade tip.

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Midlothian Boundary

- Midlothian Boundary
- Settlement (as proposed through MLDP)
- Longer-term Urban Expansion

Areas of Significant Protection

- Ramsar & Special Protection Area
- Special Area of Conservation
- Site of Special Scientific Importance
- Inventory of Gardens & Designed Landscapes Sites
- Historic Battlefield Site
- Carbon Rich Soil: Peat/Peaty Soil
- 2km Settlement Buffer

Wind Farm Opportunity Areas*

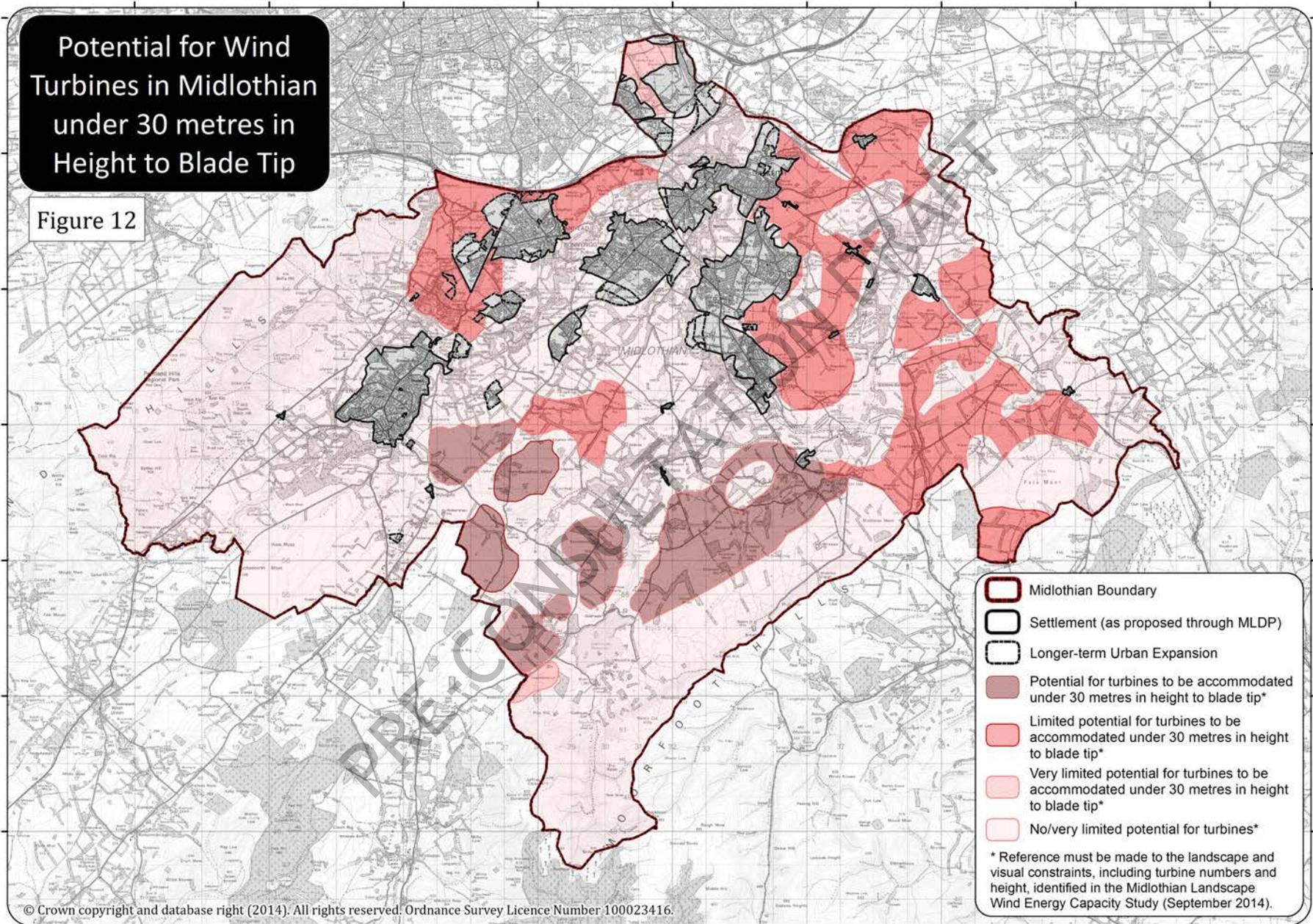
- Turbines 30 - 50 metres high
- Turbines 30 - 80 metres high

All heights to turbine blade tip

* Reference must be made to the landscape and visual constraints, including turbine numbers and height, identified in the Midlothian Landscape Wind Energy Capacity Study (September 2014).

Potential for Wind Turbines in Midlothian under 30 metres in Height to Blade Tip

Figure 12



6.3 Energy Use and Low & Zero Carbon Technology

6.3.1 Policies NRG3 and NRG4 seek to mitigate greenhouse gas emissions arising from the use of buildings by limiting energy use, improving the efficiency of supply, and requiring the use of low and/ or zero-carbon generating technology or active energy efficiency measures. Policy NRG3 meets the statutory requirement for a low and zero-carbon generating technology policy. Policy NRG4 sets out limitations and exceptions relative to policy NRG3. Appendix 7 provides an example of the process and calculations necessary in addressing the low and/ or zero-carbon technology requirements of policy NRG3.

Policy NRG3 Energy Use and Low & Zero-Carbon Generating Technology

Through attention to location, development mix, phasing, site and building layout and adaptability of buildings to future use, demand for energy should be limited and energy which is required supplied efficiently. Shelter and passive solar gain should be optimised in this regard. Conventional air conditioning should be avoided, as far as reasonable, through passive design including natural ventilation, vegetation and external summer shading.

Each new building shall incorporate low and/or zero-carbon generating technology projected to contribute an extra percentage reduction in greenhouse gas emissions beyond the emissions standard to which the building is subject under the Building Regulations. In the case of the 2007 standard, the percentage shall be greater than zero. In the case of subsequent standards, the percentage shall be at least 5%.

Policy NRG4 Interpretation of Policy NRG3

For the purpose of policy NRG3, the buildings subject to low and/ or zero-carbon generating technology (LZCGT) requirements and greenhouse gases referred to are limited to those within the scope of the relevant CO₂ emissions standard under the Building Regulations. Where LZCGT is the main heating source and the Building Regulations methodology includes an option for that technology to be used as such, a special Target Emissions Rate shall be used based on the main heating being mains gas with a 90% efficient

boiler. The percentage reduction is then assessed by reference to this special Target Emissions Rate. The 'floor-area-weighted average' approach in the Building Regulations CO₂ emissions standard (for buildings with multiple dwellings such as a block of flats or terrace of houses) may be adopted.

Policy NRG3's LZCGT requirements shall not apply in the case of:

- A. committed development (policy STRAT1);
- B. buildings where technical constraints preclude incorporation, in which case active energy efficiency measures (e.g. heat exchange recovery systems) should be used unless also precluded by technical constraints. The applicant shall evidence any such constraints. On their own, financial considerations do not constitute a technical constraint here;
- C. buildings in respect of which community heating pipework is installed with a view to connection at a later date (see policy NRG6);
- D. Section 3F of the Town and Country Planning (Scotland) Act 1997 no longer being in force.

6.4 Decentralised Heat

6.4.1 Policy NRG5 seeks to ensure that available heat supply sources in the area are used to mitigate Midlothian's territorial greenhouse gas emissions, and in particular that development with a high heat demand makes use of such sources. Policy NRG6 encourages the uptake of community heating in connection with development. It specifically identifies site Hs1 Newton Farm as a location where community heating is presumed, given its proximity to a likely thermal waste treatment plant at Millerhill. Supplementary Guidance on *Community Heating* identifies further sites and scenarios where the use of community heating is presumed and the desired content of feasibility/ viability reports.

Policy NRG5 Heat Supply Sources and Development with High Heat Demand

The Council will seek to ensure heat supply sources in the area are used to mitigate Midlothian's territorial greenhouse gas emissions. Waste heat generating installations subject to cost-benefit analysis under the Energy Efficiency Directive will, as far as reasonably necessary, be designed with a view to supporting analysis which shows the waste heat can be utilised in accordance with the Directive (see also policy WAST1).

Where technically feasible and financially viable, development with a high heat demand should seek to make use of heat supply sources where optimal in mitigating Midlothian's territorial greenhouse gas emissions. Information in relation to technical feasibility, financial viability, and the optimality of using the heat supply source as intended is likely to be a particular requirement in the case of high density development and major development with a constant demand for heat such as hospitals, hotels, schools/ colleges, leisure centres/ swimming pools, community and civic buildings and industry.

Policy NRG6 Community Heating

Wherever reasonable, community heating should be supported in connection with buildings and operations requiring heat, aided where necessary by co-ordination across sites. Support should be shown by seeking to adopt each of the following approaches in turn, in so far as technically feasible and financially viable:

1. connect to any available or planned community heating network;
2. incorporate development-wide community heating (including space reservation for energy centre(s), heat storage and ancillary plant) which could also serve, or could easily be adapted to serve, a wider network if and when required;
3. incorporate development-wide community heating pipework that is capable of connection at a later date and which could serve, or could easily be adapted to serve, a wider network if and when required;
4. safeguard and future-proof for those elements of a community heating network above.

Support should also be shown by selecting the heating system in accordance with the following order of priority, insofar as technically feasible and financially viable:

1. connection to existing community and heat and power (CHP);
2. development-wide renewable CHP;
3. development-wide gas-fired CHP;
4. development-wide renewable community heating;
5. development-wide gas-fired community heating;
6. individual building renewable heating.

Where there is uncertainty that sufficient support has been shown for community heating, the applicant will normally be required to justify the choice of approach and heating systems, including how consideration of technical feasibility and financial viability have informed these choices. There is a presumption in favour of community heating at site Hs1 Newton Farm. Supplementary Guidance on *Community Heating* indicates other sites and scenarios where the need for such justification is most likely, and how technical feasibility and financial viability should be addressed.

Support for community heating from committed development (policy STRAT1) is not an objective of this policy.

6.5 Sustainable Waste Management

6.5.1 The waste hierarchy, set out in the European Waste Framework Directive, identifies the prevention of waste as the highest priority, followed by reuse, recycling, treatment to recover residual energy, and lastly, disposal. Where disposal of biodegradable waste is by landfill, this can lead to the release of greenhouse gases and can require long-term management to ensure the site's safety, making it the least favoured method of waste disposal. The Scottish Government's Zero Waste Plan (ZWP) sets a target of 70% of waste to be recycled and a maximum of 5% to go to landfill by 2025. Moving to a more sustainable way of handling waste has land use implications, and is therefore a matter for development plans.

6.5.2 The Scottish Environment Protection Agency (SEPA) prepared regional capacity tables detailing the additional operational waste management infrastructure capacity required to meet ZWP targets at December 2011. The tables also set out the ten-year rolling landfill capacity requirement. In the SESplan area, there is a need for facilities (as at December 2011) to manage 605,000 tonnes of source segregated recyclables and 225,000 tonnes of unsorted waste. If they are all developed, the schemes in the pipeline including the

Millerhill Zero Waste Facility would meet this requirement. The Council will monitor the supply and demand position for waste over the lifetime of this Plan. The need for a waste facility will be considered proven where a shortfall in capacity compared to demand in the SESplan area is supported by the regional capacity reports. For other schemes serving a Scotland-wide requirement, the Council will consider sustainable waste proposals (not including landfill) on their merits, and will consider the national need alongside other factors including proximity, and the proposed transport arrangements.

6.5.3 There is an adequate supply of landfill capacity in the SESplan area, and the demand for such sites should fall further as the ZWP is implemented. No further landfill sites are identified in this Plan. The Council will only consider further landfill development subject to the circumstances in policy WAST3.

6.5.4 Millerhill Marshalling Yards is safeguarded as a site for waste treatment facilities. Proposals for the recycling and recovery of waste are encouraged where in accordance with the ZWP. The function of operational waste sites should not be compromised by creation of sensitive uses in close proximity.

Policy WAST1 New Waste Facilities

The Council will support the formation of new facilities for waste in principle, where they contribute to the sustainable treatment of waste set out in the waste hierarchy and the Zero Waste Plan.

The location of waste facilities is supported at established waste management sites, or on sites in the established economic land supply that are allocated for general industrial use, or for storage and distribution use or a combination of both of these uses; subject to the Council being satisfied that there is no adverse impact on sensitive uses, including from the transport movements associated with the development.

Waste thermal treatment plants should incorporate a point of connection to allow steam/ hot water to be recovered for beneficial use (see also policy NRG5). Matters relating to the establishment of networks for community heating are covered in policy NRG6.

Policy WAST2 Millerhill

The site indicated on the Proposals Map is safeguarded for waste processing uses. The Council supports the formation of further waste-related or economic uses on the economic land adjacent to the waste treatment facility (but without prejudice to the formation of other employment uses on this site).

Policy WAST3 Landfill

There is a presumption against new landfill development other than as part of a site restoration or flood prevention project. Landfill development for Municipal Solid Waste will only be granted subject to:

- A. a need being demonstrated by reference to the SEPA landfill capacity tables,
- B. the Council being satisfied that the proposal is the only practicable option and meets with the Zero Waste Plan; and
- C. a gas collection system being provided to harness energy (where putrescible wastes are deposited on site).

Proposals will only be allowed if there are no significant negative environmental impacts, including from traffic movements and cumulatively from other waste or minerals operations. A buffer in excess of 250 metres will be required between a landfill site and any sensitive receptors. Applicants will be required to submit proposals for site restoration and aftercare and demonstrate that robust financial arrangements are in place.

Policy WAST4

Operational Waste Site Safeguarding

Development which would establish sensitive receptors in proximity to existing waste handling sites (or other waste sites that are established within the lifetime of the Plan) will need to demonstrate that no conflict arises between the uses. Where the Council concludes that the new use would potentially compromise the operation of an established waste use, there will be a presumption against the proposal. The Council will have regard to buffer distances published in Scottish Planning Policy.

Policy WAST5

Waste Minimisation and Recycling in New Developments

The Council requires additional points for the public to drop-off waste to be provided in connection with new retail developments or other developments providing community focal points. Planning briefs/masterplans will identify locations and requirements for new waste facilities, where appropriate. Development including residential, commercial or industrial properties should include provision for waste separation and collection to meet the requirements of the Waste (Scotland) Regulations. Locations for the collection and storage of waste should be conveniently sited for both the householder (or other user) and the Council as waste collection authority.

PRE-CONSULTATION DRAFT

7 Delivering the Strategy

7.1 Implementation

7.1.1 The MLDP provides a positive framework for supporting and managing sustainable economic growth but it is also expected to have a strong focus on delivering the development strategy.

7.1.2 The Action Programme which accompanies the Plan is the key mechanism to drive the delivery of its planned developments and to monitor the progress of the Plan, respond to changing circumstances, and signal the need to update or review the Plan. The Action Programme will be informed by annual housing and business land audit monitoring as well as the post-adoption monitoring required under Strategic Environmental Assessment legislation.

7.1.3 The scale of committed development and new allocations identified in this Plan is such that it will require significant investment in new infrastructure to ensure that it is properly planned and deliverable over the plan period. The Settlement Statements provide context for the development brought forward in the key Midlothian settlements and an assessment of the impact of the planned growth on those places, including the requirements for infrastructure and facilities to accompany that growth and implement the Plan. Green infrastructure requirements are identified as part of the local delivery of the Central Scotland Green Network. Refer also to policy STRAT1 and Appendices 1C, 1D, 1E and 2.

7.1.4 The principal infrastructure requirements identified in this Plan relate to:

- education;
- community facilities;
- health and emergency services;
- transport;
- green network;
- water and drainage.

7.1.5 Additional infrastructure requirements may arise as sites, particularly windfall sites, come through the planning application process and detailed designs are agreed. Consideration will be given to any additional requirements at this time and will take cognisance of the issues identified in policy IMP1.

Resources

7.1.6 The Council alone cannot fund this level of investment and acknowledges that it will require the co-operation of, and collaboration with the Government, public sector agencies, the private sector and, in some cases, possibly the voluntary sector. Innovative approaches to funding and resources to deliver development are emerging but essentially these include developer contributions/ planning obligations and external funding initiatives or programmes, for example, appropriate EU structural funds. The Council supports the use of developer contributions for delivering the development strategy (both planned and windfall) where the development proposed gives rise to the need. Most windfall sites are likely to be small, but there may still be infrastructure or environmental works required before development can proceed. Development by the Council and Housing Associations will be subject to the same assessment.

7.1.7 The Council acknowledges the role and contribution that the private sector has made, and continues to make, towards delivering development in Midlothian and is keen to ensure that neither the planning application process or the planning obligation process act, in any way, as an impediment to the delivery of development. The Council would not, as a matter of course, seek to retrofit developer contributions on committed sites which have not yet started unless the original requirements were no longer appropriate, relevant, or the scale of development proposed exceeds the original Local Plan allocation. In these circumstances, the Council will review the requirements in relation to the increased proportion of the site and work with the developer to seek a mutually agreeable solution.

7.1.8 Supplementary Guidance on *Developer Contributions* provides detailed information on the requirements for developer funding arising in each settlement. Reference should be made to policy DEV3 of this Plan for the requirements pertaining to the provision of affordable housing in relation to new housing development.

7.1.9 Paragraph 4.5.8 refers to the work underway through SESplan and Transport Scotland to address the cross-boundary strategic transport implications of new development, including potential mechanisms to fund the necessary infrastructure solutions. In the case of the green infrastructure requirements that contribute to implementation of the Central Scotland Green Network, the Government has established a fund to assist with the delivery of this particular project.

7.1.10 Policy IMP1 sets out the context for, and the range and scope of, developer contributions where new development gives rise to the need for additional infrastructure or facilities.

Education

7.1.11 The scale of growth in Midlothian since 2003 has resulted in a significant expansion of the school estate. To meet this planned growth, the Council has implemented a school replacement programme involving most of its primary schools and four out of its six secondary schools (including the planned replacement facility at Newbattle).



7.1.12 The scale of new housing development in the MLDP will require additional provision to be made at both primary and secondary levels. Developer contributions will be required to support the delivery of:

- a new secondary school at Shawfair;
- extra denominational and non-denominational secondary school capacity/ extensions (majority of sites);
- new primary school provision at Shawfair (Hs1); Bonnyrigg (Hs11, Hs12, Hs13) and Auchendinny (Hs20); and
- extra denominational and non-denominational primary school capacity/ extensions (majority of sites).

7.1.13 In addition to the requirements set out above, there is likely to be a need for school catchment area rationalisation in some areas.

7.1.14 The education requirements are listed in detail in the relevant Settlement Statements and the Action Programme.

Community Facilities

7.1.15 The new schools provided as part of the schools replacement programme were largely designed on the basis of a 'community school model'. They incorporate indoor facilities and multi-purpose/ adaptable accommodation available for community uses, and, in respect of the replacement secondary schools, outdoor recreation facilities. The replacement Newbattle High School campus and the proposed secondary school at Shawfair will adopt the same design model. Where additional education capacity is required as a consequence of new development, developers will be required to contribute towards the provision or enhancement of community facilities in these locations. Any requirement for additional recreation facilities will be assessed against the quantitative standard of the open space standards (policy DEV9).

7.1.16 The Gorebridge Community Development Trust has been successful in its bid to raise funds for a Community Hub and work is underway on its construction. The project will provide a focal point for the town and has attracted support from a number of sources, including the Council and developer contributions from housebuilders in the town. In Rosewell, the Rosewell Development Trust is seeking to achieve a similar facility but smaller in scale, and has acquired the former steading site in the centre of the village. Extensions to the local school will not provide capacity for community facilities and there are relatively few other options elsewhere in the village for such provision. In principle, the Council will support developer contributions being identified to support this project, subject to a satisfactory business case being prepared and a funding package for the project being agreed.

7.1.17 The approved masterplan and developer contributions agreement for the delivery of the proposed new settlement of Shawfair identifies and addresses the provision of infrastructure and facilities required to support the development of the new town. Site Hs1 (Newton Farm) allocated for housing development through this Plan will be required to contribute to this agreed position, as will any windfall or other housing development coming forward within the Shawfair Strategic Development Area during the lifetime of this Plan.

7.1.18 The Settlement Statements identify locations where new community facilities are required. Where these are not part of the community school provision, the nature and extent of these facilities will be determined through the development management process and/ or any required masterplan for a site or area.

Health and Emergency Services



7.1.19 The growing population of Midlothian resulting from the committed and new housing allocations will potentially put pressure on NHS Lothian to extend or provide new healthcare facilities at some point in the future. Notwithstanding the development of the new community hospital at Bonnyrigg and a number of new health centres across the county, additional provision may be required to meet demand. The Gorebridge and Loanhead/ Straiton Settlement Statements note that there are currently issues relating to capacity at the GP practices in these settlements, and that options to

overcome these are being reviewed. The Council will continue to support the provision of new or expanded healthcare facilities and will work with NHS Lothian and GPs to identify sites to expand or replace facilities where this is considered necessary.

7.1.20 Similarly, the local emergency services - ambulance, fire and police - have been advised of the scale and location of future growth in population and facilities arising from this Plan. Where new emergency service facilities are identified as a result of formal service reviews, the Council will assist in identifying suitable sites for their development.

Transport Infrastructure

7.1.21 Within Midlothian, the key strategic transport issues relate to the reopening of Borders Rail, the grade separation of the A720 Sheriffhall Junction, and the A701 Relief Road and A702 Link. These interventions will have a positive impact on current congestion issues and provide future capacity to support growth in Midlothian's Strategic Development Areas. Borders Rail is under construction and is due to be operational by late 2015. The grade separation of Sheriffhall roundabout is identified in the SESplan Action Programme (with Transport Scotland as the lead agency) and has policy support through the latter's Strategic Transport Projects Review. The Council considers this a vital component of the SESplan and MLDP development strategies and retains the policy safeguarding and early implementation of this scheme (policies TRAN2 and TRAN3).

7.1.22 The Council commissioned consultants to undertake a transport appraisal of the impact of the MLDP development strategy on the transport network across Midlothian. The proposed A701 Relief Road and A702 Link is one of a series of measures identified to mitigate the consequences of planned growth in the A701 Corridor Strategic Development Area. Additional measures include the prioritisation of the existing road for walking, cycling and public transport improvements. The Council consider this proposal as vital to the successful development of planned housing and economic growth in this corridor, with particular reference to the continued development of the bioscience sector at The Bush, including the BioCampus Enterprise Area. Given the scale and importance of this transport intervention, the Council will give consideration to: a compulsory purchase process to acquire the land; further detailed design and appraisal work; and additional public borrowing to forward fund the road and ensure early implementation (subject to a planning obligation being secured with all interested parties and landowners). Delivery of this road will require contributions from all committed, planned and windfall developments in this corridor, residential and non-residential, and the delivery of site Ec3 West Straiton in particular is dependent upon the relief road being implemented.

7.1.23 In the A7/ A68/ Borders Rail Corridor, the key transport issue is the reopening of the Borders railway which will make a significant contribution to reducing congestion and capacity issues on the A7. The transport appraisal identified public transport and active travel solutions in this corridor, in particular a scheme for the urbanisation of the A7 (refer to policy TRAN2 and Figure 7 Strategic green network connections).

7.1.24 As previously mentioned, Transport Scotland is currently engaged in a cross-boundary transport appraisal of the trunk road network across the SESplan area. They have been consulted on the preparation of the Council's transport appraisal and are aware of the outcomes but the results of their appraisal is not yet available. The Council is represented on the cross-boundary transport group and Transport Scotland has agreed to enter a dialogue with councils to discuss the outcomes and implications of the appraisal process in due course which will be taken forward through the emerging SESplan Strategic Development Plan no.2.

7.1.25 A full list of the strategic transport requirements is set out in policy TRAN2 and Appendix 8 of the Plan.

Green Infrastructure

7.1.26 In the same way that physical infrastructure enables development, green infrastructure (open space, woodlands, playing fields, foot and cycle paths, etc.) has a key role to play in providing the setting for new development, making urban extensions and new communities attractive places in which to live or work, and linking them into the existing settlements which they adjoin or are close to. It can also make development more sustainable by promoting active travel and biodiversity. The Central Scotland Green Network (CSGN) is one of the Government's 'national developments' with the aim of regenerating the environment of central Scotland, encouraging outdoor activities, attracting visitors and providing active travel and long distance commuting routes. The Government has established a fund (administered by the CSGN Trust and the Lothians & Fife Green Network Partnership) to assist with the delivery of this project.

7.1.27 The Council is a signatory to the CSGN Concordat. The Plan sets out its approach to developing a Midlothian Green Network that will connect into the national development and wider network (policy ENV2). It also safeguards the Newbattle Strategic Greenspace which will form part of the Midlothian Green Network (policy ENV3). The Council has worked in conjunction with Scottish Natural Heritage to develop the strategic framework for its green network and Supplementary Guidance is being prepared which will detail the local green network features and opportunities within the context of the strategic framework set out in this Plan. It will also outline how new development can contribute towards delivery of the network and what developer contributions

may be required to help achieve this objective. The Supplementary Guidance will also provide the basis for potential future bids to relevant funding sources for green network projects.

Water and Drainage

7.1.28 New development creates a demand for water and waste water disposal. As a key agency, Scottish Water (SW) has engaged in the preparation of the Plan to advise on network capacity issues and requirements in respect of the proposed housing and economic land allocations. The general requirements for the provision of water and waste water services are set out in its *Guide for Obtaining New Water and Waste Water Services* with reference to development appraisal, development impact assessment, reasonable cost contribution, and transfer and vesting arrangements, as part of the process. The guide is available at <http://www.scottishwater.co.uk/business>

7.1.29 Scottish Water advises that, while generally there is sufficient capacity in the overall network to manage the new connections to the network generated by the Plan's development strategy, there will be some network reinforcement required, principally in respect of drainage capacity for some sites. It also advises that a development impact assessment will need to be carried out in most instances as an additional check that the cumulative impact on the network at the time of proposed connection remains acceptable, or if additional or larger treatment works are required. Scottish Water further advises that, in respect of sites Hs1, Hs2, Hs10, Hs12 and Bt1, there may be additional considerations and requirements (subject to final layout and design) in respect of potential service diversions, the need to build around existing works and provide reservation strips and way-leaves and/ or buffer zones around existing infrastructure.

7.1.30 The Council expects development to proceed without any detriment to the water environment, in line with the requirements of the River Basin Management Plan (policy ENV10). The proliferation of private sewerage systems, particularly where long term factoring and maintenance arrangements prove inadequate, may detract from this. The use of public water supplies has benefits in public health terms as compared to private water supplies.

Policy IMP1 New Development

Planning conditions will be applied and, where appropriate, developer contributions sought to ensure that, where new development (including windfall development) gives rise to a need, appropriate provision is made for:

- A. essential infrastructure, including transport, required to enable the new development to take place (refer to sections 4.5 and 7.1 and the Settlement Statements);
- B. contributions towards making good facility deficiencies resulting from, or exacerbated by, the new development (refer to section 7.1 and the Settlement Statements);
- C. affordable housing (refer to section 3.2);
- D. landscaping, including its management for the longer term, and the retention of open spaces and amenity land (refer to section 3.3 and the Settlement Statements);
- E. public transport connections (including financial support for services), bus stops and shelters (refer to sections 3.3, 4.5 and the Settlement Statements);
- F. parking in accordance with approved parking standards (refer to section 3.3);
- G. cycling access and cycling facilities (refer to sections 3.3, 4.5 and 5.1);
- H. easy and safe access and movement for pedestrians;
- I. acceptable alternative access routes or public rights of way where existing routes would be lost as a result of the development;
- J. access for people with mobility difficulties;
- K. traffic and environmental management measures;

L. the protection and/ or management of, and/ or compensation measures for, any feature of natural and/ or built conservation interests affected by the development (refer to sections 5.1 and 5.2);

M. site assessment, evaluation and recording of any identified site of archaeological importance which could be affected (refer to section 5.2); and

N. 'Percent for Art' and 'Areas of Improved Quality as identified through development briefs*.

Development briefs or masterplans will be prepared by the Council in conjunction with prospective developers for all allocated housing sites setting out the main planning and design principles upon which the development of the sites is to be based and aimed at:

- improving the quality of the built environment;
- creating an attractive sustainable place of individuality and character; and
- providing places which are safe and promote ease of movement, particularly for pedestrians.

These will address issues such as vehicle and pedestrian access, provision of public transport, house types, density, layout, design, landscaping, open space provision, the provision and location of facilities, and energy conservation, and will be a material consideration in respect of planning applications for the detailed development of the sites.

Where relevant, reference should also be made to Supplementary Guidance and any other relevant planning guidance produced by the Council.

* Promoters of new built developments of substantial scale and accessible to the public will be encouraged to enhance public enjoyment of them by incorporating artwork through the 'Percent for Art' scheme. A proportion of the capital budget of a building (ideally 1%) should be set aside for commissioning new works by an artist, craftsperson or designer. Such a contribution can be in the form of, for example, sculpture, murals, tiling, paving design, stained glass or textiles.

Policy IMP2

Essential Infrastructure Required to Enable New Development to Take Place

Development will not proceed until adequate provision (related to the scale and impact of the proposed development) has been agreed for the infrastructure, environmental and community facility requirements identified in the Settlement Statements and other policies of the Plan.

Planning conditions, and developer contributions and other legal agreements will be used to secure the appropriate developer funding and ensure the proper phasing of development.

The developer will be required to contribute in whole or in part towards:

- A. the essential infrastructure including roads and schools required by the development, either on-site or off-site, in order for it to proceed;
- B. the protection of valuable environmental assets within or adjacent to the development site, and compensation for any losses including alternative provision, where appropriate (refer to sections 5.1 and 5.2); and
- C. the relevant requirements of policies DEV3, DEV5, DEV6, DEV7, DEV8, DEV9, DEV10.

The following essential requirements (in addition to those items of committed infrastructure listed in Appendices 1C and 1D) have been identified to mitigate the impact of the MLDP development strategy:

Shawfair

- Borders Rail
- A720/A68 Junction (Newton Farm);
- A68 North Park and Ride (Newton Farm);
- Newton Farm distributor;
- Secondary school;
- Primary school;
- Community Heating (refer policy NRG6)*

A7/ A68/ Borders Rail Corridor

- Borders Rail
- Redheugh Station;
- A7 Urbanisation;
- Extensions to secondary and primary schools;
- Primary School in Bonnyrigg.

A701 Corridor

- A701 Relief Road and A702 Link;
- A701 public transport, walking and cycling improvements on existing route - Straiton roundabout to A701/A703 junction;
- Extensions to secondary and primary schools;
- Primary School for Auchendinny.

Midlothian-wide

- Water and drainage infrastructure

* Subject to feasibility assessment.

Policy IMP3 Water and Drainage

The Council will support improvements in the water and drainage network, to enable new development required by the Plan to be provided.

The Council will require sustainable urban drainage systems (SUDS) to be incorporated into new development and supports the retrofitting of SUDS measures as a means of accommodating additional development without detriment to the water environment.

The Council requires new development proposed in the locality of existing public water and waste water networks to connect to those systems. Development involving private sewage systems will only be permitted where there is no public system in the locality and where the Council is satisfied that the proposal is acceptable in terms of the environment and public health. Development involving private water supplies will only be permitted

where there is no public supply in the locality and where the Council is satisfied that there is sufficient water and that it is capable of being made wholesome.

Reference should be made to the flooding and water environment policies with regard to drainage in new development, SUDS, flood risk and the treatment of watercourses (policies ENV9 and ENV10).

Policy IMP4 Health Centres

The Council supports the development of new or extended health centre facilities where there is an identified need to enhance healthcare services within a community.

Policy IMP5 Emergency Services

The Council supports the provision and/ or expansion of facilities to enable the emergency services in Midlothian to cater for its existing and expanded communities, and for the proposed new developments.

PRE-CONSULTATION DRAFT

7.2 Supplementary Guidance

7.2.1 The following table lists the Supplementary Guidance and other non-statutory planning guidance referred to in this Plan and summarises its scope and content. Further non-statutory planning guidance may be brought

forward during the lifetime of the Plan, if considered helpful to applicants and/ or to provide more detail and/ or to address new issues as they arise:

Figure 13: List of Supplementary Guidance and other planning guidance

Topic	Supplementary Guidance (SG) or planning guidance (pg)	Scope and content
Affordable and Specialist Housing	SG	Outlines the types of affordable housing supported in principle, possible delivery mechanisms, retaining homes as affordable housing in perpetuity, the potential for meeting the required provision in off-site locations, the scope for commuted sums, possible opportunities for providing lower than the required levels of affordable housing, the design and layout of affordable housing and the potential for special needs housing and housing adaptable for occupier's future needs to contribute towards meeting the affordable housing requirement (see para. 3.2.7).
Quality of Place	SG	Detailed guidance on spacing between housing and criteria to be observed in relation to new conventionally designed houses. Also to outline criteria that must be complied with for all proposals to extend or alter dwellings.
Open Space Standards	pg	Provides an explanation of the qualitative scoring system in relation to the Open Space Standards (see policy DEV9 and Appendix 4).
Food and Drink and Other Non-retail Uses in Town Centres	SG	Provide guidance to ensure that such uses do not compromise the amenity, environment and functioning of the town centres (see para. 4.6.4).
Shop Front Design Guide	pg	To provide detailed guidance on the design of shop fronts to improve the design quality in Midlothian's Town Centres (see para. 4.6.4).
Advertisements	SG	To provide criteria on the acceptability of advertisements to ensure that they do not harm the amenity and appearance of the area they are to be situated in, particularly where this is in a town centre (see para. 4.6.4)
Development Brief on Hillend Country Park	pg	Identifies potential development opportunities within Hillend Country Park (see para. 4.7.6).
Resource Extraction	SG	Provides details on the treatment of planning applications relating to Onshore Oil and Gas, including outlining best practice in engaging local communities (see para. 4.8.7 and policy MIN3).
Development in the Countryside and Green Belt	SG	Provides details of exceptions to policies RD1 and ENV1, such as the opportunities to provide new housing in identified housing groups, and to convert redundant non-residential buildings to dwellings (see paras. 4.9.2 and 5.1.4).

Topic	Supplementary Guidance (SG) or planning guidance (pg)	Scope and content
Low Density Rural Housing	SG	Provides advice on site layout and design, the formation of features of landscape and biodiversity interest, public access, the nature of associated business uses, and other implementation and longer-term management matters in relation to Low Density Rural Housing (see policy RD2).
Midlothian Green Network	SG	Identifies existing green network features, those programmed for delivery, and aspirational green network opportunities, including those expected to be provided in conjunction with new development arising within the context of the development strategy of this Plan. Will also outline how new development can contribute towards delivery of the network and what developer contributions may be required to help achieve this objective, as well as providing the basis for potential future bids to relevant funding sources for green network projects (see paras. 5.1.9 and 7.1.27, and policy ENV2).
Special Landscape Areas	SG	Outlines Statements of Importance for each of the SLAs which provide an overview and description of each, including details of why it is designated, its character and qualities, identifies opportunities for further management, and considerations for development, in each SLA (see para. 5.1.19).
Flooding and the Water Environment	SG	Provides further guidance on measures to avoid flooding and contribute to the objectives of the River Basin Management Plan (see para. 5.1.27).
Nature Conservation	pg	Provides details of the statutory and local nature conservation sites and explains the process for identifying and designating potential new Local Biodiversity Sites (see para. 5.1.35).
Dalkeith THI Homeowners' Guide	pg	Provides information to homeowners within the former Dalkeith THI area as to how to maintain their buildings (see para. 5.2.7).
Dalkeith Shop Front Design Guide	pg	To ensure that a high standard is maintained with regard to the design of shopfronts (see para. 5.2.8).
Wind Energy Development in Midlothian	SG	Sets out national planning policy on wind energy; the operation and application of the spatial framework, including mapped areas of significant protection and locations with possible landscape capacity for wind energy; the application of policies NRG1 and NRG2 to the development and assessment of proposals; the siting of wind turbines in Midlothian; and guidance and information on the cumulative effect of wind energy development in Midlothian (see para. 6.2.4 and policy NRG2).
Community Heating	SG	Identifies sites and scenarios where the use of community heating is presumed, the heating systems that are preferred, and the desired content of feasibility/ viability reports (see para. 6.4.1 and policy NRG6).
Developer Contributions	SG	Provides detailed information on the requirements for developer funding arising in each settlement (see para 7.1.8).
Masterplans	pg	May be produced for individual sites where community facilities required are not part of the community school provision (see para. 7.1.18). Sets out planning and design principles which will improve the quality of the built environment, create an attractive sustainable place of individuality and character and provide places which are safe and promote ease of movement, particularly for pedestrians (see policy IMP1).

8 Settlement Statements

8.1 SE Edinburgh (Shawfair) Strategic Development Area

Danderhall/ Shawfair

Background

8.1.1 The area referred to as Shawfair in this Plan relates to that part of Midlothian which lies to the north of the A720 City Bypass. It contains the villages of Danderhall, Newton and Millerhill. Previous Local Plans made provision for significant scales of growth, including an expansion of Danderhall and the creation of a new settlement of Shawfair, encompassing Newton and Millerhill. These plans allocated land for around 4,000 houses and 23.5 hectares of employment land, a town centre including a supermarket, primary schools, sports facilities, medical centre, library, community woodland/ landscaping and open space, and safeguarded Millerhill Marshalling Yards for employment use.

8.1.2 Progress has been made, with some of the employment land, roads infrastructure and the Sheriffhall Park and Ride proposal delivered. The Borders Railway and Shawfair station are key elements in the development programme and these will be delivered and operational by 2015.

8.1.3 A Masterplan and Design Guide (and Addenda) provide planning guidance, and a section 75 agreement has been signed in relation to developer contributions to support the development.

8.1.4 The Shawfair area will provide for a sustainable community, with access to a range of housing tenures, supporting facilities (recreation, sport and education) and economic development land. The MLDP allocates a further site at Newton Farm to capitalise on the benefits that the new community will provide. There will be scope for additional longer term development at Newton Farm, and the combined allocated and longer term safeguarded areas should be masterplanned together to ensure the full potential of the site is achieved, addressing access to all parts of the site, education and community facilities requirements, the delivery of a park and ride site, contributions to the green network and other active travel in relation to the wider Shawfair community, and protection of Newton House designed landscape and other archaeological sites within or in the vicinity of the development site. The site adjoins East

Lothian Council's area, and there should be liaison with the neighbouring authority on the provisions of the Newton Farm masterplan, where appropriate.

Infrastructure and Community Facilities

8.1.5 Danderhall has a primary school, library, leisure centre, a small supermarket and open space. Currently, secondary education is provided in Dalkeith. However, the current facilities will be insufficient to meet the needs of the major planned expansion. Suitable new facilities are planned for, and provision is made in the approved Masterplan, planning permission and section 75 agreement for their delivery. It is now likely that a secondary school will be provided in Shawfair, and a site is in the process of being confirmed. This will have the advantage of securing all levels of education, and associated sports facilities, for the Shawfair area close to the residential development, and avoid transporting pupils across Sheriffhall roundabout. The MLDP Newton Farm allocation will require additional educational capacity, and a site should be reserved within the residential site for a primary school should this be required. Developer contributions will be sought for the provision of appropriate education and community facilities.

8.1.6 The Shawfair development will be served by Borders Rail, including a new Shawfair station within the proposed town centre. The new community also requires substantial new roads infrastructure, and some roads and bridges have been provided in tandem with the Borders Rail development programme. There will be a need to upgrade the A720 Sheriffhall Junction and contributions are being sought from the committed development towards this future investment. The MLDP Newton Farm development will include access from the A68/ A720 City Bypass junction; Transport Scotland must be consulted on this proposal, including the development of a park and ride facility, and its potential to form part of the network of park and ride sites on a proposed orbital bus route.

Environment

8.1.7 The Shawfair development was designed to fit in the landscape, avoiding development which might breach ridgelines. The Masterplan includes substantial open space provision to form the setting for the communities, including a central 'green' corridor, which provides a link through to open space in the Edmonstone area of Edinburgh. This is a valuable green network which should be safeguarded and enhanced where possible. The Masterplan also includes a requirement for community woodland, which will significantly enhance the local environment.

The MLDP Newton Farm site is adjacent to the City Bypass and Newton House designed landscape. There will be a need for substantial peripheral planting to safeguard both the environment for future residents, and the setting of the historic garden.

Key Issues

8.1.8 The following are identified as the key issues facing the Shawfair area, considering commitments from previous Local Plans; the impact of development on the area; and the aspirations of the local community:

- Impact on the existing communities of the significant scale of committed development
- Impact of development on the landscape setting
- Need to improve public transport connections between settlements in the area ('neighbourhood planning' issue)

Key Planning Objectives

- Delivery of a new settlement and expansion of Danderhall, as provided for through policy STRAT1
- Timely provision of infrastructure to enable the development strategy to be delivered without delay, as specified in policy STRAT1 (which will enable public transport improvements to be delivered in due course)
- Make provision for further strategic housing and employment allocations in line with proposals STRAT3 and STRAT5
- Contribute to the Midlothian Green Network, including linkages north to Edinburgh and south to the wider Midlothian area, along with strategic landscaping to provide a setting for the new development and existing communities

Contribution to Settlement Strategy

8.1.9 To meet the requirements of the SESplan spatial strategy, the MLDP expects the delivery of the committed development land and the allocation of new sites as set out below.

Committed Development

Site Ref	Site Name	Outstanding Capacity	Expected Contribution up to 2024
h43 h44 h45	Shawfair North Danderhall South Danderhall	3,990	1,300
<i>Development Considerations</i> Development to proceed in line with planning consent; Shawfair Masterplan/ Shawfair Design Guide/ Addenda (phasing adjustments may be agreed). Phasing to support Shawfair station and town centre is encouraged, along with roads to provide public transport links. A secondary school and two new primary schools to be provided. Community woodland to form the northern boundary of the Shawfair settlement, and open space throughout the development, which will provide a framework for the green network in this location. Developer contributions will be provided towards infrastructure costs.			
e25 e26 e28	Millerhill Marshalling Yards Whitehill Mains Hunter's Yard	18 ha 13 ha 1.5 ha	8 ha/ N/A
<i>Development Considerations</i> Millerhill is the site of the Zero Waste Project - a joint scheme between Midlothian and the City of Edinburgh Council. The project will occupy two plots across 8 ha. The first phase (an anaerobic digester, which will turn food waste into biogas) is under construction. The partners are considering bids for the 2 nd stage which will handle unsorted waste and might include an energy from waste plant (incineration). This project could provide a waste heat opportunity for use in Shawfair, or further afield. The Zero Waste Project will include a road access, opening up the wider Millerhill Marshalling Yards site for further economic development.			
e27 (west part)	Shawfair Park	9 ha	N/A
<i>Development Considerations</i>			

Site Ref	Site Name	Outstanding Capacity	Expected Contribution up to 2024
<p>Site identified in Shawfair Local Plan 2003. Site includes Sheriffhall Park and Ride, and the land for its extension (which is supported by the MLDP). Part of site is developed for business use (both bespoke and speculative office space, and private hospital. Additionally restaurant/ pub has been developed, as ancillary support use to the employment allocation. Site was initially identified for Business (Class 4) and Industry (Class 5) uses. The MLDP has altered the acceptable uses to Business (Class 4) (plus ancillary support activities). An access road (serving the wider Shawfair area) has been developed, and provides access to this site.</p>			
e27 (east part)	Shawfair Park Extension 1	8.5 ha	N/A
<p><i>Development Considerations</i> Site allocated in Midlothian Local Plan 2008 (MLP 2008)(Site E1), as an extension to Shawfair Park. Primary access is expected to be taken through Shawfair Park, as a 2nd phase. As with e27, initially this site was identified for business (Class 4) and industry (Class 5) uses. The MLDP has altered the acceptable uses to business (Class 4) (plus ancillary support activities).</p>			

Housing Allocation

Site Ref	Site Name	Capacity	Expected Contribution up to 2024
Hs1	Newton Farm	480	350
<p><i>Development Considerations</i> Development will need to take account of the impact of its location next to the City Bypass, on the setting of Newton House designed landscape, and on the scheduled monuments in the vicinity. Access to the site will require a new distributor/ link road between the A720/ A68 junction and the B6415/ Old Craighall Road. A primary school, to be developer funded, is to be provided on site. The site has potential for further development and is identified as 'safeguarded for future development' on the Proposals Map and settlement</p>			

Site Ref	Site Name	Capacity	Expected Contribution up to 2024
<p>map. There is a requirement that development of Phase 1 should make provision for road and footpath access to Phase 2 (ensuring no ownership impediment to timely delivery). Land is to be earmarked for a potential park and ride facility which could form part of the longer-term proposed orbital bus project.</p> <p>Phase 1 and Phase 2 are to be the subject of a masterplan and developer contributions agreement. Contributions to the wider Shawfair infrastructure requirements, such as the secondary school, community/ leisure/ recreation facilities, Sheriffhall Junction upgrade, Borders Rail and public transport provision, will be required. Transport appraisal and flood risk assessment will be required to inform the masterplan. Development of parts of the site may be restricted due to the designed landscape, listed buildings and scheduled monuments. Archaeology advice is that the scheduled area must be excluded from any development and early consultation with the Council's archaeology advisers should be undertaken. There is a possible requirement for Environmental Assessment.</p> <p>Woodland perimeter planting is required along the A720 of up to 30m, and along the north-eastern boundaries. Perimeter planting of 10-15m along the south-western and north-western boundaries should be shared with the rail line. There is a potential conflict with planting where pylons cross the southern edge of the site. The green network should be incorporated by utilising the existing hedge-lined track crossing the site and linking across to the wooded areas associated with the former colliery site. perhaps in connection with the new access road and avenue. Additional green network should cross the site preferably in conjunction with open spaces and potentially SUDS. The masterplan should consider the potential for including allotments or space for community growing in the allocated (or longer term safeguarded) site in recognition of the increased interest in local food growing. The overall site is sufficiently large to enable this use to be included, which can contribute as part of the site's open space provision, and will have specific access and servicing needs which need to be addressed at the masterplan stage.</p> <p>Flood risk assessment and drainage impact assessment is required. SEPA requests consideration is given to watercourse restoration.</p>			

Site Ref	Site Name	Capacity	Expected Contribution up to 2024
Relationship with possible development land in neighbouring East Lothian, including opportunities for green network projects, should be considered.			

Employment Allocation

Site Ref	Site Name	Capacity	Expected Contribution up to 2024
Ec1	Shawfair Park Extension 2	20 ha	N/A
<p><i>Development Considerations</i></p> <p>The site should be masterplanned and access options reviewed. Access through Shawfair Park Extension 1 is the preferred option, but limited access from alternative points may be possible subject to Transport Appraisal. The MLDP has identified this site for business (Class 4) and industry (Class 5) uses. Archaeology advice is that development will need to consider the setting of listed buildings within and adjacent to the site, along with potential unknown remains; work may be required prior to the determination of any planning application, dependent upon proposals. SEPA requires drainage impact assessment.</p> <p>Careful balance is needed to achieve a suitable landscape setting whilst ensuring acceptable visibility of the business park from the main points of access. Woodland perimeter planting along the A7 and A6106 of 30m width is needed to counter the (in parts) elevated location and create a countryside boundary to contain the site. The green network along the A6106 edge is required to contain the cycle/ footpath link. Contributions to the wider Shawfair infrastructure requirements, such as Sheriffhall Junction upgrade, Borders Rail and public transport provision for Shawfair, will be required.</p>			

Implementation

8.1.10 The following infrastructure or other developer contributions will be required. Further details are provided by the Shawfair section 75 agreement, and in the Implementation section of this Plan (policies IMP1 and IMP2). Also refer to updated *Developer Contributions Supplementary Guidance*.

Requirement	Relevant Site
Transportation	
Shawfair road, footpaths and cycling infrastructure (as set out in Masterplan and Design Brief (and Addenda))	h43
Newton Farm distributor road	Hs1
Connection between distributor road and Phase 2 safeguarded site (may be subject to suspensive condition to ensure access is provided)	Hs1
A68 North (Newton Farm) Park and Ride site	Hs1
Sheriffhall Junction upgrade	h43; h44; h45; Hs1
Borders Rail, including Shawfair station and related car park	h43; h44; h45; Hs1
Access and junction improvements, including footpaths and cycleways	Hs1; Ec1
Reference should be made to paragraph 4.5.8 of this Plan with respect to cross-boundary strategic transport infrastructure (subject to outcome of Transport Scotland study)	Hs1; Ec1
Education	
2 primary schools (within Shawfair new community) and extension to Danderhall PS	h43; h44; h45
Secondary school	h43; h44; h45; Hs1
1 primary school (within site Hs1)	Hs1

Requirement	Relevant Site
Contribution to denominational secondary school capacity	h43; h44; h45; Hs1
Green Network/ Landscaping	
Community woodland; structural landscaping and Shawfair open space/ SUDS	h43; h44; h45; e25; e26; e28; e27
Landscaping/ green network contribution (planting/ footpath/ cycleways)	Hs1; Ec1
Other Requirements	
A new town centre and related facilities (supermarket; shops; sports centre*; library; medical centre; post office; banks - uses to be determined in consultation with the Council) [*may be located outwith town centre]	h43; h44; h45
Sport/ recreation/ community facilities	h43; h44; h45; Hs1
Affordable housing contribution (as per policy DEV3/ section 75 agreement)	h43; h44; h45; Hs1
Allotments/ space for community growing	Hs1
Implement district heating/ combined heat and power proposal (if feasible)(policy NRG6)	ALL
Water and drainage infrastructure (as required)	ALL
Undergrounding of power lines	h43; h44; h45

PRE-CONSULTATION DRAFT

PRE-CONSULTATION DRAFT

8.2 A7/ A68/ Borders Rail Corridor Strategic Development Area

Dalkeith/ Eskbank

Background

8.2.1 Dalkeith (including Eskbank) is the third largest town in Midlothian. It is the county town and the main location for Council headquarters services. The town sits between the two key historic buildings of Dalkeith House/ Palace on the east and Newbattle Abbey on the south west. These buildings and their grounds have a significant impact on the setting and wider environment, to the advantage of Dalkeith and Eskbank. The pattern of growth for the town was influenced by the development of the Waverley Rail line, which encouraged the development of the Eskbank 'suburb' based on the improved transport links to Edinburgh. The reopening of the re-named Borders Railway enables advantage to be taken again of this improved accessibility to the city, and south to the Scottish Borders, for jobs and leisure.

8.2.2 In the postwar period, most of the town's growth has been to the east, in the Woodburn area, and in the last few years a significant housing development has taken place, now close to completion, in the Thornybank and Wester Cowden areas. To allow the impact of this level of growth to settle, and due to the limited opportunities for expansion of the town resulting from its environmental setting, the MLDP proposes limited additional housing development but includes some further employment land, as specifically required by SESplan, to provide scope for local jobs to reduce unnecessary commuting.

8.2.3 Dalkeith town centre provides an important retail function. The fabric and appearance of the centre has been improved recently through a Townscape Heritage Initiative, a Conservation Area Regeneration Scheme and the Dalkeith High Street environmental improvement project, with the purpose of reversing physical decay, restoring original features and improving the environment for shoppers. Planning guidance has been prepared (*Dalkeith Shop Front Design Guide* and *Homeowners' Guide*) as a means to protect these achievements. The success of the town centre cannot simply be judged on the quality of the buildings, although this can engender pride in the community. There is a need to ensure that the town centre meets the expectations and needs of the growing community, taking account of the competition from other centres. The opening in 2014 of a new supermarket in the town centre reinforces its retail role and encourages more people to visit the centre. There may be opportunities for

redevelopment/ conversion of properties in the centre during the plan period, and further appropriate retail development (most likely comparison goods) or community uses are likely to be considered favourably. The Plan supports appropriate neighbourhood shops in areas of residential growth. A small foodstore has been opened serving the recent housing expansion to the east of the town.



8.2.4 The MLDP promotes the reuse of brownfield sites, and SESplan expects such sites to contribute to the housing requirement. The main brownfield opportunity in the town is the former Dalkeith High School site. It is relatively close to the town centre, but possibly not sufficiently close to be suitable for further retail floorspace. However, it could support the town centre by

accommodating complementary uses which increase footfall in the area. These may be community functions, commercial leisure or office uses, and/ or housing.

8.2.5 Dalkeith Estate is an important asset for the town. There are landowner proposals to undertake improvements and establish an enhanced tourist destination (refer to paragraph 4.7.4). Proposals which are in keeping with its sensitive location are supported.

Infrastructure and Community Facilities

8.2.6 The recent residential growth of Dalkeith has been underpinned by the development of an education campus, providing two secondary schools (non-denominational and denominational) and a special needs school serving Dalkeith and the wider area along with a 3-stream primary school serving east Dalkeith. Many of the community facilities for the town are also provided on campus. Dalkeith Health Centre has recently been rebuilt in the town centre and the new facility is capable of accommodating further growth.

8.2.7 The MLDP housing proposals will require further investment in infrastructure, including additional primary school capacity, which may involve more capacity at Woodburn PS supported by a catchment adjustment, along with contributions to further space at Dalkeith High School. Alternatively, a

review of the King's Park PS estate may provide capacity. All new MLDP development within Dalkeith will provide a contribution towards Borders Rail. It is also expected that the Larkfield allocated sites will support the provision of the A7 Urbanisation scheme (safety/ active travel/ bus stops).

Environment

8.2.8 Dalkeith and Eskbank have many valuable individual, and groups of, historic buildings. As a result, three Conservation Areas have been designated: Dalkeith House and Park (which covers the main part of the town), Eskbank and Ironmills (covering the Victorian suburb), and Newbattle (which includes the historic house and grounds). Much of the historic street pattern survives in the town centre and any new development will need to respect this, and complement the improvements achieved through the recent townscape regeneration investment in Dalkeith.

8.2.9 Dalkeith and Eskbank benefit from their location between the valleys of the North and South Esk and the grounds of Dalkeith Estate and Newbattle Abbey. These assets should be protected from inappropriate development, but they can provide opportunities for access and biodiversity and they will form the basis of the green network for this location. The MLDP recognises that there is significant pressure for further development and a continuing risk of coalescence with neighbouring settlements, and as a result it proposes to establish a green network to the west of Eskbank and promote a 'Strategic Greenspace' at Newbattle (refer to paragraph 5.1.12 and policy ENV3). The 'greenspace' includes Newbattle Abbey housing estate as a means to ensure the retention of the lower density nature of the area, located between the town 'proper' and the countryside to be protected.

Key Issues

8.2.10 The following are identified as the key issues facing the Dalkeith and Eskbank area, considering commitments from previous local plans; the impact of development on the area; and the aspirations of the local community:

- Challenges to Dalkeith's town centre role as the principal focus for convenience and comparison retail, and community facilities, serving Dalkeith/ Eskbank, and the wider Borders Rail corridor

- Maintaining a suitable balance between the scale of new housing and safeguarding employment land to provide scope for local employment opportunities
- A need to build upon the success of the environmental/ buildings improvements achieved through the townscape regeneration, along with ensuring that the development of brownfield sites make a positive contribution to the town
- Protecting the sensitive landscapes of the Rivers North and South Esk Valleys, and Dalkeith Estate from insensitive development, whilst ensuring these assets contribute to the well being of Midlothian residents
- Need to improve safety for pedestrians and cyclists on the A7 ('neighbourhood planning' issue)
- Need for greater biodiversity, such as in the corridor between Newbattle Road and Lothian Road ('neighbourhood planning' issue)

Key Planning Objectives

- Safeguard the role of the town centre for convenience and comparison retail, and as the focus for the community by supporting a wider range of facilities
- Safeguard committed and new allocated employment land and support its promotion for job opportunities
- Continue to support the preservation and restoration of the built heritage, especially key buildings
- Promote the redevelopment of brownfield sites for appropriate uses, with the former Dalkeith High School site being a key opportunity with scope for residential or for commercial leisure, office and/ or community-based uses, any of which could support the town centre

- Utilise fully the advantages offered by the opening of the Borders Railway and the Eskbank rail station by improving pedestrian and cycle links for existing residents and new developments
- Promote the Newbattle Strategic Greenspace and provide opportunities for the development of the green network between Dalkeith, the countryside and neighbouring towns

Contribution to Settlement Strategy

8.2.11 To meet the requirements of the SESplan spatial strategy, the MLDP expects the delivery of the committed development land and allocates sites for additional development, as set out below.

Committed Development

Site Ref	Site Name	Outstanding Capacity	Expected Housing Contribution up to 2024
h12	Former Dalkeith High School	173	(173)
<i>Development Considerations</i> Brownfield site close to the town centre. The site has potential for a mixed-use development, which may include uses other than housing. Masterplanning of the site should consider the scope for a green network link between the town centre and Riverside Park, taking advantage of the River South Esk setting.			
h29	Kippielaw	135	135
<i>Development Considerations</i> Housing development in progress. There is a requirement for the delivery of open space and access links as agreed through the planning consent/ section 75 agreement, to ensure a high quality environment and good links to the town/ leisure and active travel routes.			
h32	Thornycroft	157	157
<i>Development Considerations</i> Housing development in progress. Requirement for the delivery of open space and access links as agreed through the planning consent/ section 75 agreement,			

Site Ref	Site Name	Outstanding Capacity	Expected Housing Contribution up to 2024
to ensure a high quality environment. An access link through North Thornycroft (h33) will be important as this will improve access to the Dalkeith Schools Community Campus and related community facilities.			
h33	North Thornycroft	100	100
<i>Development Considerations</i> Majority of the North Thornycroft site delivered; final phase outstanding. The development must ensure access is provided through from the Thornycroft development, and also provide an access link to Cowden Cleugh (h46).			
h46	Cowden Cleugh	100	100
<i>Development Considerations</i> Site allocated in MLP 2008 (H1). Development of the site should ensure a good design and access relationship with the neighbouring site (h33). The existing peripheral planting offers some screening, but additional landscaping will be required to ensure the development fits in its setting. The consultation zone for a gas pipeline runs close to, but does not cross, the site; however, it should be taken into account in the proposed layout.			
h47	Dalhousie Road, Eskbank	140	140
<i>Development Considerations</i> Site part allocated in MLP 2008 (H3) and part windfall (opportunity arose due to the relocation of Edinburgh College). Development of the site is underway. It is an important site at the 'gateway' to Eskbank, with Newbattle Abbey estate providing an important backdrop. The site is close to Eskbank station. Access/ green network links should be included to ensure advantage is taken of these assets.			
e14	Salter's Park (Salter's Road/ Thornycroft)	17.5 ha	N/A
<i>Development Considerations</i>			

Site Ref	Site Name	Outstanding Capacity	Expected Housing Contribution up to 2024
	<p>This employment allocation was identified before construction of the A68 Dalkeith Northern Bypass, and the development of the employment land was required to await the improved accessibility of the A68, or suitable alternative measures. The bypass is now in place, and the employment site has good visibility/ accessibility. This site, and the employment allocation extension site (Ec2), should be masterplanned together, to ensure the layout, development sequence, and landscape measures are complementary. The consultation zone for a gas pipeline crosses the site and should be taken into account in the proposed layout, perhaps aligning roads and landscaping measures accordingly. Site access and layout should respect the site's position adjacent to Dalkeith Estate, the Dalkeith Schools Community Campus and the individual and small group of houses in the vicinity. Initially, this site was identified for business (Class 4) and industry (Class 5) uses. The MLDP has extended the potential uses to include storage and distribution (Class 6) in recognition of the site's accessibility to the major road network.</p>		
e32	Sheriffhall South, Dalkeith	11.5 ha	N/A
	<p><i>Development Considerations</i> Site allocated in MLP 2008 (E2). This site is in a highly accessible location close to the A720 City Bypass, and as such its use should be retained for employment opportunities. To avoid pressure from alternative land uses, and to ensure the layout of the development and provision of open space respects Green Belt objectives and the character of the surrounding area, the site will remain in the Green Belt and only be removed once the entire site (all 3 parts) is developed. The site was initially identified for business (class 4) and industry (class 5) uses. The MLDP has modified the acceptable uses to business (Class 4) only, given the site's high profile and sensitive location. A pub/ restaurant has been provided on part of the allocation with the intention that this will provide the impetus to attract acceptable business uses to the remainder of the site. Loss of further land to other ancillary uses will be discouraged.</p>		
e11	Hardengreen, Eskbank	1.4 ha	N/A
	<p><i>Development Considerations</i> Site allocated in MLP 2008 (E3). The majority of this site has been developed for Edinburgh College (Dalkeith Campus) and related solar farm. The remainder</p>		

Site Ref	Site Name	Outstanding Capacity	Expected Housing Contribution up to 2024
	<p>is well placed in relation to Eskbank station. The site is considered suitable for business (class 4) and industry (class 5) uses. Good boundary planting will be required, especially adjacent to Hardengreen House (category C listed building).</p>		

Housing Allocations

Site Ref	Site Name	Capacity	Expected Housing Contribution up to 2024
Hs2	Larkfield West, Eskbank	60	60
	<p><i>Development Considerations</i> Development will need to include an effective landscaping treatment along the western boundary with the A7, to reduce the impact of road traffic noise and define the urban edge. The existing hedgerow along the A7 and A768 to create a 20m wide woodland edge will need to be maintained and enhanced. The site is in the Melville Castle designed landscape and the development layout will need to take this into account, by planting a 10-15m hedgerow edge along the northern boundary or locating open space and/ or SUDS here. There is also potential for SUDs under the pylons. Path links should be created from the existing Larkfield housing and the A768 Lasswade Road across the site to link into woodland to the north. Archaeology advice is that there is high potential for unknown remains within the site and early consultation with the Council's archaeology advisers should be undertaken, with the possibility of work being required before any planning application can be determined. The site is relatively close to retail and health facilities at Hardengreen, with scope to link to Eskbank station. The design and layout should ensure connections with, and through, allocated housing site Hs3, and measures should be incorporated into the development proposal to contribute to the A7 Urbanisation scheme.</p>		
Hs3	Larkfield South West, Eskbank	30-40	30-40

Site Ref	Site Name	Capacity	Expected Housing Contribution up to 2024
<p><i>Development Considerations</i></p> <p>As with allocated housing site Hs2, the layout should protect and enhance the existing hedgerow along the A7 and A768 to create a 20m wide woodland edge. There is potential for SUDS under the pylons. This site is relatively close to retail and health facilities at Hardengreen, with scope to link to Eskbank station. The design and layout of this site should ensure that there are connections with housing allocation site Hs2, and include a path link to the park to the south. Measures should be incorporated to contribute to the A7 Urbanisation scheme (see Hs2). Although the site is adjacent to Melville Castle designed landscape, this is unlikely to limit its development. Archaeology advice is that there is potential for unknown remains, especially at the northern end of the site.</p>			
Hs4	Thornycroft East, Dalkeith	65	65
<p><i>Development Considerations</i></p> <p>Development will need to ensure the quality of the environment for the proposed housing is safeguarded, given the location adjacent to an active business unit. Likewise, the development must ensure that the location of housing next to a business use must not inhibit continuation of the business use, especially in respect of noise, and business/ residential traffic mix. Establishing a landscape setting will assist, including: retention and enhancement of the existing vegetation along the north-eastern, south-eastern and south-western boundaries; and creation of a 10-15m wide landscaped bed along all western boundaries. A path link through the site connecting with new development to the north should be created. There will be a need to ensure the layout provides for ready access to the Dalkeith Schools Community Campus and the new foodstore.</p>			
Hs5	Thornycroft North, Dalkeith	30	30
<p><i>Development Considerations</i></p> <p>This is a brownfield opportunity in close proximity to the Schools Campus and the new foodstore. Development should ensure good access is provided to the wider area, to take advantage of the site's location. The design and layout should be sympathetic to that of allocated housing site Hs4. Existing vegetation should be retained and enhanced along the north-eastern and north-western</p>			

Site Ref	Site Name	Capacity	Expected Housing Contribution up to 2024
<p>boundaries. A hedge-lined avenue with trees along the south-western boundary and north-western boundary should be created.</p>			

Employment Allocation

Site Ref	Site Name	Capacity	Expected Contribution up to 2024 (if relevant)
Ec2	Salter's Park Extension	12 ha	N/A
<p><i>Development Considerations</i></p> <p>The allocation of this site is a specific SESplan requirement. It should be masterplanned along with committed development site e14. See comments above for e14. This extension is identified for business (class 4) and industry (class 5) uses only at this time. Development should include 30m wide woodland planting along the north-western, north-eastern and eastern edges to contain the site. The consultation zone for a gas pipeline crosses the site and should be taken into account in the proposed layout, perhaps aligning roads and landscaping measures accordingly. Vegetation along the railway walkway should be protected and enhanced to ensure a continuous green network, including a link across the site with a tree avenue containing swales, path and road. Flood risk assessment required.</p>			

Implementation

8.2.12 The following infrastructure or other developer contributions will be required. Further details are provided in the section 75 agreements for those development sites with planning approval (where relevant) and in the Implementation section of this Plan (policies IMP1 and IMP2). Also refer to the *Developer Contributions Supplementary Guidance*.

Requirement	Relevant Site
Transportation	

Requirement	Relevant Site
Borders Rail, including Eskbank station and related car park	h46; h47; Hs2; Hs3; Hs4; Hs5
Access and junction improvements, including footpaths and cycleways	ALL
A7 Urbanisation	Hs2; Hs3
Reference should be made to paragraph 4.5.8 of this Plan with respect to cross-boundary strategic transport infrastructure (subject to outcome of Transport Scotland study)	Hs2; Hs3; Hs4; Hs5; Ec2
Education	
Extension to secondary school (Dalkeith High School)	h12; h29; h32; h33; h46; h47; Hs2; Hs3; Hs4; Hs5
Additional capacity at denominational secondary school	h12; h29; h32; h33; h46; h47; Hs2; Hs3; Hs4; Hs5
Contributions to Woodburn PS	h12; h29; h32; h33; h46; h47
Additional primary school capacity (Woodburn PS and/ or King's Park PS)	Hs2; Hs3; Hs4; Hs5
Green Network/ Landscaping	
Structure landscaping and open space (as per planning consent/ masterplans/ section 75 agreement)	ALL
New green network links	h12; h33; h46; Hs2; Hs3; Hs4; Hs5; e14; Ec2
Other Requirements	
Affordable housing (as per policy/ section 75 agreement)	h12; h29; h32; h33; h46; h47; Hs2; Hs3; Hs4; Hs5
Water and drainage infrastructure (as required)	ALL

PRE-CONSULTATION DRAFT

Bonnyrigg, Lasswade and Poltonhall

Background

8.2.13 The Bonnyrigg, Lasswade and Poltonhall community is the second largest settlement in Midlothian. It is expected to become the largest town in the county when taking account of the proposed housing growth. The town is centrally located within the county and, especially the eastern part, is well located for access to the Borders Railway and Eskbank station. It will be important to build upon this advantage by ensuring good linkages are developed throughout the town.

8.2.14 Bonnyrigg has seen steady housing growth over the past decade, with ongoing development on committed sites principally in the Hopefield area. To enable the development of the housing land at Dalhousie and Hopefield, a new Bonnyrigg southern distributor road has been built. This road provides for a direct link from south of Rosewell to the A7, avoiding Bonnyrigg Toll. To minimise traffic congestion within the centre of Bonnyrigg and through Lasswade village, it will be important for further development sites in the town to be designed to encourage use of the distributor road for vehicle traffic, whilst developing better active travel (walking/cycling) routes through the town to the centre and the rail station. Whilst traffic measures can help to address congestion at the pinch points, improved bus services along Polton Road and also linking the Hopefield area to the Rosewell Road, would bring further benefits and travel choices.

8.2.15 The A7 is a key route north-south linking the Borders Rail Corridor with the City Bypass and Edinburgh. It is also the focus for recent and future development, which has resulted in additional traffic on this and adjacent roads. As a result of its accessibility at a key crossroad on the A7, the Hardengreen area has experienced particular growth pressures, including the superstore and Midlothian Community Hospital. The reopening of the Borders Railway, with Eskbank station locally, will attract more activity here. As a result, it is expected that safety and active travel improvements will require to be provided in this location, as part of a green network.

8.2.16 Bonnyrigg town centre provides a local retail function, and this will become increasingly important as the town grows. The town centre has benefited from an environmental improvement scheme. Measures to increase the range of retail and community uses will be supported in the centre, but it is not considered likely that there will be pressure to expand it.

8.2.17 A large part of the town centre in Bonnyrigg consists of a relatively modern development, and much of the town is typified by postwar and modern housing developments. As a result there is a mixture of building styles and materials, and development layouts. This lack of a particular building style will allow for innovation in new development, where appropriate, in the new development areas.

Infrastructure and Community Facilities

8.2.18 The growth of Bonnyrigg has been matched with improvements in services including replacement and new primary schools and a replacement Lasswade High School, incorporating new community facilities and a leisure centre comprising state-of-the-art gyms and a gymnastics academy, as well as a 25m swimming pool and library. A replacement 3-practice health centre has been provided and the new Midlothian Community Hospital is located on the east side of the town. The proposed MLDP housing sites will require additional investment in both primary and secondary school capacities. This is expected to include a single-stream extension to Lasswade PS, to provide capacity for the allocated sites on the east of the town (Hs9 Broomieknowe and Hs10 Dalhousie Mains). It is likely that Hs11 Dalhousie South and Hs13 Polton Street will use Bonnyrigg PS, whilst Hs12 Hopefield Extension will require a new primary school on the west side of the town. A site for this new 2-stream school has been identified within Hs12, close to Rosewell Road (for easy vehicular access). Additional land should be reserved for a 3rd stream should this be required in the future. It is expected that, once this school, is provided it may serve part of the current Hopefield housing site, and this will require good foot/ cycle path links between the current and newly allocated Hopefield development areas. Additional space will be required at Lasswade High School and/ or elsewhere in due course. Developer contributions will be sought to enable provision of the additional education capacity.

Environment

8.2.19 There are three established Conservation Areas covering the older parts of Bonnyrigg and Lasswade, which are located to the north and west of the town: Broomieknowe (covering the 19th century suburbs), Lasswade and Kevock (including the village of Lasswade and the North Esk Valley), and Mavisbank (which includes the derelict Mavisbank House and grounds, and the North Esk Valley). None of the MLDP allocated sites will impact on any of these Conservation Areas; however, where there are proposals within or adjacent to

any of the three areas, the development should be of a scale, density, and style, and use materials (including landscaping), which are sympathetic to that of the Conservation Area (refer to paragraph 5.2.3 and policy ENV19).

8.2.20 In response to a commitment made in the MLP 2008, a new Dalhousie Conservation Area has been designated relating to land to the south east of the town and including several important and/ or listed buildings, including Cockpen Church. The MLDP allocated housing site Hs11 Dalhousie South is adjacent to the northern edge of this Conservation Area, and its development will need to reflect its location next to the Conservation Area, especially avoiding a negative impact on the setting of Cockpen Church.

8.2.21 The landscape setting of Bonnyrigg/ Lasswade/ Poltonhall is a significant asset, with the town located between the river valleys of the North and South Esk. The land on either side of the A7 is also important to the setting and identity of Bonnyrigg. The Green Belt provides protection against development for the land to the east of the Midlothian Community Hospital and the allocated housing site Hs10 Dalhousie Mains up to the A7. This should be reinforced by means of a green network in association with allocated site Hs10, in the form of community woodland, which will assist in minimising the visual effect of coalescence with Eskbank. The Green Belt and green network in this location will connect with the Newbattle Strategic Greenspace and safeguard the long-term landscape setting for Bonnyrigg and its neighbouring communities.

8.2.22 Mavisbank House and grounds lie on the western fringe of the town. The Council is working in partnership with the Mavisbank Trust and Historic Scotland to resolve the potential means of securing the long-term future of this important historic building and its surroundings.

Key Issues

8.2.23 The following are identified as the key issues facing the Bonnyrigg/ Lasswade/ Poltonhall area, taking into account commitments from previous Local Plans; the impact of development on the area; and the aspirations of the local community:

- Accommodating additional new housing development, which relates well to the town and avoids unacceptable strain on services
- Vitality and viability of Bonnyrigg town centre
- Coalescence of Bonnyrigg with Eskbank

- Safety for pedestrians and cyclists on the A7, and active travel access to Eskbank rail station and the superstore at Hardengreen
- Safeguarding the sensitive landscapes of the North and South Esk Valleys from development

Key Planning Objectives

- Ensure the committed and allocated housing sites relate well to the town, through layout, design and active travel links
- Safeguard the town centre role as the retail and community focus for the expanding town
- Utilise fully the advantages offered by the opening of the Borders Railway and Eskbank station by improving pedestrian and cycle links for existing residents and new developments
- Retain the Green Belt protection between Bonnyrigg and Eskbank
- Provide opportunities for the development of the green network in this location, including a community woodland adjacent to the A7 and improved footpaths/ cycleways alongside the A7, and links to the Newbattle Strategic Greenspace



Contribution to Settlement Strategy

8.2.24 To meet the requirements of the SESplan spatial strategy, the MLDP expects the delivery of the existing committed development land and allocates sites for additional development, as set out below.

Committed Development

Site Ref	Site Name	Outstanding Capacity	Expected Contribution up to 2024
h28	Hopefield, Bonnyrigg	441	441
<p><i>Development Considerations</i> Site allocated in MLP 2003 (site G); housing development in progress. Development has delivered a new primary school; and the masterplan includes land for neighbourhood retail development for which consent is granted, but there has been no progress as yet. The relationship with MLDP allocated site Hs12 is important, and active travel, green network, and public transport links should be established between the development areas.</p>			
e16	Hopefield	5 ha	N/A
<p><i>Development Considerations</i> Site previously allocated in MLP 2003 as part of the Hopefield housing development to provide potential employment opportunities for this expanding town, and with existing employment space principally utilised. Development will need to be suitable for a location close to housing. To assist in safeguarding the amenity of neighbouring housing, acceptable uses have been modified from business (Class 4)/ industry (Class 5) to business (Class 4) alone. This will reduce the potential for neighbour conflict, but continue to provide scope for local jobs.</p>			

Housing Allocations

Site Ref	Site Name	Capacity	Expected Contributions up to 2024
H9	Broomieknowe, Bonnyrigg	55	55
<p><i>Development Considerations</i> The site is located in a narrow part of the Green Belt; the layout will need to include suitable landscape boundary treatment to reinforce the Green Belt boundary and minimise visual coalescence, and will need to address measures to avoid the gas pipeline located in the north of the site. It is recommended that the Leyland cypress hedge along the A6094 is replaced with hedge and</p>			

Site Ref	Site Name	Capacity	Expected Contributions up to 2024
			tree planting; the existing mature hedge along the south-western boundary is retained and managed; existing trees along the north-eastern and north-western boundaries are retained; and through the landscaping, create a path linking from north-eastern boundary (gas wayleave) to Viewbank Avenue. The site is well located for access to the superstore, hospital and Eskbank station. The A7/ Eskbank Road roundabout could act as a barrier to accessibility, and development of the site will need to contribute to measures to improve active travel links and safety to overcome this. Site access should be from Bonnyrigg Road. Additional capacity will be required at primary and secondary schools for which developer contributions will be sought.
Hs10	Dalhousie Mains, Bonnyrigg	300	300
<p><i>Development Considerations</i> The site is located in a narrow part of the Green Belt; land to the north-east and up to the line of the A7 should remain in the Green Belt and form part of the green network, which should include 30m perimeter woodland, potentially containing SUDS. There is a need to protect and enhance existing planting along the south-eastern edge and along Pittendriech Burn which should be utilised as part of the green network/ open space in a similar manner to the existing Dalhousie housing area. The burn crosses the southern part of the site, and flood risk assessment will be required to ensure mitigation to avoid flood risk. SEPA requests the inclusion of a buffer strip alongside the watercourse, and that consideration be given to watercourse restoration. There is a need to enhance the existing railway walk along the north-western boundary with 10-15m wide hedgerow planting. Footpath links in the open space/ landscaped corridor across the site, from the existing open space to the west, should link onto the Penicuik-Musselburgh railway walkway/ cycleway and beyond to Eskbank Road/ Lothian Street, to enable access through Bonnyrigg to the superstore, town centre and Lasswade PS. Path links should be provided from the railway walk and down across the site to provide improved access to the superstore at Hardengreen and Eskbank station from the southern end of the site. Pylons crossing the easternmost part of the site could provide potential locations for SUDS. The A7/ Eskbank Road and A7/ Hardengreen roundabouts could reduce accessibility, and development of the site will need to contribute to the A7 Urbanisation scheme. Vehicular and footpath/ cycleway links to/ through the existing Dalhousie housing area</p>			

Site Ref	Site Name	Capacity	Expected Contributions up to 2024
<p>should be provided to ensure the site relates well with town. Scheduled monument (SM 6335) located on the eastern boundary must be excluded from any development. Additional capacity will be required at primary and secondary schools for which developer contributions will be sought.</p>			
Hs11	Dalhousie South, Bonnyrigg	360	175
<p><i>Development Considerations</i> The site is located in a sensitive area adjacent to the northern edge of the Dalhousie Conservation Area and Newbattle Strategic Greenspace; development will need to respect the sensitivity of the location, and especially avoid negative impact on setting of Cockpen Church. Including 30m wide perimeter planting along the south-eastern roadside boundary, and along the north-eastern boundary, along with 10-15m wide hedgerow planting along the south-western edge, could provide mitigation, whilst also contributing to the green network. There is a need to protect and enhance existing vegetation along the B6392. Where pylons cross the easternmost corner, there may be potential for SUDS; SEPA requests enhanced/ high quality SUDS. The access road should include an avenue of trees and swales and paths creating a green network link from the north-western to south-eastern edge. The site is relatively close to Eskbank station, although the A7/ Hardengreen roundabout could reduce accessibility, and development will need to contribute to the A7 Urbanisation scheme. Due to the Bonnyrigg distributor road separating the site from the rest of town, it is essential that the site layout includes suitable active travel connections to the rest of Bonnyrigg, including Bonnyrigg PS. Additional capacity will be required at primary and secondary schools for which developer contributions will be sought. Archaeology advice is that development may have potential issues for the setting of listed buildings and Dalhousie Castle designed landscape.</p>			
Hs12	Hopefield Farm 2, Bonnyrigg	375	375
<p><i>Development Considerations</i> The site should be masterplanned to reinforce the relationship with the current Hopefield development (h28), including vehicular and active travel connections and green networks. Opportunities for linking public transport between Hopefield and the rest of town should be provided (where possible). There is scope for Hs12 to be extended (in the context of the next MLDP, with an</p>			

Site Ref	Site Name	Capacity	Expected Contributions up to 2024
<p>expected longer term capacity for an additional 375 houses) and the masterplan should give consideration to the relationship between the current allocation and future development. The layout should include 30m wide woodland planting along the B6392 Bonnyrigg distributor road edge (mounded for noise attenuation) and along the westernmost part of the A6097; and 10-15m wide hedgerow planting along the rest of the A6094 and along the railway walk boundaries. Existing vegetation along the Pittendriech Burn should be protected and enhanced along with vegetation along the core path to contribute to the site's setting and to create green network links across it, connecting with the current Hopefield site (h28). Flood risk assessment will be required to ensure mitigation to avoid flood risk. Ground investigations may be required for the area adjacent to the current housing at Cockpen Crescent to ensure suitability for development. The masterplan should consider the potential for including allotments or space for community growing in the allocated (or longer term safeguarded) site in recognition of the increased interest in local food growing. The overall site is sufficiently large to enable this use to be included, and it can contribute to the site's open space provision; it will have specific access and servicing needs which should be addressed at the masterplan stage.</p> <p>Additional capacity will be required at primary and secondary schools for which developer contributions will be sought. A site for a new 2-stream primary school should be reserved in the vicinity of the A6094 Rosewell Road, allowing vehicular access from this road. Additional land should be reserved for a 3rd stream should this be required in the future. Provision of the school may be required early in the development programme to meet anticipated shortfall in school places. Land adjacent to the school site should be reserved for potential community use, which may take the form of a health facility, should a shortfall be identified in the current health centre capacity to meet the needs of Bonnyrigg and Rosewell.</p> <p>Archaeology advice is that development could have setting issues for a scheduled monument and listed buildings, and for longer views relating to Dalhousie Castle designed landscape, and this will need consideration. Flood risk assessment is required. SEPA requests inclusion of a buffer strip alongside the watercourse, and that consideration is given to watercourse restoration.</p>			

Site Ref	Site Name	Capacity	Expected Contributions up to 2024
Hs13	Polton Street, Bonnyrigg	12-15	12-15
<p><i>Development Considerations</i> Town centre site with good accessibility to public transport and services. Development should 'face' Polton Street to ensure it makes a contribution to the street frontage and consequently the vitality of the centre.</p>			

Implementation

8.2.25 The following infrastructure or other developer contributions will be required. Further details are provided in the section 75 agreements for those development sites with planning approval (where relevant) and in the Implementation section of this Plan (policies IMP1 and IMP2). Also refer to the *Developer Contributions Supplementary Guidance*.

Requirement	Relevant Site
Transportation	
Borders Railway, including Eskbank station and related car park	Hs9; Hs10; Hs11; Hs12; Hs13
Access and junction improvements, including footpaths and cycleways	h28: Hs9; Hs10; Hs11; Hs12
A7 Urbanisation	Hs9; Hs10; Hs11; Hs12
Reference should be made to paragraph 4.5.8 of this Plan with respect to cross-boundary strategic transport infrastructure (subject to outcome of Transport Scotland study)	Hs9; Hs10; Hs11; Hs12
Education	
Extension to secondary school (Lasswade High School or elsewhere - subject to review)	Hs9; Hs10; Hs11; Hs12
Additional capacity at denominational secondary school	h28: Hs9; Hs10; Hs11; Hs12; Hs13

Requirement	Relevant Site
Extension to Lasswade PS*	Hs9; Hs10
New 2-stream primary school on Hopefield Farm 2*	Hs11; Hs12; Hs13
Green Network/ Landscaping	
Structure landscaping and open space (as per planning consent/ masterplans/ section 75 agreement)	ALL
New green network links	h28: Hs9; Hs10; Hs11; Hs12
Allotments/ space for community growing	Hs12
Other Requirements	
Affordable housing (as per policy/ section 75 agreement)	h28: Hs9; Hs10; Hs11; Hs12; Hs13
Water and drainage infrastructure (as required)	ALL

* It is expected that developer contributions will be equalised pro rata (calculated on housing units of each site) across the five allocated sites to enable delivery of the required increase in school capacity for the town.

PRE-CONSULTATION DRAFT

Mayfield/ Easthouses

Background

8.2.26 The settlements of Mayfield and Easthouses were both developed to serve the mining industry. Easthouses is one of the oldest mining villages in Scotland, built in the early 1900s, whilst Mayfield was constructed in the 1950s to serve the expanding coal industry, including the Lady Victoria coalmine. This has influenced the style of building, settlement form and provision of community facilities, and has resulted in two distinct communities with a shared mining heritage. The settlements are located on the north-west facing slope of the Lawfield/ D'Arcy ridge. Some of the built-up area is on relatively high ground, and likely to be the extent of development in such areas. The settlements have a high proportion of housing originally built for social rent, and a significant amount of Midlothian's medium-rise flatted properties.

8.2.27 There has been long-standing support for the expansion of Mayfield, south and south west, for predominately private housing, alongside a new distributor road, and this will provide the opportunity to create better links for the community and access to improved transport, including the Borders Railway. This housing development has stalled, but remains a priority for Mayfield, and this committed development continues to be supported by the MLDP. The Council will work with the landowner/ developer to support delivery of this development, including a requirement for investment in improved transport and community facilities. This may result in changes to the final layout/ development programme from the approved development brief. However, there will be a number of principles which must be adhered to, to ensure the wider Mayfield community benefits from this investment.

8.2.28 Due to the scale of undeveloped but committed development land, the MLDP identifies only a limited additional site for housing, and this is located in Easthouses, providing a balance to the predominant development committed in Mayfield. The site at Kippielaw will require significant peripheral landscaping to minimise impact on the rural setting. The layout will also need to take account of the gas pipeline reservation through the site.

Infrastructure and Community Facilities

8.2.29 Mayfield and Easthouses have three primary schools: the combined Mayfield non-denominational and St Luke's RC primary schools on a campus located alongside Mayfield library; and the recently constructed Lawfield PS. To meet the needs of the Mayfield and Newtongrange committed development

sites, a requirement, and provisional site, for a new primary school had been identified. This school will be needed once there is a sufficient scale of development on the committed development sites, and will be provided through developer contributions. The MLDP allocated site at Kippielaw will be required to contribute to additional capacity at a primary school, most likely an extension at Lawfield PS. Secondary education is provided at Newbattle Community High School, which is to be replaced on land adjacent to the current school site. Developer contributions will be sought for additional capacity required from all new housing developments. There is a leisure centre and library serving these communities. Newbattle Health Centre, which was recently rebuilt, has sufficient capacity to meet the needs of the expanding communities.

8.2.30 Mayfield town centre provides for local shopping needs, but supermarkets outside Mayfield and Easthouses are widely used. It is unlikely that there will be significant demand for additional retail floorspace to locate in these settlements, however the MLDP safeguards Mayfield town centre and supports environmental improvements where needed. In addition, the MLDP support for the committed Mayfield housing sites, with associated distributor road, will improve access to the A7 at Stobhill, and there is MLDP support for a new superstore in this wider location. The expectation is that the distributor road will provide for a public transport link, and consequently Mayfield will have improved access to a wider range of retail facilities, and consequently job opportunities.

Environment

8.2.31 Parts of Mayfield are of relatively high density, and development is located on sloping ground at elevated levels, resulting in Mayfield being prominent from distant views. It is important that there is compensation in terms of public open space and landscaping to improve the environment for residents, and for the setting of the settlement, including from longer views. There may be limited opportunities to implement such improvements within existing built-up areas; however, committed development sites and the MLDP allocated site can provide the scope to introduce such improvements. In some locations this will also reduce the impression of coalescence between built-up areas. Masterplans, development briefs and planning applications should give consideration to achieving environmental improvements which will have wider benefits, including delivering green networks.

Key Issues

8.2.32 The following are identified as the key issues facing the Mayfield and Easthouses area, considering commitments from previous Local Plans; the impact of development on the area; and the aspirations of the local community:

- Providing for a range of housing, in terms of tenure, density and size
- Need to improve access to services and employment
- Impact on the environment of relatively dense development on a sloping setting
- Potential coalescence of built-up areas
- Importance of retaining and enhancing the core path network into the countryside ('neighbourhood planning' issue)
- Need to improve Mayfield town centre and foster community cohesion between existing and new housing areas ('neighbourhood planning' issue)

Key Planning Objectives

- Support the development of committed and allocated sites, along with the associated transport and community infrastructure
- Support environmental improvements, including Mayfield town centre and provision of green networks

Contribution to Settlement Strategy

8.2.33 To meet the requirements of the SESplan spatial strategy, the MLDP expects the delivery of the existing committed development land and allocates sites for additional development as set out below.

Committed Development

Site Ref	Site Name	Outstanding Capacity	Expected Contribution up to 2024
h38	South Mayfield	474	175
<p><i>Development Considerations</i> Site allocated in MLP 2003 (site U); part of site under construction but majority of site still to be brought forward. There is a development brief for the site (along with h49, and the Newtongrange sites h34 and h35). The developer has experienced difficulty in bringing forward a development which satisfies the development brief, due to the difficult ground conditions and there is a need for a committed effort to resolve these difficulties to ensure housing is delivered on this site (and neighbouring committed land) to contribute to housing land requirements. However, it is recognised that the difficulties may take time to resolve and, for this reason, it is unlikely that the site will be fully developed within the plan period. The development site includes a site for a primary school. There will be a need for additional capacity for both primary and secondary education. Some capacity is available at Mayfield PS, but the new primary school will be required to serve much of this site, along with h49 (and the Newtongrange sites of h34 and h35). Secondary education will be provided at Newbattle Community High School, which will be rebuilt during the plan period. Developer contributions will be sought for education provision. There is a requirement for two new/ improved roads serving this site (along with h34, h35 and h49), which will ensure connectivity for Mayfield and Newtongrange (upgrading of B6482 (Blackcot to Gowkshill); and new distributor road (Bogwood Road to B6482)). It is important that development includes substantial landscaping, including on the periphery, to minimise the impact of development on this prominent site. This landscaping can be incorporated into the green network in this location. There will be a requirement for improvements to community facilities, to address the impact of this scale of development. This may be provided in association with new school provision, and developer contributions will be sought.</p>			
h41	North Mayfield	63	63
<p><i>Development Considerations</i> Site allocated in MLP 2003 (site X). The site is in an elevated location, and its development will need to avoid the highest parts of the site and to provide</p>			

Site Ref	Site Name	Outstanding Capacity	Expected Contribution up to 2024
substantial perimeter planting to create a long-term settlement edge. Access will be taken through a neighbouring consented social housing site (Oak Place); however, the layout and access options should consider the relationship with the committed housing site at Bryans (h48) to deliver a better design/ layout solution. Additional capacity will be required at Lawfield PS and Newbattle Community HS for which developer contributions will be sought.			
h48	Bryans, Easthouses	65	65
<p><i>Development Considerations</i></p> <p>Site allocated in MLP 2008 (site H4). The site is a brownfield opportunity (resulting from re-provisioning of Bryans PS on a new site as Lawfield PS). Local access issues will require consideration, however there is potential to address access in association with the neighbouring North Mayfield (h41) site. Additional capacity will be required at Lawfield PS and Newbattle Community HS for which developer contributions will be sought.</p>			
h49	Dykeneuk, Mayfield	50	50
<p><i>Development Considerations</i></p> <p>Site allocated in MLP 2008 (site H7). The housing development should be restricted to the northern part of the site with the remainder being utilised for community woodland with public open space and footpaths linked where possible to the local access and wider core paths network in order to promote public access between the urban areas and the surrounding countryside. The design and layout of the site and delivery of the development should be brought forward within the context of the development briefs for the adjoining committed development sites (h34 and h35 in Newtongrange, and h38 in Mayfield - see above). The site will benefit from the planned improvements to the local roads (upgrading of B6482 (Blackcot to Gowkshill) and the new distributor road (Bogwood Road to B6482)) and appropriate developer contributions will be sought towards these. Additional capacity will be required for primary and secondary schools for which developer contributions will be sought.</p>			

Housing Allocation

Site Ref	Site Name	Outstanding Capacity	Expected Contribution up to 2024
Hs6	Kippielaw, Easthouses	60	60
<p><i>Development Considerations</i></p> <p>Located on the north side of Easthouses, much of the site will be set back from the B6482 Easthouses Road, behind Kippielaw Steading. Shaw's Wood provides a landscaped boundary on the east side. To ensure the impression of visual coalescence is minimised, and reduce the impact on Kippielaw Steading, the site will need to include substantial landscaped boundary treatment, which should include 10-15m wide hedgerow planting with trees along the north-eastern boundary. Vegetation along other boundaries should be maintained and enhanced. There is a gas pipeline consultation zone through the site, and development will need to avoid this reservation which can be utilised as part of the site's amenity open space, including a tree lined avenue linking down through the site to contain paths and swales. The landscaping can contribute to the green network in this location. Additional capacity will be required for primary (expected to be Lawfield PS) and secondary schools for which developer contributions will be sought.</p>			

Implementation

8.2.34 The following infrastructure or other developer contributions will be required. Further details are provided in the section 75 agreements for those development sites with planning approval (where relevant) and in the Implementation section of this Plan (policies IMP1 and IMP2). Also refer to the *Developer Contributions Supplementary Guidance*.

Requirement	Relevant Site
Transportation	
Borders Rail	h48; h49; Hs6
Upgrading of B6482 (Blackcot to Gowkshill)	h48; h49
Distributor road (Bogwood Road to B6482)	h48; h49

Requirement	Relevant Site
Access improvements, including footpaths and cycleways	h38; h41; h48; h49; Hs6
Reference should be made to paragraph 4.5.8 of this Plan with respect to cross-boundary strategic transport infrastructure (subject to outcome of Transport Scotland study)	h48; h49; Hs6
Education	
New primary school at South Mayfield	h38; h49
Additional capacity at Lawfield PS	h41; h48; Hs6
Additional capacity at Newbattle Community High School	h38; h41; h48; h49; Hs6
Additional capacity at denominational secondary school	h38; h41; h48; h49; Hs6
Green Network/ Landscaping	
Structure landscaping and open space (as per planning consent/ masterplans/ section 75 agreement)	ALL
New green network links	h38; h49; Hs6
Other Requirements	
Affordable housing (as per policy/ section 75 agreement)	h38; h41; h48; h49; Hs6
Improved library provision	h38
Contribution to community/ leisure facility	h38
Improvements to Mayfield town centre	h38; h41; h48; h49; Hs6
Water and drainage infrastructure (as required)	ALL

PRE-CONSULTATION DRAFT

Newtongrange

Background

8.2.35 Newtongrange has a very distinctive character due to its mining heritage, which has greatly shaped the appearance of the village. It developed as a planned village to house the workers at Lady Victoria Colliery. The model colliery is the most intact complex of its type in Europe and is the home of the National Mining Museum Scotland. Newtongrange Conservation Area covers the museum and core of the planned village.

8.2.36 A number of housing and employment sites were allocated in the MLP 2003. The employment site was extended through the MLP 2008, but no additional housing sites were identified. The MLDP does not allocate any further sites. There has been limited progress in bringing forward these housing allocations, and the priority for the MLDP is to support the development of this committed land, as its contribution to meeting the SESplan requirements.

8.2.37 The reopening of the Borders Railway, with a station at Newtongrange, provides scope for improved public transport access. The location of the station close by the Mining Museum should provide impetus to further develop the role of the museum as a tourist destination, with associated supporting business opportunities. The committed employment site at Stobhill is well located in this respect.



Newtongrange centre and the A7 roundabout serving Arniston Park, north Gorebridge has been identified in the MLDP as suitable for such a use. There

8.2.38 Newtongrange village centre provides local retail and community facilities. The potential growth in housing in Newtongrange and neighbouring areas (Mayfield and Redheugh) will generate significantly more retail expenditure than is currently available and, for this reason, the MLDP considers there is potential for a new superstore to meet convenience goods spending. A general location at the A7 between

will, however, be a limit to the size of the superstore, to ensure it does not have a negative effect on the vitality and viability of the local centres at Newtongrange and Gorebridge.

Infrastructure and Community Facilities

8.2.39 Newtongrange has one primary school (Newtongrange PS). There will be insufficient capacity in the school to meet the needs of the new housing developments. The MLP 2003 expected the additional child spaces to be provided by means of a new school serving Newtongrange and the south Mayfield allocations. Options will be reviewed to meet development as it progresses, but the MLDP continues to safeguard a provisional site within site h38 South Mayfield should this be required. For secondary education, Newtongrange is served by Newbattle Community High School, due for replacement. The development sites will be required to contribute to additional space required as a result of the new housing. Currently, the focus of community facilities is in the village centre, with a swimming pool, leisure centre and library. The nearest health centre serving Newtongrange is Newbattle Health Centre which also serves the wider Mayfield area; the centre has capacity to meet patient needs for the expanding population.

Environment

8.2.40 Newtongrange is located to the east of the South Esk river valley, with the town of Mayfield to the east and Gorebridge to the south. The South Esk is safeguarded from inappropriate development through policy ENV8. Further west, protection to the setting of Newtongrange is provided by the Dalhousie Conservation Area and the Dalhousie Castle designed landscape. These are important given the MLDP housing allocation at south Dalhousie, Bonnyrigg (refer Bonnyrigg, Lasswade and Poltonhall Settlement Statement), and the need now to ensure visual coalescence is minimised.

8.2.41 It is acknowledged that the committed expansion of Newtongrange eastwards, along with the expansion of Mayfield, poses a risk of coalescence. It is therefore of key importance to establish a limit to further settlement growth where this would avoid unacceptable coalescence, and to ensure the setting of the Midlothian communities is safeguarded in the long term. Consequently, the MLDP has identified the Newbattle Strategic Greenspace, which is located on the north side of Newtongrange. The long-term use of the greenspace will need to be clarified (refer to paragraph 5.1.12 and policy ENV3).

Key Issues

8.2.42 The following are identified as the key issues facing the Newtongrange area, considering commitments from previous Local Plans; the impact of development on the area; and the aspirations of the local community:

- Lack of progress in delivering several key housing sites, and the uncertainty this brings to communities, including impact on services
- Securing the future of the National Mining Museum Scotland, given its focus for tourism in Midlothian
- Maximise the benefits of the Borders Railway ('neighbourhood planning' issue)
- Need to improve road safety on the A7 ('neighbourhood planning' issue)

Key Planning Objectives

- Support the development of committed sites to the east and west of Newtongrange
- Enable delivery of a superstore to serve the southern part of the A7/ A68 Corridor, without undermining the vitality and viability of Newtongrange village centre
- Promote the Newbattle Strategic Greenspace and provide opportunities for the development of the green network
- Support employment and tourism, including securing the viability of the Mining Museum, and taking account of the economic potential of the Borders Railway

Contribution to Settlement Strategy

8.2.43 To meet the requirements of the SESplan spatial strategy, the MLDP expects the delivery of the committed development land as set out below. The MLDP allocates no additional development sites in Newtongrange.

Committed Development

Site Ref	Site Name	Outstanding Capacity	Expected Housing Contribution up to 2024
h34	East Newtongrange	133	133
<p><i>Development Considerations</i> Site allocated in MLP 2003 (site Q); part of site under construction, with early phases complete. Delivery of the southern part of the site is likely to be delayed as its development is expected to be undertaken alongside that of neighbouring sites in Mayfield (h38 & h49), all of which have difficult ground conditions to address. It is important that development of those parts of the site adjacent to Newtongrange respect the distinctive character of the miners' rows, in terms of layout and building materials. The site is adjacent to Mayfield Industrial Estate and the housing development will require the inclusion of suitable screening/ landscaping to address noise and amenity issues. Refer to the Development Brief for Site Q (East Newtongrange): April 2005.</p>			
h35	Lingerwood	137	80
<p><i>Development Considerations</i> Site allocated in MLP 2003 (site R). Delivery of the site is likely to be delayed as its development is expected to be undertaken alongside that of neighbouring sites in Mayfield (h38 & h49), all of which have difficult ground conditions to address. The site will need to incorporate improvements to local distributor roads, to enable better circulation/ bus access between Newtongrange and Mayfield. Refer to the Development Brief for Site R (Lingerwood): April 2005.</p>			
h37	Cockpen Farm	137	137
<p><i>Development Considerations</i> Site allocated in MLP 2003 (site T). The intention is for a low density development to reflect the need for sensitive treatment of the area around Cockpen Farm (which has a number of listed buildings) and to ensure adequate perimeter planting to help mitigate the impact on the environmental setting. Vehicular access is expected to be taken through the current Butlerfield housing development, to reinforce the relationship with Newtongrange village, and to protect the very attractive wooded southern boundary of the site from an intrusive vehicular access and urban development. Discussions regarding a</p>			

Site Ref	Site Name	Outstanding Capacity	Expected Housing Contribution up to 2024
e21	Stobhill Road	7.5 ha	N/A
<p>suitable access have delayed the delivery of this site. The site should include green network/ active travel routes between the countryside edge and the remainder of the village, including Newtongrange rail station. Since allocation, Dalhousie Conservation Area has been designated, which has a boundary close to the western side of site h37. The development layout should respect the rural nature of this Conservation Area, using open space/ green network opportunities as a foil between development and the countryside.</p> <p><i>Development Considerations</i> Consists of a 2.5 ha site allocated in MLP 2003 and a further 5 ha extension in MLP 2008. Business and general industry uses will be acceptable on this site. It has the advantage of good access, including to the Newtongrange rail station. Parts of the site are sloping and it adjoins the community of Gowkshill at its eastern edge; extensive boundary planting will be required to limit its impact on residential amenity. Water and drainage impact assessments will be required.</p>			

Implementation

8.2.44 The following infrastructure or other developer contributions will be required. Further details are provided in the section 75 agreements for those development sites with planning approval (where relevant) and in the Implementation section of this Plan (policies IMP1 and IMP2). Also refer to the *Developer Contributions Supplementary Guidance*.

Requirement	Relevant Site
Transportation	
Access and junction improvements, including footpaths and cycleways	ALL
Upgrading of B6482 (Blackcot to Gowkshill)*	h34; h35

Requirement	Relevant Site
Mayfield to Lingerwood distributor road (Bogwood Road to B6482)	h34; h35
Reference should be made to paragraph 4.5.8 of this Plan with respect to cross-boundary strategic transport infrastructure (subject to outcome of Transport Scotland study)	h34; h35; h37
Education	
Extension to secondary school (Newbattle High School)*	h34; h35; h37
Additional capacity at denominational secondary school	h34; h35; h37
Additional primary school capacity (extension at Newtongrange PS/ new primary school at South Mayfield - choice of option to be confirmed)*	h34; h35; h37
Green Network/ Landscaping	
Structure landscaping and open space (as per planning consent/ masterplans/ section 75 agreement)	ALL
New new green network links	h34; h35; h37
Other Requirements	
Affordable housing (as per policy/ section 75 agreement)	h34; h35; h37
Leisure/ community facilities	h34; h35; h37
Water and drainage infrastructure (as required)	ALL

* Delivery and level of contributions to be addressed in association with those for Mayfield sites h38 and h49.

PRE-CONSULTATION DRAFT

Gorebridge

Background

8.2.45 Gorebridge developed as a mining village and much of the older housing was publicly owned, some being linked to its mining heritage. In the 1980s and 90s, as a means to attract young families and widen the housing tenure, a number of private housing estates were developed. This steady development of new housing has continued in Gorebridge over the last decade, with both social rented and private housing estates. Committed housing land continues to be developed, with housing sites spread across the town.

8.2.46 The town of Gorebridge lies between higher land on its east side and the River South Esk and Borders Railway at a lower level on its west side. The MLP 2008 considered there were few opportunities for further housing without encroaching on the higher and more visible land to the east of Barleyknowe Road, and this is confirmed through the MLDP. For this



reason, the MLP 2008 directed much of the new housing growth for the southern end of the A7 corridor to the first phase of a new community at Redheugh, with capacity for 700 houses. The planning process is underway for this site, and the MLDP allocates further land as a second phase (200 houses), with longer term development (a further 400 houses), up to a total community capacity of 1,300 houses. It is essential that the entire Redheugh new community is masterplanned together, and it is for this reason that the MLDP confirms the longer term potential, to ensure all of the development phases are coordinated, and services, facilities and landscaping/ open space are properly planned from the outset. Although Redheugh is promoted as a new community, Gorebridge residents have expressed a desire that it is considered as part of Gorebridge, and for each to relate and benefit from this relationship. The sharing of facilities, where appropriate, will assist in this, and this will be essential in the early phases of the Redheugh development.

8.2.47 The redevelopment of the site of the former Greenhall Centre is proposed for housing in the MLDP. Although this site breaches Barleyknowe Road, this is considered acceptable here as it is reusing a brownfield site. It will be essential that landscaping is included to reduce the visual impact of the development.

8.2.48 As part of the new community allocation at Redheugh in the MLP 2008, an employment site was identified. This site is important as it provides the only real scope for new employment in the Gorebridge area, especially important given the MLDP has removed support for the employment site at Engine Road, Gorebridge, due to the very poor ground conditions and the lack of any real prospect of its development for this purpose.

8.2.49 The town centre has a limited range of shops, and households travel further afield for much of their shopping needs. There is consent for a supermarket to the north of the town centre, but there has been no retailer interest. The potential growth in housing in Gorebridge and neighbouring areas (Newtongrange and Mayfield) will generate significantly more retail expenditure than is currently available, and for this reason the MLDP considers there is potential for a new superstore to cater for convenience goods spending. A general location along the A7 between Newtongrange centre and the A7 roundabout serving Arniston Park, north Gorebridge, has been identified in the MLDP as suitable for such a use. There will, however, be a limit to the size of the superstore, to ensure that it does not have a negative effect on the vitality and viability of the local centres at Newtongrange and Gorebridge.

Infrastructure and Community Facilities

8.2.50 The reopening of the Borders Railway, with a station at Gorebridge, provides scope for improved public transport access. The station is close to the southern end of the town, and will be a benefit to locations in its vicinity. Its proximity to the town centre could provide an impetus for expanding services there, with the additional business from travellers. The SESplan Action Programme commits to the delivery of a new Redheugh Station on the Borders Railway. There is no funding or operator commitment and known issues regarding the delivery of the project in terms of the operation of rail services. However, the MLDP would support the creation of a new station with park and ride facility at Redheugh should this be a practical proposition as it would play a key role in delivering sustainable travel for the new community.

8.2.51 There are currently two primary schools in Gorebridge, both recently constructed and including community facilities. A new school is being constructed at the north of the town, and expected to be open in 2016. This school will provide for the pupils from the North Gorebridge committed housing sites, and also for the Redheugh Phase 1 committed housing development, until there is sufficient housing at Redheugh to support a new primary school in the new community. It is anticipated that the Redheugh new community will ultimately require a new 2-stream primary school to meet the full 1300 house capacity. There is no secondary school in Gorebridge. Pupils attend Newbattle Community High School, due for replacement. Committed and new development sites will be required to contribute to additional educational capacity for both primary and secondary.

8.2.52 Newbyres Health Centre is located on the edge of Gorebridge town centre. It currently has insufficient space to meet the needs of the expanding community. Plans are being considered to extend the health centre and this will meet needs for the medium term. At this stage, there are no plans for separate health facilities for Redheugh. However, it is suggested that the Redheugh masterplan make provision for a possible health facility, should it be required, alongside other community facilities. If this is not required for a health facility, the land can be used for an alternative community or residential use.

8.2.53 Due to the efforts of the Gorebridge Community Development Trust, with support from the Council, the Gorebridge Community Hub is being delivered, replacing the outdated Brown Building. This will reinforce the community focus for the centre of the town, and provide much-needed enhanced community facilities for existing and new residents.

Environment

8.2.54 Gorebridge Conservation Area is focused around the older properties in Main Street and the southern end of Hunterfield Road. A Conservation Area Regeneration Scheme (CARS) has been established and the resulting improvements to the fabric of the historic core of the town will help to make the centre attractive to businesses and reinforce its community focus (refer to paragraph 5.2.9).

8.2.55 The land to the west of Gorebridge and Redheugh includes the Arniston and Dalhousie Castle Gardens and Designed Landscapes. Any development, especially the new community at Redheugh, will need to respect the setting of these designations. The River South Esk is an important feature in the landscape

to the west of Gorebridge/ Redheugh and it is protected against inappropriate development by policy ENV8. It is, however, an asset to the development sites through incorporation into the green network for the wider area.

Key Issues

8.2.56 The following are identified as the key issues facing the Gorebridge area, considering commitments from previous Local Plans; the impact of development on the area; and the aspirations of the local community:

- Delivery of the new community at Redheugh and its relationship with Gorebridge, including access to facilities and services
- Need for improvements to the fabric of the town centre and to build upon the legacy of the CARS scheme in due course
- Level of retail provision for the town
- Promotion of the following improvements: provision of foodstore in Hunterfield; maximising the benefits of Borders Rail; improving provision of education and health facilities for the expanding community; and delivering the Community Hub ('neighbourhood planning' issue)

Key Planning Objectives

- Support the development of committed and allocated sites, including masterplanning and delivery of the new Redheugh new community
- Enable delivery of a superstore to serve the southern part of the A7/ A68 Corridor, without undermining the vitality and viability of Gorebridge and Newtongrange, whilst also supporting the delivery of the Gorebridge supermarket
- Support the delivery of improvements to facilities and services, including the health centre and Community Hub
- Provide opportunities for the development of the green network, including links to the valley of the River South Esk

Contribution to Settlement Strategy

8.2.57 To meet the requirements of the SESplan spatial strategy, the MLDP expects the delivery of the committed development land and the allocation of new sites as set out below.

Committed Development

Site Ref	Site Name	Outstanding Capacity	Expected Contribution up to 2024
h23	Harvieston, Gorebridge	245	200
<p><i>Development Considerations</i> Site allocated in MLP 2003 (site A). The layout must take account of the setting and access for Harvieston House, and the site will require significant peripheral planting on the countryside edges. The road junction of Powdermill Brae and the A7 may require upgrading. Public access along the Gore Water can contribute to the green network in this location, and should be provided in association with this housing site. There will be a need for additional education capacity across Gorebridge, and this site will be required to make a pro-rata developer contribution to meet the cost of extensions to Stobhill and Gorebridge PSs and to the new North Gorebridge PS, along with extensions to Newbattle Community High and St David's RC High Schools.</p>			
h24	Newbyres, Gorebridge	76	76
<p><i>Development Considerations</i> Site allocated in MLP 2003 (site B). The layout will need to ensure good connection with the existing Newbyres housing area. The site will require peripheral landscaping along its boundary with the Borders Railway, and this could be incorporated into a green network in this part of Gorebridge, potentially linking to Gore Glen. There will be a need for additional education capacity across Gorebridge, and this site will be required to make a pro-rata developer contribution to meet the cost of extensions to Stobhill and Gorebridge PSs and to the new North Gorebridge PS, along with extensions to Newbattle Community High and St David's RC High Schools.</p>			
h36	North Gorebridge	419	419
<p><i>Development Considerations</i></p>			

Site Ref	Site Name	Outstanding Capacity	Expected Contribution up to 2024
	Site allocated in MLP 2003 (site S), including land on either side of Hunterfield Road; housing development in progress on land to west of Hunterfield Road. A site was identified for a primary school and its development is programmed (due to open in 2016). This site is making a pro-rata developer contribution to meet the cost of extensions to Stobhill and Gorebridge PSs and to the new North Gorebridge PS, along with extensions to Newbattle Community High and St David's RC High Schools. Improvements to Engine Road are also expected.		
h39	Stobhill/ Mossend, Gorebridge	84	84
<p><i>Development Considerations</i> Site allocated in MLP 2003 (site V); housing development in progress. Stobhill PS serves this site and pro-rata developer contribution are being made to meet the cost of extensions to Stobhill and Gorebridge PSs and to the new North Gorebridge PS, along with extensions to Newbattle Community High and St David's RC High Schools, as specified through the MLP 2003.</p>			
h40	Vogrie Road, Gorebridge	66	66
<p><i>Development Considerations</i> Site allocated in MLP 2003 (site W); housing development in progress. Stobhill PS serves this site and pro-rata developer contribution are being made to meet the cost of extensions to Stobhill and Gorebridge PSs and to the new North Gorebridge PS, along with extensions to Newbattle Community High and St David's RC High Schools, as specified through the MLP 2003. This site is close to Gorebridge station and good access to the station should be secured.</p>			
h50	Redheugh/ Prestonholm new community	700	700
<p><i>Development Considerations</i> Site allocated in MLP 2008 (site H8). Development of the site must be guided by a masterplan to be prepared by the developer in conjunction with, and to the satisfaction of, the Council. It is essential that the masterplan relates to the entire Redheugh new community (i.e. h50; Hs7; e22; and the longer term potential housing area), to ensure all of the development phases are coordinated, and services, facilities and landscaping/ open space are properly planned from the outset. Development should include a reservation for a future rail halt to allow for a new station to be provided on the Borders</p>			

Site Ref	Site Name	Outstanding Capacity	Expected Contribution up to 2024
	Railway, should this be practical/ deliverable. Existing tree belts and hedgerows should be incorporated where possible into the development layout, as the basis of the landscape framework, as a means to minimise the impact on the Dalhousie Castle designed landscape. The site includes listed farm buildings which should be incorporated into the layout. Although Redheugh will be considered as part of the wider Gorebridge area, its location separated by the A7 provides an opportunity for the development to have its own identity and character and, therefore, a range of building styles, scales and materials could be acceptable, allowing for innovation where appropriate. Adherence to sustainable development principles will be expected.		
	The development of the new community will require a 2-stream primary school, and extension to secondary education provision (either Newbattle or Lasswade Community High Schools), for which developer contributions will be sought. In the short term, capacity will be used in the Gorebridge primary schools. Once sufficient housing has been provided at Redheugh to support a separate primary school, and/ or capacity in the Gorebridge schools is required for housing sites within Gorebridge itself, the Redheugh PS will need to be developed. The masterplan should reserve a site for community use, should there be a need for a new health centre. Water and drainage impact assessments and a flood risk assessment will be required.		
	The masterplan should consider the potential for including allotments or space for community growing in the allocated (or longer term safeguarded) site in recognition of the increased interest in local food growing. The overall site is sufficiently large to enable this use to be included, which can contribute to the site's open space provision; it will have specific access and servicing needs which need to be addressed at the masterplan stage.		
h51	Robertson's Bank, Gorebridge	55	55
	<p><i>Development Considerations</i> Site allocated in MLP 2008 (site H9). The final capacity of the site should be established through the development brief and/ or planning application process. The development is required to be sensitive to the wooded environment, taking into account the steep slope of the site and proximity of the Gore Water and any flood risk. The majority of the existing woodland on</p>		

Site Ref	Site Name	Outstanding Capacity	Expected Contribution up to 2024
	site should be retained and brought under management; significant structural landscaping will be required on the south-eastern edge to define the long-term boundary of Gorebridge. The development will be required to make developer contributions to primary and secondary school capacity. This site is close to Gorebridge station.		
e22	Redheugh	9.7 ha	N/A
	<p><i>Development Considerations</i> Part of site allocated in MLP 2008 (site E5 - 7 ha), combined with an established economic land supply site (2.7 ha). The site comprises both brownfield and greenfield land. It forms an important component of the Redheugh new community, and its development should be masterplanned alongside the other land uses for the community. Water and drainage and flood risk assessments will be required.</p>		

Housing Allocations

Site Ref	Site Name	Outstanding Capacity	Expected Contribution up to 2024
Hs7	Redheugh West (Phase 2)	200	200
	<p><i>Development Considerations</i> The site is allocated in the MLDP as an extension to Phase 1 of the Redheugh new community (site h50). The site is capable of accommodating around 400 houses, although it is expected that only 200 units will be delivered in the plan period. The larger site is allocated to provide flexibility for the delivery of the required number of housing units, and the most appropriate part of the allocated site to deliver the housing will be guided by the masterplan and agreed access solution. Reference should be made to the specification set out for site h50 above, given the necessity that the Redheugh new community should be masterplanned in its entirety. It should be noted that the MLDP identifies potential for longer-term development beyond sites h50, e22 and Hs7, which will complete the development of the Redheugh new community. As development phases progress, there will be a need to take increasing</p>		

Site Ref	Site Name	Outstanding Capacity	Expected Contribution up to 2024
	measures to mitigate against any negative impact on the neighbouring Dalhousie Castle and Arniston designed landscapes, and this should be addressed in the masterplan from the outset. Development should include 30m wide edge-planting along the western and south-western edges to counteract the elevated location and contaminated land. The existing woodland edge around the paddock is to be reinforced. A green network link should be incorporated into the edge-planting to create a river path. The existing hedge-lined Povert Road (linking north to south) should be retained as a recreational link.		
	Additional capacity will be required at primary and secondary schools for which developer contributions will be sought. A flood risk assessment will be required. The masterplan should give consideration to SEPA's recommendation relating to buffer strips along watercourses and alignment of the River South Esk.		
Hs8	Stobhill Road, Gorebridge	80	80
	<p><i>Development Considerations</i></p> <p>The site is allocated in the MLDP as a brownfield opportunity, with the closure/ demolition of the Greenhall Centre. The site will require structural landscaping to reduce the visual impact of the development and to minimise the impression of coalescence between Gorebridge and Gowkshill. Therefore, existing vegetation along part of northern, eastern and southern boundaries should be maintained and enhanced. The northern boundary planting should be extended with 10m wide hedgerow planting. The path link (existing paths) along the northern and southern and eastern edges should be retained. Additional capacity will be required at primary and secondary schools for which developer contributions will be sought.</p>		

Implementation

8.2.58 The following infrastructure or other developer contributions will be required. Further details are provided in the section 75 agreements for those development sites with planning approval (where relevant) and in the Implementation section of this Plan (policies IMP1 and IMP2). Also refer to the *Developer Contributions* Supplementary Guidance.

Requirement	Relevant Site
Transportation	
Borders Rail, including Gorebridge station and related car park and/ or new Redheugh station and related car park	h50; h51; Hs7; Hs8
Access and junction improvements, including footpaths and cycleways	ALL
Powdermill Brae/ A7 junction improvements	h23
Engine Road improvements	h36
Improvements to Lady Brae including pedestrian access to Gorebridge rail station	h40; h51
Reference should be made to paragraph 4.5.8 of this Plan with respect to cross-boundary strategic transport infrastructure (subject to outcome of Transport Scotland study)	Hs7
Education	
Contributions to extension of Stobhill and Gorebridge Primary Schools	h23; h24; h36; h39; h40; h51
North Gorebridge Primary School	h23; h24; h36; h39; h40; h51; Hs8
Redheugh Primary School	h50; Hs7
Extension to St Andrews RC Primary School	h23; h24; h36; h39; h40; h50; h51; Hs7; Hs8
Extension to secondary education/ contribution to denominational secondary capacity (Newbattle Community High School and/ or Lasswade High School; St David's RC High School)	h23; h24; h36; h39; h40; h50; h51; Hs7; Hs8
Green Network/ Landscaping	

Requirement	Relevant Site
Structure landscaping and open space (as per planning consent/ masterplans/ section 75 agreement)	ALL
New green network links	h23; h24; h36; h50; Hs7; Hs8
Allotments/ space for community growing	h50; Hs7
Other Requirements	
Affordable housing (as per policy/ section 75 agreement)	h23; h24; h36; h39; h40; h50; h51; Hs7; Hs8
Contributions to Community Hub	h23; h24; h36; h39; h40; h51
Contributions to town centre improvements	h23; h24; h36; h39; h40; h51
Safeguard land for community use, e.g. health facility	Hs7
Water and drainage infrastructure (as required)	ALL

PRE-CONSULTATION DRAFT

PRE-CONSULTATION DRAFT

Rosewell

Background

8.2.59 Rosewell originated as a mining village, developed by the Lothian Coal Company. The resulting primarily brick-built cottages laid out in a street pattern of miners' rows dominate the character of the village. The original village was complete by the early 1900s. As a means to achieve rehabilitation of land affected by coal mining, and improve the environment of the village, the land on the west side of the village was subject of an opencast coal extraction operation and land stabilisation, and the Rosewell bypass was constructed. This provided scope for new housing and employment land to be identified on the stabilised land between the village and the bypass road, with support for this development phased over a number of Local Plan periods.

8.2.60 Some of the housing land has been developed, but there has been a delay in progress with the land at Rosewell Mains, primarily due to the wider economic situation. However, there is now good prospect that this proposed housing area will be developed. As part of this development, Rosewell Steading will be redeveloped for a Community Hub with the project being delivered by the Rosewell Development Trust. This should provide a central focus for the village. The Rosewell Mains development also allows for a new employment site, adjacent to the bypass, to provide opportunities for local job creation.

8.2.61 The bypass road provides a strong boundary to the village, and the MLDP acknowledges that this should form the limit of village expansion. The land at North Rosewell has been allocated in this Plan, being the remaining site within the boundary set by the bypass.

Infrastructure and Community Facilities

8.2.62 Rosewell has both denominational and non-denominational primary schools. To meet the needs of recent housebuilding, additional space at Rosewell PS (non-denominational) was required. The previous Local Plan identified a site for a new primary school, if this was needed. However, the decision has been taken to expand the current school on-site through a 3-phase extension programme, to cater for recent and proposed housing growth in the village. The first phase of the works has been completed; the subsequent phases will be delivered as required to cater for the committed housing sites and the MLDP allocation. All housing developments will be required to make a developer contribution to the increased school capacity. Secondary education is provided at Lasswade High School, part of the recently completed Lasswade Centre,

incorporating new community facilities and leisure centre, comprising gyms, swimming pool and library. There will be a need to provide additional secondary school capacity to accommodate the growth in the wider area, and developer contributions will be sought towards this.

8.2.63 Health services for the village are provided in Bonnyrigg, at the 3-practice health centre on Bonnyrigg High Street. This has sufficient capacity to meet growth although the situation will be kept under review.

8.2.64 With the opening of the Rosewell Bypass and the Bonnyrigg southern distributor road, Rosewell has good road access to the A7, and to the Borders Rail at Eskbank station. It also has a good footpath/ cycle route (Penicuik-Musselburgh Walkway/ NCR196) which follows the old railway line through Bonnyrigg to Eskbank, providing good access to Bonnyrigg town centre, the Midlothian Community Hospital and the superstore at Hardengreen. It will be important that this cycle/ walkway is safeguarded and that it forms a key component of the green network in this location.

Environment

8.2.65 Rosewell is an interesting combination of historic industrial village set in an attractive rural location. The Shiel Burn SSSI to the east and Roslin Glen with its Country Park on the west, provide an attractive setting and offer excellent access to the countryside, including path networks. Opportunities to improve these connections through green network projects, especially as part of new housing developments, are supported.

8.2.66 The construction of the Rosewell bypass allowed the removal of through traffic and this, along with environmental improvements to the village centre, have resulted in overall improvements to the appearance of Rosewell. This has emphasised the qualities of this rural mining village, which has not been devalued by the scale of modern development in recent times. However, it is considered important that those housing sites not yet developed are designed (layout/ street pattern/ materials/ building scale) such that they do not detract from this important heritage.

Key Issues

8.2.67 The following are identified as the key issues facing the Rosewell area, considering commitments from previous Local Plans; the impact of development on the area; and the aspirations of the local community:

- Relationship of the committed and new housing allocations to the village, including the impact on its mining heritage
- Insufficient facilities to support the expanding village
- Protecting/ improving the environment of the village and its surrounding area and improving access

Key Planning Objectives

- Support delivery of committed housing developments and the new housing allocation
- Support improvements to education and community facilities in support of the growing community
- Provide opportunities for the development of the green network between Rosewell, Bonnyrigg and Penicuik
- Improve access to employment by supporting the development of the committed employment site in the village, and through good transport links beyond the village

Contribution to Settlement Strategy

8.2.68 To meet the requirements of the SESplan spatial strategy, the MLDP expects the delivery of the committed development land and the allocation of a new site as set out below.

Committed Development

Site Ref	Site Name	Outstanding Capacity	Expected Contribution up to 2024
h22	Rosewell Mains, Rosewell	150	150
<p><i>Development Considerations</i> Site allocated through Villages and Rural Areas Local Plan (1995), utilising part of the land restored and stabilised after opencast coal working. Earlier development phases on land to the south included substantial open space with</p>			

Site Ref	Site Name	Outstanding Capacity	Expected Contribution up to 2024
<p>footpath links between the development and the existing village. This provides a framework and could be extended into site h22, allowing the creation of a green network within the village linking the southern end to the core of the village. It should not be seen as a barrier between the old and new development. There is an opportunity to develop this site in a manner which incorporates materials, layout and street patterns which reflect and complement that found in the traditional part of Rosewell. Its development should also take advantage of its proximity to the Steading, by incorporating good footpath/ cycleway links to this proposed Community Hub. This housing development will require additional capacity to be provided at Rosewell PS and Lasswade HS, for which developer contributions will be sought. Additionally, the site (along with h52 and e24) will likely require an improvement to the A6094 Rosewell bypass/ B7003 Gorton Road junction and developer contributions will be sought.</p>			
h52	Gorton Loan, Rosewell	125	125
<p><i>Development Considerations</i> Site allocated through MLP 2008 (site H10). This forms the remainder of the housing allocation on the land restored and stabilised after opencast coal working. The site should respect the style of development in the adjacent development site (h22) and, given its proximity to the centre of the village, its development should complement the materials, layout and street patterns of the village. The site also has a boundary adjacent to the Rosewell bypass and the site boundary should include an effective landscaping shelter belt, which could form part of a green network link around the village and connecting into the footpath and open space network in the village. This development will require additional capacity to be provided at Rosewell PS and Lasswade HS, for which developer contributions will be sought. Additionally, the site (along with h22 and e24) will likely require an improvement to the A6094 Rosewell bypass/ B7003 Gorton Road junction and developer contributions will be sought. Water and drainage assessments will be required.</p>			
h53	Gortonlee, Rosewell	67	67
<p><i>Development Considerations</i></p>			

Site Ref	Site Name	Outstanding Capacity	Expected Contribution up to 2024
Site allocated through MLP 2008 (site H11). The site is located adjacent to listed church buildings and its development will require careful attention to be taken in the layout and landscaping treatment. Water and drainage assessments will be required.			
h69	Whitehill House	26	26
<i>Development Considerations</i> Conversion of B-listed Whitehill House.			
h70	Whitehill House (Grounds)	94	94
<i>Development Considerations</i> Development of new-build housing consented within the grounds of Whitehill House to support the conversion/ renovation costs associated with protecting the listed building.			
e24	Gorton Road, Rosewell	2.5 ha	N/A
<i>Development Considerations</i> Site allocated prior to MLP2003 for business/ general industry uses. The development was required to await the consolidation of ground conditions following opencast coal working, and the completion of the Rosewell bypass and Bonnyrigg southern distributor road. These constraints are now resolved. Site access is related to that for the Rosewell Mains housing development (h22) and, with the latter development due to proceed during the plan period, this employment site should also be brought forward in this timescale.			

Housing Allocation

Site Ref	Site Name	Outstanding Capacity	Expected Contribution up to 2024
Hs14	Rosewell North	60	60

Site Ref	Site Name	Outstanding Capacity	Expected Contribution up to 2024
<i>Development Considerations</i> This site is located to the north of Rosewell and is the final area of land within the boundary formed by Rosewell bypass. The site is allocated for 60 - 100 houses. It is triangular in shape, extending the existing allocated site of Gortonlee (h53). As the site is not directly related to the historic core of the village, there is scope to incorporate some variety within its design and layout. However, its development should take account of its location at an important gateway to the village as a whole. The stability of the ground will have to be assessed given the history of mining in the area. In addition, the neighbouring dog kennels may cause some noise disturbance, which will have to be taken into account in the design of the development. This possible limitation has been considered in assessing site capacity. If this problem, and possible mineral stability issues, can be resolved, it may be possible to increase the site capacity (100 houses). Landscaping should include protection/ enhancement of existing vegetation along all boundaries. There is potential for SUDS in the paddock in the northern corner across the railway walk. Mounding might be required where the site abuts the kennels to the north-east of the site. Green network connections should be created. The hedgerow planting and/ or open space along the south-eastern boundary should be enhanced. A path link should be provided across the site from Cemetery Road to the railway walk. This development will require additional capacity to be provided at Rosewell PS and Lasswade HS, for which developer contributions will be sought. The Penicuik - Musselburgh Walkway/ NCR196 runs through the site, and provides an important link between Rosewell and Bonnyrigg. Connections from and through the site to this active travel route should be provided, and form part of the green network in this area.			

Additional Housing Development Opportunity

Site Ref	Site Name	Indicative Capacity	Expected Contribution up to 2024
AHs1	Rosslynlee, by Rosewell	120 - 300	N/A
<i>Development Considerations</i>			

Site Ref	Site Name	Indicative Capacity	Expected Contribution up to 2024
			<p>The site includes the C-listed Rosslynlee Hospital, which is now redundant. As a means to protect and bring the listed building back into use, there is support for its conversion to residential use. There is likely to be potential for 70 - 80 units within the main building and associated structures. However, it is recognised that there may be a requirement for complementary development to assist the funding of the conversion, and there is support for some additional new-build residential development. This will be in the range c. 40 - 200 units, depending on the detailed proposals and the choice of access solution. The existing access is not considered adequate in its current condition and improvements, or an alternative access, will be required to serve this development. The site is not considered to meet the sustainability criteria as it is not well related to Rosewell, being some distance south of the village. As a result, it is not allocated in the MLDP but identified as an additional housing development opportunity. Despite the distance from Rosewell village, the development will be expected to use Rosewell PS and Lasswade HS for education and leisure facilities, and developer contributions to these facilities will be sought. The development will be expected to be in sympathy with the listed building and its rural location, incorporating appropriate landscaping and green network links to the surrounding countryside and to Rosewell and Roslin Glen. There will be a need to protect, retain and enhance existing woodland belts within the site (along the north-western, north-eastern and south-western boundaries) as well as along north-eastern and south-eastern edges of the hospital grounds. A 10-15m wide hedgerow should be incorporated along the south-eastern edge. Path links across the site to link up with existing path network should be provided. A flood risk assessment will be required.</p>

Implementation

8.2.69 The following infrastructure or other developer contributions will be required. Further details are provided in the section 75 agreements for those development sites with planning approval (where relevant) and in the Implementation section of this Plan (policies IMP1 and IMP2). Also refer to the *Developer Contributions Supplementary Guidance*.

Requirement	Relevant Site
Transportation	

Requirement	Relevant Site
Borders Rail, including Eskbank station and related car park	h52; h53; Hs14; AHs1
Junction improvement A6094/ B7003 Gorton Road	h22; h52; e24
Access and junction improvements, including footpaths and cycleways	ALL
Reference should be made to paragraph 4.5.8 of this Plan with respect to cross-boundary strategic transport infrastructure (subject to outcome of Transport Scotland study)	Hs14; AHs1
Education	
Extension/s to Rosewell Primary School	h22; h52; h53; Hs14; AHs1
Extension to secondary school (Lasswade High School)	h22; h52; h53; Hs14; AHs1
Additional capacity at denominational secondary school	h22; h52; h53; Hs14; AHs1
Green Network/ Landscaping	
Structure landscaping and open space (as per planning consent/ masterplans/ section 75 agreement)	ALL
New green network links	h22; h52; h53; h69; h70; e24; Hs14; AHs1
Other Requirements	
Affordable housing (as per policy/ section 75 agreement)	h22; h52; h53; h70; Hs14; AHs1
Water and drainage infrastructure (as required)	ALL

PRE-CONSULTATION DRAFT

8.3 A701 Corridor Strategic Development Area

Loanhead/ Straiton

Background

8.3.1 The development of Loanhead and Straiton has been influenced by the area's coal, limestone and papermaking heritage. The Bilston Glen colliery was a dominant feature in the environment and in providing local employment. Its closure in the mid-1980s was a significant loss, but the replacement Bilston Glen Industrial Estate has provided a wide range of alternative employment opportunities. Loanhead/ Straiton is a significant employment location with a number of industrial estates and also Straiton Retail Park. This provides a focus for employment in an accessible location to the north of the A701 Corridor, close to the A720 City Bypass and the wider trunk road network. This advantage is further promoted by the MLDP with support for the committed employment site at Ashgrove, along with the allocation of further land at Ashgrove North. The completion of the Edgefield relief road enables development of these employment sites. Although not allocated, the MLDP will support the expansion into the Green Belt of the local engineering company, MacTaggart Scott, should this be required for business expansion purposes during the lifetime of the Plan. It is important that such land is retained to support this business, and not lost to alternative uses. For this reason the MLDP retains the land in the Green Belt, and only once developed for this business use, will the Green Belt designation be removed. Due to its Green Belt location, there will be a need to include significant boundary landscaping to help screen the development, and flood risk will need to be assessed.



8.3.2 Loanhead has a small town centre which includes some of the older stone properties. The majority of the housing, however, is postwar and modern. The town centre provides services locally and further retail provision is available at Straiton Retail Park. Despite the proximity of the retail park with Loanhead town centre, the continuing growth of the former is not likely to impact negatively on the vitality and viability of Loanhead due to the different services they provide. There is land on the northern periphery of the town centre that would benefit from alternative use/ development, but it is unlikely that there would be sufficient demand for retail growth here. Therefore, other acceptable uses adjacent to the town centre, including residential use, could improve the environment of this part of Loanhead and add to footfall in the centre.

8.3.3 The MLDP supports the development of committed housing land at Ashgrove. This development has resulted in a benefit for the wider community, through the construction of the Edgefield relief road. There are no MLDP housing allocations in Loanhead, with the new allocations for the A701 Corridor identified in or adjacent to other settlements. However, there is an additional development opportunity identified at Burghlee where housing use would be acceptable, should a number of development constraints be overcome, such as ground stability, contaminated land and access restrictions. The masterplan for the site will need to safeguard open space and incorporate planting and landscaping where appropriate, and could support further improvements to Burghlee Park.

8.3.4 The success of Straiton Retail Park is important to the A701 Corridor, and to wider Midlothian. It provides significant job opportunities and retail services that could not be accommodated in the county's small town centres. It is considered appropriate that the needs of the expanding communities in Midlothian should be properly met locally through the provision of an adequate range of retail facilities. It is also essential to encourage the provision of a full range of new local jobs. Therefore, the MLDP allocates land to the west of the current A701 for a mixed-use development (site Ec3), with the ambition that this will become a high quality commercial 'Gateway' to Midlothian within a much enhanced environmental setting. Uses could include retail, hotel, office, commercial leisure, and possibly housing, in the longer term. The development must be masterplanned and ensure that the amenity of the roadside cottages on the west side of the A701 is protected. The development of the 'Gateway' can only come forward if a realigned route for the A701, between the A720 Straiton Junction and the A703, is delivered; the 'A701 Relief Road' (refer to paragraph 8.3.5 below and policy TRAN2) must be constructed before development of site Ec3 can proceed.

8.3.5 The A701 provides the main vehicular/ public transport/ cycling route in this corridor. The scale of committed and new MLDP allocated housing development in this corridor will result in unacceptable delay to traffic, including for public transport, and a potential increased hazard for cycling. The MLDP proposes the development of an A701 Relief Road between Straiton/ A720 junction and the A703 (with a link road to the A702). This will bypass, and provide relief for, the current congested A701, enabling the current road to give priority to public transport, cycling and walking with improvements to facilitate these modes of transport. There will be a significant benefit to commuters throughout the corridor and the proposal will facilitate further growth at The Bush and the BioCampus Enterprise Area. Due to the wider relief this road will bring to the corridor, contributions will be sought from all new MLDP development within the A701 Corridor (Loanhead/ Straiton; Roslin; Bilston; and Penicuik/ Auchendinny).

8.3.6 In implementing the proposal, it is expected that the current road will be landscaped and, with the inclusion of easier east-west crossings, become a more pedestrian friendly environment. The new road will be well landscaped to improve biodiversity and to improve the setting, given the impact of development on the views to/from the Pentlands. Where possible, connections provided by paths identified in the core paths network will be retained. The A703 - A702 section of the relief road will improve access for The Bush and improve safety for the A702/ A703/ Lothianburn junctions.

Infrastructure and Community Facilities

8.3.7 There are 3 primary schools in Loanhead: the recently constructed joint campus providing for Loanhead (non-denominational) and St Margarets RC (denominational); and the further non-denominational Paradykes primary school. An extension will be required to Paradykes PS to meet the needs of the committed Ashgrove site. Further primary school capacity will be required should the additional housing opportunity site at Burghlee be developed. Secondary education is currently provided at Lasswade High School, although schools in Penicuik meet some of the needs for Loanhead. Additional capacity for both primary and secondary education will be required for new housing in Loanhead/ Straiton, for which developer contributions will be sought.

8.3.8 Loanhead has a leisure centre and library. It is also the home to the Local Studies Centre. The current GP practice is reviewing its property requirements to ensure that it is able to meet the needs of current and future patients. Options are being considered and it is expected that a new health centre will be provided within the plan period.

Environment

8.3.9 The appearance of the Straiton area is dominated by the Straiton Retail Park on the east of the A701, and by the somewhat haphazard collection of uses, including Straiton Bing and the Clippens waste site, on the west. This untidy and uncoordinated presence does not reflect the important role that this area plays as a key entrance to Midlothian; as the access route from the main trunk road network to The Bush centre of excellence for biotechnology; and as a focus for the A701 communities. Much could be done to improve the appearance of this area, to encourage investment locally and in the wider corridor. It is intended that the significance of this location is addressed through the allocation of the land to the west side of the current A701 for mixed-use development, the western boundary of which would coincide with the A701 Relief Road; the Straiton Commercial Hub would function as a key part of the new Midlothian Gateway. This land adjacent to the current A701 would be improved for active travel and environmental purposes as part of this scheme.

8.3.10 Mavisbank Conservation Area abuts Loanhead to the south-east, and includes the derelict Mavisbank House and its grounds. There are ongoing plans to bring the property and its policies into wider use, and this is supported by the MLDP.

Key Issues

8.3.11 The following are identified as the key issues facing the Loanhead and Straiton area, considering commitments from previous Local Plans; the impact of development on the area; and the aspirations of the local community:

- The capacity of the A701 to serve the expanding communities and support business growth in the corridor
- Meeting retail and employment needs of the expanding communities whilst ensuring the vitality and viability of local town centres
- The need for environmental improvement for Burghlee Park
- Support for a cinema at Straiton ('neighbourhood planning' issue)

Key Planning Objectives

- Maintain Loanhead's position as an employment hub in Midlothian and a good location for small- to medium-sized businesses, with excellent access to the strategic road network
- Promote the development of a 'Midlothian Gateway' through the development of West Straiton
- Make provision to improve access for all transport modes in the A701 Corridor
- Deliver the A701 Relief Road and A702 Link

Contribution to Settlement Strategy

8.3.12 To meet the requirements of the SESplan spatial strategy, the MLDP expects the delivery of the committed development land and the allocation of new sites as set out below.

Committed Development

Site Ref	Site Name	Outstanding Capacity	Expected Contribution up to 2024
h54	Ashgrove, Loanhead	170	170
<p><i>Development Considerations</i> Site allocated in MLP 2008 (site H12); part of the neighbouring employment allocation (e33; MLP 2008 site E6) has been incorporated into the housing site. To enable the housing and employment allocations to be accessed, and overcome local access problems, a new developer-funded Edgefield relief road has been constructed linking the B702/ Straiton Retail Park roundabout junction with Edgefield Road (via Edgefield Industrial Estate). The development layout and sympathetic landscaping will need to address any impact of development on Straiton Pond Local Nature Reserve. Water and drainage impact and flood risk assessment are required. This development will require additional capacity to be provided for primary and secondary education, for which developer contributions will be sought.</p>			
e33	Ashgrove	5.7 ha	N/A
<p><i>Development Considerations</i> Part of site allocated in MLP 2008 (site E6); reduced through incorporation of part of site into housing site h54. The site is considered suitable for business (Class 4) and storage and distribution (Class 6); however, development of the site will need to consider its relationship and impact on the neighbouring allocated housing site, and also on Straiton Pond Local Nature Reserve. Water and drainage impact and flood risk assessment are required.</p>			

Housing Allocation

Site Ref	Site Name	Outstanding Capacity	Expected Contribution up to 2024
Hs15	Edgefield Road, Loanhead	25	25
<p><i>Development Considerations</i> Brownfield site, previously the location of the denominational primary school, now re-provided on the shared campus nearby. This is a potential social</p>			

Site Ref	Site Name	Outstanding Capacity	Expected Contribution up to 2024
			housing site. Access arrangements have been improved through the opening of the Edgefield relief road. This development will require additional capacity to be provided for primary and secondary education, for which developer contributions will be sought.

Employment Allocations

Site Ref	Site Name	Outstanding Capacity	Expected Contribution up to 2024
Ec3	West Straiton	60 ha	N/A
<p><i>Development Considerations</i></p> <p>The site is allocated for a mixed-use development to form a 'Midlothian Gateway'. The site must be masterplanned, establishing the development layout, access arrangements, mix of uses and landscaping/ open space. Acceptable uses could include retail, hotel, office, commercial leisure, and possibly housing, in the longer term. Development is, however, dependent on the construction of the A701 Relief Road, between the A720 Straiton Junction and the A703 road, and linking to the A702. This road must be constructed before development of site Ec3 can proceed (refer to paragraphs 8.3.4 - 8.3.6 above). The site excludes the Straiton Park Homes site and the cottages bordering the west side of the current A701; the masterplan must make provision to safeguard the amenity of these sites. The site must retain a park and ride facility, equivalent to the current provision.</p> <p>The site has ground stability and contaminated land issues which will need to be addressed and may result in parts of the site not being suitable for development. hose areas unsuitable for built development can contribute through open space and landscaping. The western boundary of the site bordering the A701 Relief Road should include significant landscaping, which can form part of the green network in this location. The landscaping should therefore include a 30m wide (mounded) woodland belt along the northern through western to south-western boundaries. 10m wide hedgerow planting</p>			

Site Ref	Site Name	Outstanding Capacity	Expected Contribution up to 2024
			with trees is required along the current A701. Path links should be provided with trees, hedges, swales or other green space to link across site. Distributor roads should have avenue trees, paths and swales.
<p>Should the site include residential development, this will require additional capacity to be provided for primary and secondary education, for which developer contributions will be sought. Due to the importance of the site as the Midlothian Gateway, there is a requirement for it to be developed to a very high quality of design, layout and landscaping. Archaeology advice is that there will be a need to consider the setting of adjacent listed buildings (Old Pentland Church). Transport Scotland must be consulted on the junction and access arrangements relating to this site and the A701 Relief Road, due to the proximity with the A720 City Bypass.</p>			
Ec4	Ashgrove North, Loanhead	11.5 ha	N/A
<p><i>Development Considerations</i></p> <p>This site is allocated as an extension to the Ashgrove employment site (e33) and is suitable for business (Class 4) and general industry (Class 5) uses. The site is adjacent to the A720 City Bypass and will therefore have excellent access to the strategic road network. Access arrangements will need to be confirmed, but are likely to be via the Edgefield relief road. There will be a need to mitigate the impact of development on the landscape and the neighbouring Straiton Pond Local Nature Reserve. Landscaping should include a 30m wide woodland belt along the A720; a 10-15m wide hedgerow with trees along all other boundaries; retention, protection and enhancement of existing vegetation, including along Lang Loan; and the retention of the existing path through the site and landscaping to create a green network corridor across the site. To ensure the access, layout and landscaping are provided in a coherent manner, the site should be masterplanned. To avoid pressure from alternative land uses, and to ensure the layout of the development and provision of open space respects Green Belt objectives and the surrounding area, the site will remain in the Green Belt and only be removed once the site is developed for its allocated purpose. SEPA requires surface water to be directed away from Straiton Pond, and inclusion of a buffer strip to the watercourse.</p>			

Additional Housing Development Opportunity

Site Ref	Site Name	Indicative Capacity	Expected Contribution up to 2024
AHs2	Burghlee, Loanhead	175	N/A
<p><i>Development Considerations</i></p> <p>The site is located within the the settlement boundary and on land which was previously part of the Bilston Glen colliery, but not incorporated into the Bilston Glen Industrial Estate following rehabilitation of the site upon closure of the coal mine. The MLP 2003 allocated part of the land for business use, but recognised access difficulties if developed for employment use. The MLDP de-allocates the employment use, and supports the use of the land at Burghlee for housing. However, the issue of access will need to be resolved, particularly by increasing the visibility splay at The Loan. There are issues relating to ground conditions and contamination that need to be clarified and resolved. Any successful housing proposal for this site must include safeguards for Burghlee Park. Extensive existing vegetation along its southern boundaries should largely be retained as providing a valuable transitional zone to countryside. This could contain SUDS. A 10-15m hedgerow boundary is required where the site abuts the railway path along the eastern edge. A hedge with trees is needed where the site abuts the existing open space. Path links along the existing road and to link the park with the railway path are expected. SEPA will require enhanced SUDs and consideration given to watercourse restoration (de-culverting, if practicable). There will be a need to consider the possible impact on the setting of the Roslin historic battlefield site which adjoins the site. Given the particular challenges to development of this site, it is not allocated in the MLDP but identified as an additional housing development opportunity. Should development proceed on this site, it will require additional capacity to be provided for primary and secondary education, for which developer contributions will be sought.</p>			

Implementation

8.3.13 The following infrastructure or other developer contributions will be required. Further details are provided in the section 75 agreements for those development sites with planning approval (where relevant) and in the Implementation section of this Plan (policies IMP1 and IMP2). Also refer to the *Developer Contributions Supplementary Guidance*.

Requirement	Relevant Site
Transportation	
A701 Relief Road and A702 Link (refer also to Bilston, Roslin, and Penicuik/ Auchendinny Settlement Statements)	Ec3; Ec4; AHs2
Access and junction improvements, including footpaths and cycleways	h54; Hs15; AHs2; e33; Ec3; Ec4
Reference should be made to paragraph 4.5.8 of this Plan with respect to cross-boundary strategic transport infrastructure (subject to outcome of Transport Scotland study)	Ec3; Ec4; AHs2
Education	
Further capacity for primary and secondary school	h54; Hs15; AHs2
Green Network/ Landscaping	
Structure landscaping and open space (as per planning consent/ masterplan/ section 75 agreement)	ALL
New green network links	Ec3; Ec4
Environmental improvements to Burghlee Park	AHs2
Reinforce landscaping protection for Straiton Pond Local Nature Reserve	e33; Ec4
Other Requirements	
Affordable housing (as per policy/ section 75 agreement)	h54; Hs15; AHs2
Water and drainage infrastructure (as required)	ALL
Undergrounding of power lines	h54; e33

PRE-CONSULTATION DRAFT

Bilston

Background

8.3.14 Bilston village remained relatively unchanged for many years with only a small number of new houses built. The previous Midlothian Local Plan 2008 allocated two housing sites with a total estimated capacity for 300 new units. There was support from the Bilston community to growth, based on a commitment to replace the primary school annexe (to Roslin PS) with a stand-alone Bilston Primary School, with associated community facilities. This provision of the school is at planning stage and it is expected to be operational in 2016. This has been accompanied by the development of one of the committed housing sites.

8.3.15 Bilston is considered to be well located within the A701 Corridor, with ready access to employment and services and good public transport to Edinburgh. For this reason, the MLDP allocates further housing land which has the potential for longer term expansion, the latter being safeguarded for future growth. It is acknowledged that this scale of growth is very significant for this village. It will, however, take place over a number of years and will bring benefits in terms of the school and community facilities; an increased population has the potential to support further local services.

8.3.16 There are two residential park homes sites adjacent to Bilston and these have been incorporated into the settlement envelope. These provide affordable homes, and accordingly the MLDP provides support for their continuing use and protection of the amenity of the residents (refer to paragraph 3.1.5 and policy DEV4).

8.3.17 The Bush and the BioCampus Enterprise Area is located to the south of Bilston. To accord with SPP, this area has been removed from the Green Belt, but this loss of Green Belt policy protection has been replaced by a specific 'Bush Bioscience Cluster' policy (policy ECON2). Part of the area has been assigned Enterprise Area status by the Scottish Government, recognising the importance of its current and potential contribution to the economy, and its role as part of the Edinburgh Science Triangle. The relationship between the expanding Bilston village, and the special employment category of The Bush, is an important one and efforts will be made to ensure shared benefits are achieved from this wider investment.

Infrastructure and Community Facilities

8.3.18 As a result of the committed housing sites, Bilston will be provided with a new Bilston Primary School. This will require additional capacity to accommodate the MLDP housing allocations and the proposed school, due to be opened in 2016, has been designed to enable the required expansion. Developer contributions will be sought towards the capacity required for the new housing developments, along with any further capacity needs identified at secondary schools serving Bilston which are located in Penicuik (Penicuik and Beeslack High Schools). Health facilities for Bilston are provided at Roslin Health Centre. There is capacity to accommodate the housing growth in both Roslin and Bilston although there is a desire for local provision in Bilston which will be a matter for NHS Lothian to consider.

8.3.19 The current A701 is the key connection for this corridor, with the A702 providing an additional north-south route. However, both roads have capacity problems and these will be exacerbated with the scale of committed development and new MLDP allocations. As a means to provide relief to the A701; make provision for improved active travel and public transport along with improved safety along the current A701; and to improve strategic and local access to The Bush, the MLDP supports the delivery of an A701 Relief Road with A702 Link (refer to paragraphs 8.3.5-8.3.6 above). The land between the current A701 and the route of the A720 to A703 section of the new relief road is no longer in the Green Belt and parts are allocated for development, including the Bilston allocated housing sites Hs16 and Hs17. Where possible, connections provided by paths identified in the core paths network will be retained. Due to the wider relief this road will bring to the corridor, contributions will be sought from all new MLDP development within the A701 Corridor (Loanhead/Straiton; Roslin; Bilston; Penicuik/ Auchendinny).

Environment

8.3.20 The environment of Bilston is influenced by its proximity to the main traffic corridor of the A701 on its east side, whilst the Pentland Hills on its west provides a magnificent setting. It is anticipated that the A701 Relief Road will improve the environment of the current A701 by removing a significant proportion of the car traffic, especially for traffic travelling from the Borders and Penicuik to Edinburgh. This will allow measures to be introduced that will be more pedestrian and cyclist friendly, along with environmental/ landscaping improvements. To ensure the Pentlands remain a positive impact on Bilston, and its setting, the new developments must ensure the setting is respected through appropriate layouts and landscaping (to retain/ create vistas).

Key Issues

8.3.21 The following are identified as the key issues facing the Bilston area, considering commitments from previous Local Plans; the impact of development on the area; and the aspirations of the local community:

- Scale of growth for Bilston and impact on services
- Delivery of infrastructure, specifically relief for the current A701 and improved access to The Bush and the BioCampus Enterprise Area
- Improve leisure facilities/ shops; develop local health provision in Bilston; and ensure community cohesion between the existing village and new housing developments ('neighbourhood planning' issues)

Key Planning Objectives

- Deliver the committed housing sites and new housing allocations, along with new Bilston PS (expanded as required), and ensure new development relates well to the existing village, and its wider environment
- Support growth in the biotechnology/ knowledge-based industry sector
- Make provision to improve access for all transport modes in the A701 Corridor
- Deliver the A701 Relief Road and A702 Link

Contribution to Settlement Strategy

8.3.22 To meet the requirements of the SESplan spatial strategy, the MLDP expects the delivery of the committed development land and the allocation of new sites as set out below.

Committed Development

Site Ref	Site Name	Outstanding Capacity	Expected Contribution up to 2024
h55	Seafield Moor Road, Bilston	150	150

Site Ref	Site Name	Outstanding Capacity	Expected Contribution up to 2024
<i>Development Considerations</i>			
Site allocated in MLP 2008 (site H13). The capacity of site has been selected to provide scope, through the development brief and planning application process, for provision of substantial structural planting to mitigate landscape impact, and to accommodate the additional space requirements for the new Bilston PS. Flood risk assessment will be required. The development will require additional educational capacity to be provided including a contribution to the new Bilston PS, and possible further capacity at secondary schools in Penicuik, for which developer contributions will be sought.			
h56	Seafield Road East, Bilston	115	115
<i>Development Considerations</i>			
Site allocated in MLP 2008 (site H14). Total site capacity is for 150 units. Under construction. Contributions have been sought towards the additional educational capacity required, which includes a contribution to the new Bilston PS.			
b6	Easter Bush	7.5 ha	N/A
<i>Development Considerations</i>			
Site allocated in MLP 2008 (site B1). The use is restricted to knowledge-based industry and related manufacturing. Development should respect the parkland setting characteristics of existing developments in the Bush Estate area and its rural location; and should incorporate structural landscaping where needed to maintain this character and provide screening. Consideration should be given to the relevant requirements specified in the <i>Bush Framework Masterplan</i> (2012). Flood risk assessment will be required.			
b7	Gowkley Moss North	7.5 ha	N/A
<i>Development Considerations</i>			
Site allocated in MLP 2008 (site B2). The use is restricted to knowledge-based industry and related manufacturing. Development should respect the parkland setting characteristics of existing developments in the Bush Estate area and its rural location; and should incorporate structural landscaping where needed to maintain this character and provide screening. Consideration should be			

Site Ref	Site Name	Outstanding Capacity	Expected Contribution up to 2024
given to the relevant requirements specified in the <i>Bush Framework Masterplan</i> (2012). Flood risk assessment will be required.			
b8	Gowkley Moss South	2.5 ha	N/A
<p><i>Development Considerations</i> Site allocated in MLP 2008 (site B3). The use is restricted to knowledge-based industry and related manufacturing. Development should respect the parkland setting characteristics of existing developments in the Bush Estate area and its rural location; and should incorporate structural landscaping where needed to maintain this character and provide screening. Consideration should be given to the relevant requirements specified in the <i>Bush Framework Masterplan</i> (2012). Flood risk assessment will be required.</p>			
b9	New Milton	7.5 ha	N/A
<p><i>Development Considerations</i> Site allocated in MLP 2008 (site B4). The use is restricted to knowledge-based industry and related manufacturing. Development should respect the parkland setting characteristics of existing developments in the Bush Estate area and its rural location; and should incorporate structural landscaping where needed to maintain this character and provide screening. Consideration should be given to the relevant requirements specified in the <i>Bush Framework Masterplan</i> (2012). Flood risk assessment will be required.</p>			

Housing Allocations

Site Ref	Site Name	Outstanding Capacity	Expected Contribution up to 2024
Hs16	Seafield Road, Bilston	350	350
<p><i>Development Considerations</i> Site is identified for 350 units, but with longer term potential for a further 350 units should this be considered appropriate through a subsequent MLDP. There are ground conditions issues, principally associated with former landfill operations which will need to be clarified and the impact on development</p>			

Site Ref	Site Name	Outstanding Capacity	Expected Contribution up to 2024
<p>assessed. Development will require the delivery of the A701 Relief Road, and will be required to make developer contributions to this essential infrastructure. The agreed roadline is likely to influence the capacity and layout of the site, and masterplanning of the development will be essential, taking this into account. The site will require significant landscaping to minimise the impact on the setting of Bilston and wider views to the Pentland Hills. An extensive woodland framework is required including a 30m woodland belt along the northern part of the western edge (along A703), along the north-western and along part of the north-eastern boundary. Existing planting strips should be retained and enhanced. The main open space could be located on the former landfill site. The western boundary of Phase 1 is to comprise a 10-15m wide hedgerow with trees. Links via tree-lined avenues, open spaces, green spaces across site from north to south and from west to east are expected. The masterplan should consider the potential for including allotments or space for community growing in the allocated (or longer term safeguarded) site in recognition of the increased interest in local food growing which can contribute to the open space provision for the site, but will require specific access and servicing needs to be addressed. Flood risk assessment will be required. SEPA requests that the site includes enhanced SUDS and a buffer strip to the watercourse. Archaeology advice is that there are undesignated archaeological remains (MEL5086) within the proposed development area.</p> <p>The development will require additional educational capacity to be provided, comprising an extension at the new Bilston PS, and further capacity at secondary schools in Penicuik, for which developer contributions will be sought.</p>			
Hs17	Pentland Plants, by Bilston	75	75
<p><i>Development Considerations</i> This brownfield site identified due to the current user (garden centre/ market garden and wood products) has advised that the business is expecting to relocate. Redevelopment of the site should take account of its relationship with committed site h56 and allocated site Hs16, as well as neighbouring Pentland Park and Nivensknowe Park, in respect of layout, density and</p>			

Site Ref	Site Name	Outstanding Capacity	Expected Contribution up to 2024
			landscaping. Landscaping should include 10-15m planning along the north-western boundary incorporating existing vegetation and a hedge with trees along the south-eastern boundary facing onto the existing open space. A path link along the existing road should be incorporated. The current access is likely to be inadequate without improvement. The development will require additional educational capacity to be provided, comprising an extension at the new Bilston PS, and further capacity at secondary schools in Penicuik, for which developer contributions will be sought.

Biotechnology/ Knowledge-based Industries/ Research Allocations

Site Ref	Site Name	Outstanding Capacity	Expected Contribution up to 2024
Bt1	Easter Bush North	6.54 ha	N/A
<p><i>Development Considerations</i> Site allocated for biotechnology/knowledge-based industries. Consideration should be given to the relevant requirements specified in the <i>Bush Framework Masterplan (2012)</i>. Landscaping should retain, protect and enhance existing vegetation including woodland along the northern and north-eastern boundaries; the hedge along the roadside should be enhanced with a 10-15m wide hedgerow strip with trees. Flood risk assessment will be required. SEPA requests the inclusion of a buffer strip to the watercourse. There is a requirement for improvements to infrastructure serving the wider Bush area, and developer contributions will be sought in support of these improvements from this site.</p>			
Bt2	Easter Bush South	5.8 ha	N/A
<p><i>Development Considerations</i> Site allocated for biotechnology/knowledge-based industries. Consideration should be given to the relevant requirements specified in the <i>Bush Framework Masterplan (2012)</i>. Landscaping should retain, protect and enhance existing vegetation including woodland along the south-western and eastern</p>			

Site Ref	Site Name	Outstanding Capacity	Expected Contribution up to 2024
			boundaries. Flood risk assessment will be required. SEPA requests the inclusion of a buffer strip to the watercourse. There is a requirement for improvements to infrastructure serving the wider Bush area, and developer contributions will be sought in support of these improvements from this site.
Bt3	Technopole North West	2.2 ha	N/A
<p><i>Development Considerations</i> Site allocated for biotechnology/knowledge-based industries. Consideration should be given to the relevant requirements specified in the <i>Bush Framework Masterplan (2012)</i>. Landscaping should include a new 30m woodland belt along the north-western boundary to help contain the site. Existing vegetation should retain, protect and enhance the existing vegetation, including the hedge along the roadside which should be enhanced by an additional 10-15m wide hedgerow with trees. There is a requirement for improvements to infrastructure serving the wider Bush area, and developer contributions will be sought in support of these improvements from this site.</p>			

Implementation

8.3.23 The following infrastructure or other developer contributions will be required. Further details are provided in the section 75 agreements for those development sites with planning approval (where relevant) and in the Implementation section of this Plan (policies IMP1 and IMP2). Also refer to the *Developer Contributions Supplementary Guidance*.

Requirement	Relevant Site
Transportation	
Access and junction improvements, including footpaths/ cycleways	ALL
A701 Relief Road and A702 Link (refer also to Loanhead/ Straiton, Roslin, and Penicuik/ Auchendinny Settlement Statements)	Hs16; Hs17; Bt1; Bt2; Bt3

Requirement	Relevant Site
Reference should be made to paragraph 4.5.8 of this Plan with respect to cross-boundary strategic transport infrastructure (subject to outcome of Transport Scotland study)	Hs16; Hs17; Bt1; Bt2; Bt3
Education	
Contribution to Bilston PS (replacement of Bilston annexe to Roslin PS)	h55; h56
Extension to Bilston PS	Hs16; Hs17
Extension to secondary education if/ when required (Penicuik HS or Beeslack HS)	h55; h56; Hs16; Hs17
Additional capacity at denominational secondary school	h55; h56; Hs16; Hs17
Green Network/ Landscaping	
Structure landscaping and open space (as per planning consent/ masterplans/ section 75 agreement)	ALL
New green network links	h55; Hs16; Hs17; Bt1; Bt2; Bt3
Allotments/ space for community growing	Hs16
Other Requirements	
Affordable housing (as per policy/ section 75 agreement)	h55; h56; Hs16; Hs17
Contribution to community facility/ community space (potentially part of new PS)	h55; h56; Hs16; Hs17
Water and drainage infrastructure (as required)	ALL

PRE-CONSULTATION DRAFT

Roslin

Background

8.3.24 Roslin lies within the A701 Corridor, but not directly on the the main road which affords the village some separation, whilst being relatively close to the neighbouring settlements of Loanhead, Bilston and Auchendinny. It is located within the Green Belt, surrounded by farmland and with the incised valley of the River North Esk forming its south eastern boundary. It is a place rich in cultural heritage and history. Rosslyn Chapel (with its visitor centre), Roslin Castle and Roslin Glen are located on the southern edge of the settlement, and the site of the Battle of Roslin is located on its northern edge. Historic Scotland has included this battlefield location in its Inventory of Historic Battlefields (refer to policy ENV21). Roslin has a strong mining heritage, but the current village is primarily a result of its Victorian/ Edwardian and postwar housing developments.

8.3.25 With the relocation of Roslin Institute to The Bush already complete, and the expected relocation of the neighbouring businesses, there will be no major employment in the village. Roslin is, however, well located in relation to the significant biotechnology and knowledge-based cluster at The Bush where there is additional land allocated and safeguarded for further development. In addition, the site at Oatslie, adjacent to Roslin, located at the Gowkley Moss roundabout on the A701 can provide for business uses which can support the biotechnology sector. The MLDP has allocated an extension to this site which now extends to almost 10 ha in total, to provide more scope to accommodate business uses with potential to generate local job opportunities. Roslin also has scope to develop its tourist potential, given its cultural and environment assets, for example, through a visitor centre for the Roslin Battlefield or for the Roslin Glen Country Park.



Infrastructure & Community Facilities

8.3.26 Roslin Primary School serves the village. The provision of a new Bilston Primary School to cater for housing growth in that village will create some capacity at Roslin PS as the Bilston pupils (P3 and above) move across to the new school in 2016. However, there will be a need for additional capacity in Roslin PS to meet the needs of the committed and allocated housing developments. Secondary education is provided in Penicuik, where there are two schools. Developer contributions will be sought to meet shortfalls in education capacity.

8.3.27 Although Roslin is a small settlement, it has a good range of community facilities including a recently built health centre, a dental surgery, library, post office, two small supermarkets, a park and a pavilion. The health centre has capacity to deal with further growth in its catchment. Safeguarding these facilities will be important to meet the needs of the community, and additional support can be provided through the provision of new housing in the village.

8.3.28 The MLDP acknowledges that the scale of committed and allocated development in the A701 Corridor will result in capacity problems on the A701 and its junctions. It proposes the development of an A701 Relief Road running to the west of the current roadline (refer to paragraphs 8.3.5-8.3.6 above). Roslin will benefit from the relief provided by such a road. All of the allocated sites in the village will generate traffic which will add to current traffic problems.

Due to the wider benefits that this road will bring to the A701 Corridor, contributions will be sought from all new MLDP development within the corridor (Loanhead/ Straiton; Roslin; Bilston; Penicuik/ Auchendinny).

Environment

8.3.29 Roslin’s cultural heritage is safeguarded in part by the Roslin Conservation Area which includes the southern part of the village, and stretches south and eastward to include Rosslyn Chapel, Roslin Castle and Roslin Glen. The recently designated historic battlefield protects the north of the village. It is important that the proposed housing developments in Roslin do not detract from this important heritage, and where possible complement it, through sympathetic design, layout, materials and landscaping.

8.3.30 Roslin Glen is an important component of the local environment, and its contribution to active countryside access and biodiversity is recognised with Country Park and Site of Special Scientific Interest designation. Roslin Glen is part of an impressive path network, which also includes links to the restored Roslin Bing and the former railway lines on the north-west and east of the village. These will form the core of the green network in this location, and new developments will be expected to extend/ reinforce these active travel and biodiversity routes. The Pentland Hills are another important component of the landscape setting of Roslin and the impact of new development on views should be taken into account, with views safeguarded where appropriate.

Key Issues

8.3.31 The following are identified as the key issues facing Roslin village, considering commitments from previous Local Plans; the impact of development on the area; and the aspirations of the local community:

- Impact on the village of the scale of committed and new housing and employment allocations
- Safeguarding and promoting Rosslyn Chapel, Roslin Castle and the recently designated Roslin historic battlefield, whilst enabling new development
- Need for additional community facilities to meet the needs of the growing community, identified as an extension to Roslin Pavilion and an information/ visitor centre for Roslin Glen ('neighbourhood planning' issue)

- Need to improve and extend cycle and footpaths ('neighbourhood planning' issue)
- Need for high architectural and environmental standards for new housing ('neighbourhood planning' issue)

Key Planning Objectives

- Support delivery of the committed housing and employment development and the new housing and employment allocations
- Retain the character of the settlement and preserve its cultural assets
- Safeguard existing footpaths and recreational facilities and enhance these through green network opportunities to make connections with other parts of Midlothian through further north/ south and east/ west links

Contribution to Settlement Strategy

8.3.32 To meet the requirements of the SESplan settlement strategy, the MLDP expects the delivery of the committed development land and the allocation of new sites as set out below.

Committed Development

Site Ref	Site Name	Outstanding Capacity	Expected Contribution up to 2024
h57	Penicuik Road, Roslin	50	50
<p><i>Development Considerations</i> Site allocated in MLP 2008 (site H15) adjacent to the newly constructed health centre. The western boundary is formed by the rehabilitated Roslin Bing with its substantial landscaping and this provides an effective screen to the proposed development. To the north is site Hs19 Roslin Expansion, allocated in the MLDP, separated by a footpath. The Penicuik Road and Roslin Expansion sites should safeguard this footpath and incorporate it, along with further footpaths/ cycleways, into their layouts as part of the green network in this location. The Penicuik Road site is separated from Roslin village by a disused railway line, but with several opportunities to create links across the former rail line and into the current residential area of Roslin. This should be further explored</p>			

Site Ref	Site Name	Outstanding Capacity	Expected Contribution up to 2024
with the aim of achieving active travel connections to the village, especially with the primary school, park, library and local shops. Care will be required regarding the access to the site, to ensure proper account is taken of the existing access for the health centre.			
e34	Oatslie, by Roslin	5 ha	N/A
<p><i>Development Considerations</i></p> <p>Site allocated in MLP 2008 (site E7) for business use. The site (along with allocated site Ec5) should remain in the Green Belt until both sites are fully developed for the allocated purpose to avoid the loss of this important employment opportunity to non-employment uses, and to ensure the layout of the development and provision of open space respects Green Belt objectives and the character of the surrounding area. The site will require structure planting to minimise its impact on the Green Belt. Although the site is not identified for biotechnology purposes, it provides an opportunity for businesses which can support the A701 biotechnology cluster. The site is well located next to Gowkley Moss roundabout on the A701 and is therefore easily accessible by public transport.</p>			

Housing Allocations

Site Ref	Site Name	Outstanding Capacity	Expected Contribution up to 2024
Hs18	Roslin Institute	250	250
<p><i>Development Considerations</i></p> <p>The site was, until recently, the base for Roslin Institute. The Institute has relocated to The Bush. There are a number of biotechnology-based users remaining on site that will be relocating, and this will allow the redundant site to be redeveloped for housing. There is a need to protect and enhance the existing woodland area along the site boundaries, as well as within the site, and also existing trees within the site. The south-eastern boundary requires a 10-15m wide hedgerow with trees to contain the site. An avenue to link through site with swales, avenue trees and a path should form part of</p>			

Site Ref	Site Name	Outstanding Capacity	Expected Contribution up to 2024
the greenspace and open spaces. However, to ensure the site relates well to the village of Roslin, the site layout should include footpath links through this planted edge, along the southern boundary, to connect to and across the redundant railway line as part of the green network in this location. The site is within the recently designated Roslin historic battlefield and archaeological evaluation will be required. [Archaeology advice recommends 5% evaluation and a systematic metal detecting survey]. Consideration could be given to the inclusion, as a 'Percent for Art' contribution, of explanatory tourist information about the battlefield. This development will require additional capacity to be provided at Roslin PS and for secondary education in the A701 Corridor, for which developer contributions will be sought.			
Hs19	Roslin Expansion	260	120
<p><i>Development Considerations</i></p> <p>This site is located on the northern edge of Roslin, separated from the village by the disused rail line and from the Penicuik Road housing site and the health centre by a footpath. Development of the site should ensure these assets are utilised in the site layout to ensure good connections are established with the village, including the primary school, park, library and local shops, and also to develop/ expand the green network in the area. The northern edge of the site will require substantial landscaping to help screen the development from the A701 in then form of a 20-30m wide woodland belt. A hedge with trees should be included along the roadside boundary. Existing vegetation should be maintained and enhanced, including the burnside corridor. An avenue to link through the site with swales, avenue trees and a path should be included. The sitelies adjacent to, but not within, the Roslin historic battlefield; the impact of development on the historic site will need to be considered, and archaeological evaluation may be required. Although Roslin has an interesting historic core, there are area also large areas of modern housing and therefore scope to use a variety of materials and design in the new development without compromising the character of the village as a whole. However, development facing Main Street could benefit from using materials such as stone and slate and traditional proportions, in order to form a link to the existing properties in Main Street. This development will require additional capacity to be provided at Roslin PS and for secondary education in the A701 Corridor, for which developer contributions will be sought.</p>			

Economic Allocation

Site Ref	Site Name	Outstanding Capacity	Expected Contribution up to 2024
Ec5	Oatslie Expansion, by Roslin	4.5 ha	N/A
<p><i>Development Considerations</i> Site allocated for business and industry uses, as an extension of the Oatslie site allocated in MLP 2008 (site e34). This will ensure the combined employment site is of sufficient scale to meet modern business needs. Oatslie sites e34 and Ec5 should be masterplanned and delivered together, with a shared access and co-ordinated structure landscaping and open space. A 15m hedgerow with trees along the south-western, south-eastern and north-eastern boundaries would help contain the site and enhance the corridor along the former railway line. The site (along with e34) will remain in the Green Belt until both sites are fully developed for the allocated purpose, to avoid the loss of this important employment opportunity to non-employment uses, and to ensure the layout of the development and provision of open space respects Green Belt objectives and the character of the surrounding area.</p>			

Implementation

8.3.33 The following infrastructure or other developer contributions will be required. Further details are provided in the section 75 agreements for those development sites with planning approval (where relevant) and in the Implementation section of this Plan (policies IMP1 and IMP2). Also refer to the *Developer Contributions Supplementary Guidance*.

Requirement	Relevant Site
Transportation	
A701 Relief Road/ A702 Link (refer also to Bilston, Loanhead/ Straiton, and Penicuik/ Auchendinny Settlement Statements)	Hs18; Hs19; Ec5
Access and junction improvements, including footpaths and cycleways	ALL

Requirement	Relevant Site
Reference should be made to paragraph 4.5.8 of this Plan with respect to cross-boundary strategic transport infrastructure (subject to outcome of Transport Scotland study)	Hs18; Hs19; Ec5
Education	
Extension to Roslin Primary School	h57; Hs18; Hs19
Extension to secondary school/s if/ when required (Penicuik HS or Beeslack HS)	h57; Hs18; Hs19
Additional capacity at denominational secondary school	h57; Hs18; Hs19
Green Network/ Landscaping	
Structure landscaping and open space (as per planning consent/ masterplans/ section 75 agreement)	ALL
New green networks links	ALL
Other Requirements	
Affordable housing (as per policy/ section 75 agreement)	h57; Hs18; Hs19
Possible extension to Roslin Pavilion	h57; Hs18; Hs19
Water and drainage infrastructure (as required)	ALL

PRE-CONSULTATION DRAFT

Penicuik/ Auchendinny

Background

8.3.34 Penicuik (including Auchendinny) is currently Midlothian's largest settlement, although it will be overtaken by Bonnyrigg, once committed and allocated housing land is developed there. It is located on or near the major transport routes (A702 and A701/ A703) between the Scottish Borders and Edinburgh. Penicuik was originally founded on mining; however, the town's prosperity was largely built on the later papermaking industry. Both industries are now gone from the town, and the sites of most of the paper mills have been, or are in the process of being, redeveloped for housing. However, Pomathorn Mill on the outskirts of the town is still standing and is identified in the MLDP as an additional housing opportunity, should its current employment use no longer be viable. There are constraints on the redevelopment of this site and, as a result, it is not allocated, acknowledging the difficulty in bringing forward development here. However, any housing delivered on this site will make a contribution to the overall housing provision.

8.3.35 Penicuik expanded rapidly during the 20th century, with many modern housing estates (providing for both private and social housing) being built, particularly to the north of the town centre. These housing areas generally included a large amount of informal amenity open space (designed along the lines of a Radburn layout, with green spaces, pedestrian routes and schools at the heart of the development and road access around the outer edge); as such, this urban form is distinctive in this part of Scotland and worthy of safeguarding from inappropriate development.

8.3.36 The town is located between the foothills of the Pentland Hills to the west and the North Esk Valley to the east. These physical assets, which form an exceptional setting, also act as a constraint to major expansion beyond the sites which are already committed for housing development. The land on the west side is at relatively high levels, and the land on the east has restricted access, due to narrow bridge crossings over the North Esk, with no proposals to overcome this latter constraint at the present time.

8.3.37 There is a significant amount of committed housing development still to be delivered, having been identified in previous Local Plans (2003 and 2008). Delivery is dependent upon the construction of a roundabout on the A702 at Mauricewood Road. An acceptable solution has been designed for this trunk road improvement, and development of the committed housing land is expected to

commence soon. With the scale of committed development yet to be delivered in Penicuik, combined with the physical constraints on additional development at this time, the MLDP has directed further settlement growth to the village of Auchendinny, which is located adjacent to Penicuik, on its northern edge. The site at Auchendinny will require a new primary school to be built in the village, which will replace the use of the Victorian Glencorse PS building; meet the needs of the Glencorse catchment, including the current housing development at Dalmore Mill; and provide a community focus for the village, in addition to the newly constructed Glencorse Centre.

8.3.38 Penicuik town centre is located towards the southern end of the town, and this has its challenges. The physical constraints on the town's growth has meant that the vast majority of the housing is located to the north which, coupled with the large out-commuting population in the town that travel northwards along the A701 or A702 for work and other purposes, makes it difficult to attract business to the town centre. Furthermore, there are supermarkets and higher order shops at Straiton, at the north end of the A701 Corridor, reducing the scope for retail growth in Penicuik town centre. In the early 1980s, the town centre was pedestrianised to improve the shopping environment. However, environmental improvements alone will not be sufficient to overcome the competition from Straiton and elsewhere. There are further retail facilities in the vicinity of the A701/ Queensway junction; this retail centre is better located for much of the housing in the town, but further reduces the scope for retail growth in the town centre. The Council is supporting the establishment of a Business Improvement District (BID) for the town centre which has the potential to benefit the businesses involved, whilst contributing to the sustainable economic growth of the local economy (refer to paragraph 5.2.10).

Infrastructure and Community Facilities

8.3.39 There are five non-denominational primary schools in Penicuik (Cornbank St James, Mauricewood, Strathesk, Cuiken, Glencorse) and one denominational school (Sacred Heart). To meet the needs of the committed housing development, extensions will be required to Mauricewood PS (sites h25 - Greenlaw and h26 - Deanburn) and an extension at either Cuiken and/ or Cornbank (site h58 - North West Penicuik). Development at Auchendinny will require the provision of a primary school in the village, and a site is identified within allocated site Hs20. Penicuik has two secondary schools (Penicuik and Beeslack High Schools). Developer contributions will be sought to provide for the additional education capacity required to meet the needs of the housing developments.

8.3.40 Both Penicuik and Auchendinny have benefited from recent investment in community facilities with the Penicuik Centre, adjacent to Penicuik High School, which consists of a leisure centre with swimming pool and library, delivered with the aid of developer contributions, and the Glencorse Centre, located in Auchendinny, next to the playing fields. There are two health centres in Penicuik (Penicuik and Strathesk) and the Roslin Health Centre is relatively close to Auchendinny. All of the GP practices in these locations have capacity to meet the prospective growth in the settlements.

8.3.41 The main vehicular/ public transport/ cycling route to Penicuik is via the A701. The scale of committed and new MLDP allocated housing development in this corridor will result in unacceptable delay to traffic, including for public transport, and a potential increased hazard for cycling. The MLDP proposes the development of an A701 Relief Road and A702 Link (refer to paragraphs 8.3.5-8.3.6 above). The new road will provide relief for the current congested A701, and will enable the current road to prioritise public transport, cycling and walking. This, along with the A703-A702 link road, will be a significant benefit to Penicuik/ Auchendinny commuters. Due to the wider relief this road will bring to the corridor, contributions will be sought from all new MLDP development within the A701 Corridor (Loanhead/ Straiton; Roslin; Bilston; and Penicuik/ Auchendinny).

8.3.42 The potential to serve Penicuik by rail has been reviewed. Whilst Initial studies have identified some options for further investigation, the project will not be deliverable within the plan period.

Environment

8.3.43 Penicuik has the advantage of its setting between the Pentland Hills and the North Esk Valley. There is a wealth of historic interest in and around the town, which contributes to the environment of Penicuik. This includes Penicuik Estate to the south and a large number of listed buildings, mostly in the town centre. Penicuik Conservation Area covers the original town centre and the Valleyfield area. There may be scope to promote a Townscape Heritage Initiative and/ or Conservation Area Regeneration Scheme in the future as a means to improve the town centre fabric and heritage, but with the added advantage of improving the overall wellbeing of the centre. The historic environment may provide the opportunity to develop tourist proposals, which could also provide local employment for the town, for example, the potential for a paper making heritage centre is currently being explored.

8.3.44 Penicuik has the advantage of a good provision of open space, especially in the Cornbank and Deanburn areas. These provide footpath and amenity open space links which should be continued into the new development areas, to form the core of the green network in this settlement. The North Esk Valley, as well as providing a setting for the east side of the town, is also an important component of the green network. Where possible, green network links should be made from and through the Auchendinny allocated site, to enhance access to this asset.

Key Issues

8.3.45 The following are identified as the key issues facing the Penicuik/ Auchendinny area, considering commitments from previous Local Plans; the impact of development on the area; and the aspirations of the local community:

- Slow progress on committed housing sites in North West Penicuik, including the link road and junctions improvements on Mauricewood Road
- Need for improvements to the town centre including better shopping facilities and more parking provision ('neighbourhood planning' issue)
- Opportunity for a visitor or heritage centre
- Better provision for cycling ('neighbourhood planning' issue)

Key Planning Objectives

- Support the development of committed sites in North West Penicuik and the new allocation at Auchendinny
- Deliver a new primary school at Auchendinny and improvements to other education facilities and transport to support committed development
- Deliver the A701 Relief Road and A702 Link
- Support improvements to Penicuik town centre to better serve the community

Contribution to Settlement Strategy

8.3.46 To meet the requirements of the SESplan spatial strategy, the MLDP expects the delivery of the existing committed development land and allocates sites for additional development as set out below.

Committed Development

Site Ref	Site Name	Outstanding Capacity	Expected Contribution up to 2024
h9	Dalmore Mill, Milton Bridge, Penicuik	84	84
<i>Development Considerations</i>			
Brownfield site; redevelopment of industrial mill site underway. Developer contributions are required to provide additional education capacity. This could be provided as extensions to existing primary schools; however, there is potential for the proposed new Auchendinny PS to serve this site, and this would seem preferable as the site is part of Auchendinny village and, where possible, should use and support community facilities located there.			
h25	Greenlaw and adjacent land	324	324
<i>Development Considerations</i>			
Site allocated in MLP 2003 (site C). The capacity of the site is influenced by ground conditions, being located in an area of former shallow coal workings. The site should include substantial open space, community woodland and structure landscaping, utilising land which might be unsuitable for development. This site, in conjunction with sites h26 and h58 (see below), are dependent upon the construction of a roundabout on the A702 at Mauricewood Road. Delays in reaching approval of the design of this proposed trunk road junction has resulted in lack of progress in developing this site (and sites h26; h58). Junction improvements are also required at Mauricewood Road/ A701. Education provision is likely to be met at Mauricewood PS and Beeslack HS. Developer contributions will be sought towards infrastructure and to meet capacity requirements.			
h26	Deanburn	109	109
<i>Development Considerations</i>			

Site Ref	Site Name	Outstanding Capacity	Expected Contribution up to 2024
	Site allocated in MLP 2008 (site H16). Improvements to the A702/ Mauricewood Road junction (being provided in association with sites h25 and h26) will enable the North West Penicuik site to be delivered. There is, however, a requirement that a new link road is provided, connecting Rullion Road with Mauricewood Road. This will bring some relief to the Queensway/ A701 junction, and provide scope for better public transport routes throughout this part of Penicuik. Road construction should be suitable for bus transport. The boundary of this site includes significant woodland belts. These should be retained and their protection and use addressed at the development brief/ planning application stage. The site boundary also allows for landscaping between the new link road and the site boundary and this will provide the opportunity to create a substantial landscape edge to the site. The landscaping and open space provided as part of development can contribute to the green network in this location. Additional capacity will be required for primary education and this will be through extensions at either or both Cuiken and Cornbank St James Primary Schools, for which developer contributions will be sought. Water and drainage impact assessments will be required.		
h58	North West Penicuik	385	385
<i>Development Considerations</i>			
Site allocated in MLP 2008 (site H16). Improvements to the A702/ Mauricewood Road junction (being provided in association with sites h25 and h26) will enable the North West Penicuik site to be delivered. There is, however, a requirement that a new link road is provided, connecting Rullion Road with Mauricewood Road. This will bring some relief to the Queensway/ A701 junction, and provide scope for better public transport routes throughout this part of Penicuik. Road construction should be suitable for bus transport. The boundary of this site includes significant woodland belts. These should be retained and their protection and use addressed at the development brief/ planning application stage. The site boundary also allows for landscaping between the new link road and the site boundary, and this will provide the opportunity to create a substantial landscape edge to the site. The landscaping and open space provided as part of development can contribute to the green network in this location. Additional capacity will be required for primary education, and this will be through extensions at either or both Cuiken and Cornbank St James			

Site Ref	Site Name	Outstanding Capacity	Expected Contribution up to 2024
	Primary Schools, for which developer contributions will be sought. Water and drainage impact assessments will be required.		

Housing Allocations

Site Ref	Site Name	Outstanding Capacity	Expected Contribution up to 2024
Hs20	Auchendinny	350	260
<p><i>Development Considerations</i> Development of the site must take account of impact on Auchendinny village and the hamlet of Old Woodhouselee, through sympathetic layout, landscaping, open space and densities. The development requires the provision of a new single stream primary school, and a site is identified which will allow the new school to relate well to both the new development and the likely wider school catchment. The development must utilise an existing footpath from the middle of the village as a means to ensure links between the development, school and village. Road access (potentially two access points) will be taken at the north of the village/ site, and provide vehicular access to both housing and the primary school. Development should not extend further south than the site boundary, although land to the south outwith the site may be utilised for open space, if appropriate and agreed as part of the masterplan. There will be a requirement for substantial boundary planting to minimise the impact of development on the North Esk valley. The development should take advantage of its location adjacent to the valley, and include appropriate links where possible as a contribution to the green networks in this location. Landscape measures should incorporate: transitional edges to the valley potentially containing SUDS and the main open space; protection, retention and enhancement of existing vegetation along the boundaries including the former driving range in the northern part of the site; an avenue to link through the site with trees, paths and swales; a footpath link from the existing path at Firth Crescent across the site to the avenue; retention of the existing road and incorporating path, swales.</p>			
Hs21	Eastfield Farm Road, Penicuik	10	10

Site Ref	Site Name	Outstanding Capacity	Expected Contribution up to 2024
<p><i>Development Considerations</i> Brownfield site. The site is expected to be developed for social housing. The development layout should take account of neighbouring land uses. There should be landscaping to protect and enhance the existing vegetation, where feasible.</p>			
Hs22	Kirkhill Road, Penciuik	20	20
<p><i>Development Considerations</i> The site is identified for social housing and should incorporate landscaping to protect and enhance the existing vegetation, where feasible.</p>			

Additional Housing Development Opportunities

Site Ref	Site Name	Indicative Capacity	Expected Contribution up to 2024
AHs3	Belwood Crescent, Penicuik	25	N/A
<p><i>Development Considerations</i> The site lies within the urban envelope, and may become available during the plan period. Development will need to take account of its relationship with the neighbouring MOD operations. Existing vegetation along the south-eastern and north-eastern boundaries should be maintained and enhanced. There should be a hedge with trees demarcating north-western boundary and a potential path link across the site from Belwood Crescent to Glencorse Road. Developer contributions will be sought for primary school education, which may be either at Mauricewood PS or the new school to be provided at Auchendinny, as part of the housing allocation (Hs20) in the village.</p>			
AHs4	Pomathorn Mill, by Penicuik	50	N/A
<p><i>Development Considerations</i> Brownfield development opportunity. The site includes the redundant paper mill building, in use for alternative business purposes. If the site/ property becomes available, there could be scope for housing development on the site. Access will be via Pomathorn Road; however, this is not suitable for a major</p>			

Site Ref	Site Name	Indicative Capacity	Expected Contribution up to 2024
<p>increase in traffic in its current form, and some improvement will be needed to accommodate a housing redevelopment. The site is prominent in the landscape, being located high above the valley, and is located in the countryside. There will be a need for substantial peripheral planting to provide adequate screening. Existing vegetation along all boundaries should be maintained and enhanced. The trees along the north-western boundary are especially important due to the prominent location of the site. SUDS and open space could be contained here. The south-eastern boundary should be planted up with a 10-15m wide hedgerow with trees. A path link across the site to the former railway is desirable. Developer contributions will be sought for education, which is likely to be for additional capacity at Cuiken and/ or Cornbank St James PSs.</p>			
AHs5	Wellington School, by Howgate	50 - 60	N/A
<p>Development Considerations Part brownfield/ part greenfield development of redundant residential school. There is potential for the site to be redeveloped for housing, although access to the site is not suitable for a major increase in traffic. As a means to overcome access issues, there may be support for an extension to the housing development by utilising land to the north (also identified as Wellington low density rural housing site). A new access onto the A701 to serve the extension could provide the link road to the Wellington School site. The site (and extension) will require substantial landscape screening, to minimise the impact on the countryside location; therefore existing vegetation along all boundaries should be maintained and enhanced as, despite being open in places, this vegetation helps contain the site visually and against prevailing winds. The roadside vegetation should be inter-planted with hedgerow species including trees. These measures could provide an opportunity to improve the biodiversity value of this area, as is required from any proposed low density rural housing developments. Housing should be low rise, of lower density than in urban housing allocations to reflect its rural location, avoid built development on the higher eastern part of the site, have a safe entrance on to the A701 and provide an adoptable standard road connection with the Wellington School housing site. If this option proceeds, further enhancements to road safety along the A701 in the locality will be required. Developer contributions will</p>			

Site Ref	Site Name	Indicative Capacity	Expected Contribution up to 2024
<p>be sought for education, which is likely to be for additional capacity at Cuiken and/ or Cornbank St James PSs.</p>			

Implementation

8.3.47 The following infrastructure or other developer contributions will be required. Further details are provided in the section 75 agreements for those development sites with planning approval (where relevant) and in the Implementation section of this Plan (policies IMP1 and IMP2). Also refer to the *Developer Contributions* Supplementary Guidance.

Requirement	Relevant Site
Transportation	
Upgrade junction of A702/ Mauricewood Road (new roundabout)	h25; h26
Upgrade junction of A701/ Mauricewood Road	h25; h26
North West Penicuik Link road	h58
Junction improvements at A701/ access road to Wellington School	AHs5
Road/ junction improvements at Pomathorn Road (B6372)	AHs4
A701 Relief Road/ A702 Link (refer also to Bilston, Roslin, and Loanhead/ Straiton Settlement Statements)	Hs20; AHs3; AHs4; AHs5
Reference should be made to paragraph 4.5.8 of this Plan with respect to cross-boundary strategic transport infrastructure (subject to outcome of Transport Scotland study)	Hs20
Education	
Extension to Mauricewood PS*	(h9); h25; h26; (AHs3)

Requirement	Relevant Site
Extensions to Cuiken and/ or Cornbank St James PSs	h58; AHs4; AHs5
New primary school at Auchendinny*	(h9); Hs20; (AHs3)
Contribution to denominational secondary school capacity	ALL
Green Network/ Landscaping	
Structure landscaping and open space (as per planning consent/ masterplans/ section 75 agreements)	ALL
New green network links	h25; h26; h58; Hs20
Other Requirements	
Affordable housing (as per policy/ section 75 agreement)	h25; h26; h58; Hs20 AHs3; AHs4; AHs5
Town centre improvements	h58
Contribution to community/ leisure (as part of new primary school)	Hs20
Water and drainage infrastructure (as required)	ALL

*Education provision for sites h9 and AHs3 may be either at Mauricewood PS or at the proposed Auchendinny PS.

Appendices

Appendix 1 Committed Development

Note: The information contained in this appendix is provided in connection with policy STRAT1.

U/C = under construction

M/C = minded to consent

1A Established Housing Land Supply (as at March 2014)

1A.1 Sites predating 2003 Midlothian and Shawfair Local Plans

Map Ref	Site Ref*	Site Name	Total Capacity	Units Completed	Status
h9	M231	Dalmore Mill, Milton Bridge, Penicuik	120	84	U/C
h12	Site H	Former Dalkeith High School, Newmills Rd, Dalkeith	173	0	Council support
h22	M147	Rosewell Mains, Rosewell	150	0	Council support

*As referred to in Housing Land Audit.

Note: For sites without an extant planning permission, the Council will require reasoned justification in relation to current housing needs as to why a 25% affordable housing requirement should not apply to the site.

1A.2 Sites allocated in 2003 Midlothian Local Plan

Map Ref	Site Ref*	Site Name	Total Capacity	Units Completed	Status
h23	Site A	Harvieston	245	0	Council support
h24	Site B	Newbyres	76	0	Consent
h25	Site C	Greenlaw and adjacent land	324	0	M/C

Map Ref	Site Ref*	Site Name	Total Capacity	Units Completed	Status
h26	Site D	Deanburn	109	0	M/C
h28	Site G	Hopefield	1,260	819	U/C
h29	Site J	Kippielaw	223	88	U/C
h32	Site M	Thornybank	495	338	U/C
h33	Site N	North Thornybank	250	150	U/C
h34	Site Q	East Newtongrange	159	26	U/C
h35	Site R	Lingerwood	137	0	Council support
h36	Site S	North Gorebridge	531	113	U/C
h37	Site T	Cockpen	131	0	Consent
h38	Site U	South Mayfield	60 + 439	25	U/C + Council support
h39	Site V	Stobhill/ Mossend	211	127	U/C
h40	Site W	Vogrie Road	24	24	U/C
h41	Site X	North Mayfield	0	0	Council support

*As referred to in 2003 Midlothian Local Plan

Note: For sites without an extant planning permission, the Council will require reasoned justification in relation to current housing needs as to why a 25% affordable housing requirement should not apply to the site.

1A.3 Sites allocated in 2003 Shawfair Local Plan

Map Ref	Site Ref	Site Name	Total Capacity	Units Completed	Status
h43	Shawfair LP	Shawfair*	3,500	0	M/C
h44	Shawfair LP	North Danderhall	190	0	M/C

Map Ref	Site Ref	Site Name	Total Capacity	Units Completed	Status
h45	Shawfair LP	South Danderhall	300	0	M/C

* Site could accommodate additional capacity, subject to agreement with Council.

1A.4 Sites allocated in 2008 Midlothian Local Plan

Map Ref	Site Ref	Site Name	Total Capacity	Units Completed	Status
h46	H1	Cowden Cleugh, Dalkeith	100	0	Council support
h47	H3	Dalhousie Road, Eskbank	40 (+100)	0	U/C
h48	H4	Bryans, Easthouses	65	0	Council support
h49	H7	Dykeneuk, Mayfield	50	0	Council support
h50	H8	Redheugh/ Prestonholm new community	700	0	Council support
h51	H9	Robertson's Bank, Gorebridge	55	0	Council support
h52	H10	Gorton Loan, Rosewell	125	0	Council support
h53	H11	Gortonlee, Rosewell	67	0	Council support
h54	H12	Ashgrove, Loanhead	170	0	Consent
h55	H13	Seafield Moor Road, Bilston	150	0	Council support
h56	H14	Seafield Road East, Bilston	150	35	U/C
h57	H15	Penicuik Road, Roslin	50	0	Council support
h58	H16	North West Penicuik	385	0	M/C

Map Ref	Site Ref	Site Name	Total Capacity	Units Completed	Status
h59	VH1	Crichton Road, Pathhead	35	0	Council support
h60	VH2	Borthwick Castle Road, North Middleton	15*	0	Council support

* Site capacity limited to comply with now superseded Edinburgh and the Lothians Structure Plan 2015. It may be appropriate to adjust the capacity, subject to acceptable layout/design.

Note: For sites without an extant planning permission, the Council will require reasoned justification in relation to current housing needs as to why a 25% affordable housing requirement should not apply to the site.

1A.5 Windfall sites included in Housing Land Audit 2014 (larger than 10 units)

Map Ref	Site Ref	Site Name	Total Capacity	Units Completed	Status
h61	278	72 The Loan, Loanhead	12	0	Consent
h62	283	SE of Eastfield Drive, Penicuik	17	0	Consent
h63	284	Bellmans Depot, Cragiebiel Crescent, Penicuik	17	0	Consent
h64	285	Adjacent to former Jackson Street School, Penicuik	14	0	Consent
h65	286	Kevock Vale Park, Lasswade	35	0	Consent
h66	239	14-18 Ironmills Road, Dalkeith	15	0	U/C
h67	274	East of Thornybank, Dalkeith	101	0	U/C
h68	287	South of Edinburgh College, Eskbank	10	0	Consent

Map Ref	Site Ref	Site Name	Total Capacity	Units Completed	Status
h69	275	Whitehill House	26	0	Consent
h70	276	Whitehill House (Grounds)	94	0	Consent
h71	255	Edgehead Farm, Edgehead	19	0	Consent
h72	137	The Nunnery, Cousland	13	0	Consent

1B Established Economic Land Supply

As at March 2014

Map	Site Name	Town	Class
General industry/ business use			
e1	Eastfield Industrial Estate	Penicuik	Business/ General Industry* ¹
e2	Eastfield Farm Rd Industrial Estate	Penicuik	Business/ General Industry* ¹
e3	Bilston Glen	Loanhead	Business/ General Industry* ¹
e4	Pentland Industrial Estate	Loanhead	Business/ General Industry* ¹
e5	Edgefield Industrial Estate	Loanhead	Business/ General Industry* ¹
e6	Engine Road	Loanhead	Business/ General Industry* ¹
e7	Straiton	Loanhead	Business
e33	Ashgrove (E6; MLP 2008)	Loanhead	Business/ Storage or Distribution
e34	Oatslie (E7; MLP 2008)	Roslin	Business* ²
e10	Thornycroft Industrial Estate	Dalkeith	Business/ General Industry* ¹
e11	Hardengreen Industrial Estate (includes E3; MLP 2008)	Dalkeith	Business/ General Industry
e12	Whitehill Business Centre	Dalkeith	Business* ¹
e13	Grannies Park	Dalkeith	Business* ¹
e14	Salter's Park	Dalkeith	Business/ General Industry/ Storage or Distribution
e32	Sheriffhall South (E2; MLP 2008)	Dalkeith	Business* ²
e15	Sherwood Industrial Estate	Bonnyrigg	Business/ General Industry
e16	Hopefield	Bonnyrigg	Business
e17	Mayfield Industrial Estate	Mayfield	Business/ General Industry

Map	Site Name	Town	Class
e18	Easthouses Industrial Estate	Easthouses	General Industry* ¹
e19	Butlerfield Industrial Estate	Newtongrange	Business/ General Industry
e20	Lady Victoria Business Centre	Newtongrange	Business/ General Industry* ¹
e21	Stobhill Road (includes E4; MLP 2008)	Newtongrange	Business/ General Industry
e22	Redheugh (includes E5; MLP 2008)	Gorebridge	Business/ General Industry
e24	Gorton Road	Rosewell	Business/ General Industry
e25	Millerhill Marshalling Yards/ Monktonhall Colliery	Shawfair	Business/ General Industry/ Storage or Distribution* ³
e26	Whitehill Mains	Shawfair	Business/ General Industry
e27	Shawfair Park (includes E1; MLP 2008)	Danderhall	Business/ General Industry* ⁵ (plus ancillary support activities)
e28	Hunter's Yard	Danderhall	Business/ General Industry
Other economic sites with planning support			
e29	Dalhousie Business Park	Bonnyrigg	Business/ General Industry* ⁴
e30	Polton House	Bonnyrigg	Business/ General Industry* ¹
e31	Eldin	Loanhead	Business/ General Industry* ¹
Biotechnology and other knowledge based industries			
b1	Pentland Science Park	Penicuik	Research & Development* ¹
b2	Edinburgh Technopole, Bush Estate	Penicuik	Research & Development
b3	Gowkley Moss	Penicuik	Research & Development (& related manufacturing)
b4	Midlothian Innovation Centre (formerly Pentlandfield Business Park)	Penicuik	Business

Map	Site Name	Town	Class
b6	Easter Bush (B1; MLP 2008)	Penicuik	Knowledge-based industry & related manufacturing
b7	Gowkley Moss North (B2; MLP 2008)	Penicuik	Knowledge-based industry & related manufacturing
b8	Gowkley Moss South (B3; MLP 2008)	Penicuik	Knowledge-based industry & related manufacturing
b9	New Milton (B4; MLP 2008)	Penicuik	Knowledge-based industry & related manufacturing
b5	Roslin Institute	Roslin	Research & Development

*¹ Site complete;

*² Site to retain Green Belt status until fully developed for employment purposes as set out in above schedule and detailed in the Settlement Statements;

*³ Refer to Appendix 2B;

*⁴ Refer Dalhousie Business Park planning guidance;

*⁵ Includes Sheriffhall park and ride site and potential extension.

1C New Committed Educational Infrastructure

The following new developer-funded educational infrastructure to serve committed new housing development (as identified in Appendix 1A and the Settlement Statements) is to be provided in the following communities:

South East Edinburgh (Shawfair)

Danderhall/ Shawfair - two new two-stream non-denominational primary schools, together with a additional capacity for denominational primary education*, with nursery facilities at Shawfair new community and an extension to Danderhall Primary School and nursery facilities, and a new Shawfair Secondary School.

A7/ A68/ Borders Rail Corridor

Dalkeith - additional capacity at Woodburn Primary School and at Dalkeith and St David's RC High Schools (on joint campus);

Bonnyrigg - additional capacity at Lasswade High School;

Gorebridge - a new single-stream primary school with nursery facilities at North Gorebridge, a new primary school at Redheugh, additional capacity at Stobhill**, Gorebridge and St Andrew's RC Primary Schools;

Mayfield/ Newtongrange - a new single-stream primary school at South Mayfield with nursery facilities, an extension to Lawfield Primary School and additional capacity at Newbattle High School;

Rosewell - an extension to Rosewell Primary School.

A701 Corridor

Loanhead - an extension to Paradykes Primary School;

Bilston - a new primary school at Bilston;

Penicuik - an extension to Mauricewood, Cuiken and Cornbank St James Primary Schools.

* May be provided outwith Shawfair.

** Provision already made.

1D Essential infrastructure required to enable committed development sites to be implemented

In addition to the new developer-funded educational infrastructure listed in Appendix 1C, to be provided in relation to the committed housing sites listed in Appendix 1A, the following provision for essential infrastructure and environmental requirements is committed:

South East Edinburgh (Shawfair)

Danderhall/Shawfair (refer to Shawfair Masterplan and Design Guide, including Addenda, planning guidance)

- a new town centre and related facilities;
- new roads, road improvements, paths and cycleways;
- structural landscaping;
- a district heating/ combined heat and power scheme, if feasible;
- undergrounding of power lines.

A7/ A68/ Borders Rail Corridor

Gorebridge

- Powdermill Brae/ A7 junction improvements;
- Engine Road improvements;
- improvements to Lady Brae including pedestrian access to Gorebridge rail station on Borders Railway
- new road junctions serving Redheugh, subject to Transport Assessment.

Mayfield/ Newtongrange

- upgrading of B6482 (Blackcot to Gowkshill);
- distributor road (Bogwood Road to B6482);
- access and junction improvements.

Rosewell

- contributions towards junction improvements at A6094/ B7003 Gorton Road.

A701 Corridor

Penicuik

- A702/ A701 junction improvements;
- new North West Penicuik Link road.

South East Edinburgh (Shawfair) and A7/ A68/ Borders Rail Corridor

- contributions towards Borders Rail.

Midlothian-wide

- water and drainage infrastructure (as required).

PRE-CONSULTATION DRAFT

1E Leisure and community facilities required to meet deficiencies exacerbated by committed housing sites

New developer-funded recreational and community facilities to meet deficiencies which will be exacerbated by the additional housing arising from sites included in the established housing land supply (as identified in Appendix 1A) are set out below.

[This list is as detailed in the 2003 Midlothian and Shawfair Local Plans & MLP 2008; some of the facilities are already provided (marked **) or are the subject of detailed evaluation.]

South East Edinburgh (Shawfair)

Danderhall/ Shawfair (minimum provision) (refer to Shawfair Masterplan and Design Guide planning guidance, including Addenda):

- community woodlands and parkland;
- 4 full size grass sports pitches;
- 1 full size synthetic sports pitch and floodlighting;
- 1 synthetic multi-sport area;
- 1 cricket square;
- 2 bowling greens;
- changing facilities.

A7/ A68/ Borders Rail Corridor

Dalkeith

- swimming pool**;
- an 8-court indoor sports facility**;
- a floodlit synthetic pitch**;
- a community arts/ leisure facility;
- town centre improvements.

Bonnyrigg

- improved sports/ community facility.

Mayfield

- improved library provision;
- community/ leisure facility (for Newtongrange and Easthouses also).

Gorebridge

- community/ leisure facility;
- town centre improvements.

Redheugh/ Prestonholm new community

- community/ leisure facility.

Rosewell

- community facility.

A701 Corridor

Bilston

- community facility/ community space.

Penicuik

- a swimming pool**;
- a 4-court indoor sports facility**;
- improved library provision**;
- junior football pitch/ public park improvements**;
- town centre improvements.

Loanhead

- additional fitness facilities.

Villages

Pathhead and North Middleton

- contributions towards community or leisure facilities.

Appendix 2 Shawfair/ Danderhall - Committed Development

2A Shawfair Town Centre (Proposal) (Committed development)

The following provision will be made in the town centre:

- A. A supermarket of up to approximately 6,000 m² gross floorspace.
- B. Unit shops of a number, size and location necessary to serve local needs. This will be determined in consultation with the Council, and specified in the Development Masterplan.
- C. A range of community facilities, including a sports centre^{*1}, community meeting rooms, a medical centre, post office, banking, and a library. The scale and nature of these facilities will be determined in consultation with the Council.
- D. A public park including children's play equipment.
- E. A site for a rail halt will be safeguarded^{*2}, the location of which should maximise accessibility. Associated with this there will be safeguarded a car park of 100-200 spaces (precise size to be determined after further study) which may enable a limited park and ride function to develop.

Other uses appropriate to the town centre (e.g. hotel, places of worship) will also be permitted, so long as their scale and number is compatible with the size of the community.

The town centre will be a local centre of a very high order. Although it will not be a strategic shopping centre, its unique importance to the new Shawfair settlement demands that it enjoys (exceptionally) the protection afforded to town centres by NPPG 8^{*3}. This protection can only be against other potentially competing retail and other town centre uses in the Shawfair area.

^{*1} It may be appropriate to locate the sports centre outwith the town centre, closer to the outdoor sports facilities listed in Appendix 1E.

^{*2} The proposed rail lines, stations and associated park and ride sites are shown (as committed development) on the MLDP Proposals Map.

^{*3} Reference should now be made to Scottish Planning Policy.

2B Former Monktonhall Colliery (Proposal) (Committed development)

The following development will be supported, as appropriate:

- A. Business (Class 4) and industry (Class 5).
- B. Residential development if appropriate and necessary to integrate with development listed in Appendix 1A.3 (note: the total number of houses in Appendix 1A.3 Shawfair and at the former Monktonhall Colliery will not exceed approximately 3,500).
- C. Plant required in connection with a district heating/ combined heat and power scheme, if feasible.
- D. Uses compatible with and beneficial to the development of the new Shawfair community, subject to proposals consisting primarily of retail and leisure floorspace being assessed against the 11 tests set out in paragraph 45 of NPPG 8.^{*3}

^{*3} Reference should now be made to Scottish Planning Policy.

2C Design Principles (Policy)

The Council will require a high standard of design in all new development. New development will require to reflect the following principles:

Architecture

Design should be rooted in the traditional vernacular styles of Lothian's older towns and villages. Traditional local architecture is generally characterised by simplicity of appearance. Generally, therefore, over-elaborate designs should be avoided.

Scale

Creation of a human scale environment. The height of buildings should generally not exceed two and a half storeys, except to create variety in architectural form, or where the use or location of particular buildings justifies a grander scale, for example, town centre buildings.

Layout

Layout of development should reflect the traditional forms apparent in Lothian's older towns and villages, and, in the new community, should focus upon the town centre where community facilities will be concentrated. Buildings, open space and landscaping should be laid out to create a sense of enclosure, with a series of linked spaces incorporating interesting views. An emphasis on linked (as opposed to detached) housing will assist in achieving enclosure. Generally, houses should front directly on to the road, and should have private back garden space. In areas of denser housing, large front gardens should be avoided as this can disrupt the desired sense of enclosure.

Density

Generally, housing densities should be highest in and around Shawfair town centre and local facilities, decreasing towards the outskirts. Densities should be upwards of 45 units per hectare net (excludes open space but includes abutting roads from which houses directly access) in the highest density areas and otherwise between 15 and 20 units per hectare net. This approach will help avoid unsatisfactory suburban layouts.

Materials

Buildings should be finished with materials of a type similar to those used traditionally in the Lothians. Walls should be wet dash rendered or stone finished in most cases, and roofs should generally be clad with natural slates or clay pantiles. Alternatives may be acceptable, if of comparable appearance or where environmental impacts can be significantly reduced.

Note: The Shawfair Masterplan and Design Guide provide detailed planning guidance.

2D Landscaping and Open Space (Policy)

A. New development will be accommodated within a scheme of structural landscaping designed to minimise any harmful visual impact of development on the wider landscape and, more generally, to integrate development attractively into that landscape. It will comprise native woodland tree species in groups, belts and larger woodlands.

B. Landscaped spaces will be required to assist in integrating existing and new development, as well as providing buffers between potentially conflicting types of development.

C. Landscaping within development areas will be designed to give visual enclosure, add colour and interest, and provide shelter.

D. Open space will be provided within areas of residential development. These will take the form of small parks providing for informal recreation and children's play. Opportunities should be sought to incorporate safe water features in conjunction with SUDS.

The Shawfair Development Manual provides further detailed guidance on landscaping requirements. Specifically, it contains a plan showing a preferred scheme of structural landscaping.

Note: The Shawfair Masterplan and Design Guide provide detailed planning guidance.

2E Road and Bus Network (Policy)

The road and bus network will be developed in accordance with the following principles:

A. Priority will be given to public transport, pedestrians and cyclists, as appropriate to the function of the road.

B. Roads will be designed to prevent "rat-running" through or adjacent to residential areas.

C. Roads will be routed with particular consideration given to the efficient operation of bus services.

D. Where appropriate, provision for future light rail development will be made.

E. The new road network should be phased in a manner that minimises the impact of construction traffic on existing residential areas.

Note: The Shawfair Masterplan and Design Guide provide detailed planning guidance.

2F Power Lines (Policy)

The 33,000 volt twin circuit line passing through the Shawfair area will be removed and cables placed underground as required, to protect the amenity of the proposed development and recreational areas.

Note: The Shawfair Masterplan and Design Guide provide detailed planning guidance.

Appendix 3 Land Allocated or Otherwise Identified for Development

3A Strategic Housing Land Allocations

Refer to proposal STRAT3, section 7.1 and Settlement Statements for policy context and development considerations.

		Indicative Capacity (to 2024)	Safeguarded Capacity (beyond 2024)
South East Edinburgh/ Shawfair Strategic Development Area			
Hs1	Newton Farm	480	220
A7/ A86/ Borders Rail Corridor Strategic Development Area			
Hs2	Larkfield West, Eskbank	60	
Hs3	Larkfield South West, Eskbank	30-40	
Hs4	Thornybank East, Dalkeith	65	
Hs5	Thornybank North, Dalkeith	30	
Hs6	Kippielaw, Easthouses	50-60	
Hs7	Redheugh West (Phase 2), Gorebridge	200	400
Hs8	Stobhill Road, Gorebridge	80	
Hs9	Broomieknowe, Bonnyrigg	55	
Hs10	Dalhousie Mains, Bonnyrigg	300	
Hs11	Dalhousie South, Bonnyrigg	360	
Hs12	Hopefield Farm 2, Bonnyrigg	375	375
Hs13	Polton Street, Bonnyrigg	12-15	
Hs14	Rosewell North	60	
A701 Corridor Strategic Development Area			

		Indicative Capacity (to 2024)	Safeguarded Capacity (beyond 2024)
Hs15	Edgefield Road, Loanhead	25	
Hs16	Seafield Road, Bilston	350	200
Hs17	Pentland Plants, by Bilston	75	
Hs18	Roslin Institute, Roslin	200	
Hs19	Roslin Expansion	260	
Hs20	Auchendinny	350	
Hs21	Eastfield Farm Road, Penicuik	10	
Hs22	Kirkhill Road, Penicuik	20	

3B Strategic Economic Land Allocations

Refer to proposal STRAT5, section 7.1 and Settlement Statements for policy context and development considerations.

Site Ref	Site Name	Site Size (hectares; ha) and Purpose
South East Edinburgh/ Shawfair Strategic Development Area		
Ec1	Shawfair Park Extension	20 ha for business and industry
A7/ A68/ Borders Rail Corridor Strategic Development Area		
Ec2	Salter's Park Extension, Dalkeith	12 ha for business and industry
A701 Corridor Strategic Development Area		
Ec3	West Straiton	60 ha for mixed use (principally commercial/ employment uses)
Ec4	Ashgrove North, Loanhead	11.5 ha for business and industry
Ec5	Oatslie Expansion, Roslin	4.5 ha for business and industry
A701 Corridor Biotechnology/ Research		

Site Ref	Site Name	Site Size (hectares; ha) and Purpose
Bt1	Easter Bush North	6.4 ha for biotechnology uses*
Bt2	Easter Bush South	5.8 ha for biotechnology uses*
Bt3	Technopole North West	2.2 ha for biotechnology uses*

Note: All site sizes are approximate.

* The total site area is greater than that shown to allow for these developments to be accommodated within a parkland setting, as appropriate to the type of development and location, and to provide significant shelter belts adequate to screen the development. The developable area of each site shall not exceed the approximate site size as indicated above.

3C Additional Housing Development Opportunities

Refer to policy STRAT4, section 7.1 and Settlement Statements for policy context and development considerations.

Site Ref	Site Name	Indicative Capacity	Key Considerations
AHs1	Rosslynlee, by Rosewell	120-300	Access restrictions; higher capacity figure may be possible if these can be overcome
AHs2	Burghlee, Loanhead	175	Access and landscaping
AHs3	Belwood Crescent, Penicuik	25	
AHs4	Pomathorn Mill, Penicuik	50	Access and prominence of site
AHs5	Wellington School, by Howgate	50 - 60	Access restrictions; potential to incorporate adjacent land (RD2-Wellington) to assist in overcoming these

Appendix 4 Open Space Standards

All development must comply with the following open space standards as referred to in policy DEV9 of this Plan.

Category		Standard	
Quality	A minimum qualitative score* of 65% for all amenity areas	A minimum qualitative score* of 75% for all country parks and district parks	A minimum qualitative score* of 85% for all new play space, outside sports facilities and natural and semi-natural greenspace and corridors.
Quantity	1.44 hectares of playing fields per 1,000 head of population	0.25 hectares designated and equipped play space per 1000 head of population 0.55 hectares of informal play space (or other proportion as agreed) per 1,000 head of population	1.6 hectares of parks & amenity open space per 1,000 head of population (including civic space but excluding non-managed open space/ countryside around towns/ woodlands)
Accessibility	All settlements have access to a country park within 10 km	All settlements have access to either a district park within 2km or a town park within 1.2 km	All settlements have access to a minimum of either a local park/ play park or significant amenity open space (district park/ town park/ green corridor, etc.) within 0.4 km

* Reference should be made to the Council's Open Space Strategy for explanation of the qualitative scoring system.

Appendix 5 Assisted Area Status

With reference to paragraph 4.4.1 of this Plan, the areas included in the Assisted Area scheme are as follows:

Ward	Priority	Population
Arniston/ Cockpen	1	7,450
Bilston/ Roslin	1	4,107
Dalkeith/ Eskbank	1	4,170
Dalkeith/ Newton	1	4,174
Dalkeith/ Woodburn	1	5,126
Loanhead	1	4,312
Newtongrange	1	4,758
Easthouses/ Mayfield North	2	4,277
Mayfield South	2	4,4,30
Newbattle/ Pathhead	2	4,189
Total Population		46,993

The range of incentives available include:

- Small companies 1 > 50 employees 30% grant
- Medium companies 51 > 249 employees 20% grant
- Large companies > 250 employees 10% grant

Appendix 6 Pentland Hills Regional Park

There are a number of specific policy considerations which relate only to proposals within the Pentland Hills Regional Park boundary, and these are as follows:

1. The Special Landscape Area designation affecting the Pentland Hills Regional Park will be the overriding factor when considering proposals which may be acceptable under other MLDP policies.

2. Development, redevelopment and the conversion of existing buildings within the Regional Park will not be permitted unless essential for the purposes of agriculture (including farm-related diversification), forestry, outdoor recreation, tourism or other rural activities compatible with the aims of the Regional Park.

Any such development proposal will be considered against the following criteria:

- a) it should make a positive contribution to the amenity of the Park in terms of design and landscaping;
- b) it should not be visually obtrusive or necessitate visually obtrusive constructions;
- c) it should be compatible with existing adjoining and neighbouring developments and uses;
- d) it should be capable of being served by an adequate and appropriate access;
- e) it can be serviced at reasonable cost and there would be no unacceptable discharge to watercourses;
- f) where conversion is proposed, this should be possible without substantial rebuilding and with the retention of original character and attractiveness.

3. With the co-operation of owners and occupiers, Scottish Natural Heritage and other interested bodies, the economic, landscape and nature conservation of the grouse moor will be protected and safeguarded.

4. The Council will seek to ensure that, through design, species composition and sympathetic integration, new forestry schemes will complement the hill environment.

5. There will be a general presumption against waste disposal operations within the Midlothian section of the Regional Park.

6. The conservation of the hill landscape and wildlife interests will be sought in all proposals involving the installation of the public service utilities.

7. Intrusive tourist developments, including static and transit caravan and camping sites, will not be permitted within the Regional Park.

8. Public car parks will be provided only on the periphery of the Regional Park. They must be related to specific recreational opportunities and will be designed to integrate with the landscape and character of each particular location.

9. There will be a general presumption against formal picnic sites in remote hill areas. Managed picnic sites will be provided only in association with existing facilities and car parking.

Appendix 7 Interpretation of Policy NRG3

In relation to the provisions of policy NRG4, the following is a simplified example of the low and/ or zero-carbon generating technology (LZCGT) calculations and process (to meet the requirements of policy NRG3):

1	Carbon dioxide emissions standard under the Building Regulations ¹ <i>The appropriate software program (SAP/SBEM) is used to calculate this. This is the Target Emissions Rate (TER).</i>	23.01 ²
2	Projected carbon dioxide emissions rate for building with LZCGT incorporated <i>The appropriate software program (SAP/SBEM) is used to calculate this. This is the Dwelling or Building Emissions Rate (DER/BER).</i>	18.45 ²
3	Percentage reduction $((\text{Step 1} - \text{Step 2}) / \text{Step 1}) \times 100$	19.8%
4	Projected carbon dioxide emissions rate without LZCGT <i>The appropriate software program (SAP/SBEM) is used to calculate this. This is a re-calculation of the Dwelling or Building Emissions Rate (DER/BER).</i>	22.41 ²
5	Percentage extra reduction due to LZCGT $((\text{Step 4} - \text{Step 2}) / \text{Step 1}) \times 100$. <i>The resulting percentage here needs to be greater than zero or at least 5%, depending on the emissions standard to which the building is subject under the Building Regulations.</i>	17.2%
¹ Varies with building type, form, geometry, etc. ² kgCO ₂ /m ² /annum		

Appendix 8 Strategic Transport Infrastructure Requirements

SEsplan Action Programme: Strategic Transport Infrastructure Requirements (Regional Core and Midlothian/ Borders Sub Regional Areas)

Requirement	2011-19	2019-24	2024-32	Lead Partner	Status
Deliver reopening of Borders Railway Line - Edinburgh to Tweedbank	X			Transport Scotland, Network Rail, Midlothian Council, Scottish Borders Council, City of Edinburgh Council	Under construction. Completion expected 2015
Deliver Redheugh Rail Station		X	X	Transport Scotland, Rail provider, Midlothian Council	Policy support (Midlothian Local Plan 2008)
Implement infrastructure improvements to complement Borders Railway - Pedestrian & cycling		X		SEsplan, Midlothian Council, Scottish Borders Council.	Policy support (Regional Transport Strategy)
Deliver grade separation of Sheriffhall Roundabout & upgrading of other junctions on A720 city bypass including bus priority measures	X	X		Transport Scotland, Network Rail, Midlothian Council, Scottish Borders Council, City of Edinburgh Council, developers	Policy support (STPR, Regional Transport Strategy, Midlothian Local Transport Strategy)
Deliver Orbital Bus Route	X	X	X	SEStran, City of Edinburgh Council, Midlothian Council, East Lothian Council	Policy support
Bus priority at Sheriffhall	X			SEStran, City of Edinburgh Council, Midlothian Council.	Policy support (Regional Transport Strategy)
Deliver A7 junction capacity and safety improvements	X	X		Developers	Proposed
Deliver improvements to A701 corridor (Proposed A701 relief road and link to A702)		X		Developers	Policy support (Midlothian Local Plan 2008)
Implement Lothianburn Park & Ride	X			SEStran, City of Edinburgh Council, Midlothian Council.	Policy support (Sheriffhall, Midlothian Local Plan 2008, Midlothian Local Transport Strategy)
Potential Park and Ride Sites: <ul style="list-style-type: none"> North A68/A720 		X	X	SEStran, City of Edinburgh Council, Midlothian Council.	Proposed.
Deliver Tram Line 3 to Dalkeith			X	City of Edinburgh Council, Midlothian Council.	Policy Support
Implement bus priority measures on A7	X			SEStran, City of Edinburgh Council, Midlothian Council.	Policy support (Regional Transport Strategy)
Implement reconfiguration of Leadburn junction (A701, A703, A6094)	X			SEStran, Midlothian Council, Scottish Borders Council	Policy support SEStran Regional Transport Strategy, Midlothian Local Transport Strategy

Appendix 9 Schedule of Land Ownership

Description of Land Owned by Planning Authority	Reference to policies, proposals or views contained in the Plan which relate to the occurrence of development of the land*
Stobhill Depot, Stobhill Road, Gorebridge	Policy STRAT1: Committed Development - Site e21: Stobhill Road
Former Bryans Primary School, Conifer Road, Mayfield	Policy STRAT1: Committed Development - Site h48: Bryans, Easthouses
Penicuik to Musselburgh Railway Walk	Proposal STRAT3: Strategic Housing Land Allocations - Site Hs14: Rosewell North, Rosewell; policy ENV2 Midlothian Green Network
Land to the south-east of Mayfield Industrial Estate	Policy STRAT1: Committed Development - Site h38: South Mayfield
Land to south of Sherwood Crescent, Bonnyrigg (includes properties on Auld Coal Grove and Auld Coal Path)	Policy STRAT1: Committed Development - Site h28: Hopefield; policy ENV2 Midlothian Green Network
Land to the south of Almond Crescent, Bonnyrigg (includes properties on Auld Coal Avenue and Auld Coal Court)	
Burnbrae Primary School, Burnbrae Road North, Bonnyrigg	
Land to the west of Burnbrae Primary School, Burnbrae Road North, Bonnyrigg (122-142 Burnbrae Road [even numbers only] & 1-21 Burnbrae Road North)	
Sustainable Urban Drainage Scheme (SUDS) to the south-east of Burnbrae Terrace, Bonnyrigg	
Land to the south-east of Burnbrae Terrace, Bonnyrigg	
Land to the south-east of Burnbrae Terrace, Bonnyrigg	Policy STRAT1: Committed Development - Site e16: Hopefield

Description of Land Owned by Planning Authority	Reference to policies, proposals or views contained in the Plan which relate to the occurrence of development of the land*
Former Bonnyrigg Library, Polton Street, Bonnyrigg	Proposal STRAT3: Strategic Housing Land Allocations - Site Hs13: Polton Street, Bonnyrigg
Former St Margaret's Primary School, Edgefield Road, Loanhead	Proposal STRAT3: Strategic Housing Land Allocations - Site Hs15: Edgefield Road, Loanhead
Land at Eastfield Farm Road, Penicuik	Proposal STRAT3: Strategic Housing Land Allocations - Site Hs21: Eastfield Farm Road, Penicuik
Land at Kirkhill Road, Penicuik	Proposal STRAT3: Strategic Housing Land Allocations - Site Hs22: Kirkhill Road, Penicuik
Land at the former Greenhall Centre, Stobhill Road, Gorebridge	Proposal STRAT3: Strategic Housing Land Allocations - Site Hs10: Stobhill Road, Gorebridge
Land adjacent to Salters Road/ B6414, Dalkeith	Proposal STRAT3: Strategic Housing Land Allocations - Site Hs4: Thornybank East, Dalkeith
86 Straiton Road, Loanhead, EH20 9NP	Proposal STRAT3: Strategic Housing Land Allocations - Site Ec3: West Straiton
Straiton Bing, West of Loanhead	Proposal STRAT3: Strategic Housing Land Allocations - Site Ec3: West Straiton
Former Social Work Area Office, 4 Clerk Street, Loanhead, EH	Proposal STRAT3: Strategic Housing Land Allocations - Site Hs15: Edgefield Road, Loanhead
The John Chant Centre, Eastfield Farm Road, Penicuik, EH26 8EZ	Proposal STRAT3: Strategic Housing Land Allocations - Site Hs21
Former YMCA site, 52 Kirkhill Road, Penicuik, EH26 8JD	Proposal STRAT3: Strategic Housing Land Allocations - Site Hs22
A7	Policy TRAN2: Transport Network Interventions - Strategic Roads: A7 Urbanisation
A701/ Graham's Road/ Belwood Road junction	Policy TRAN2: Transport Network Interventions - Junction Improvements: A701/ Graham's Road/ Belwood Road

Description of Land Owned by Planning Authority	Reference to policies, proposals or views contained in the Plan which relate to the occurrence of development of the land*
Lothian Street/ High Street junction, Bonnyrigg	Policy TRAN2: Transport Network Interventions - Junction Improvements: Lothian Street/ High Street, Bonnyrigg
A7/ The Wisp junction	Policy TRAN2: Transport Network Interventions - Junction Improvements: A7/ The Wisp
Midlothian Snowsports Centre, Biggar Road, Near Edinburgh, EH10 7DU	Policy VIS3: Midlothian Snowsport Centre
Land at Millerhill Marshalling Yards, EH21 8RY	Policy WAST2: Millerhill
Woodburn Primary School, Cousland Road, Dalkeith, EH22 2PS	Dalkeith/Eskbank Settlement Statement: Paragraph 8.2.7 - Extension of Primary School
King's Park Primary School, 20 Croft Street, Dalkeith, EH22 3BA	Dalkeith/Eskbank Settlement Statement: Paragraph 8.2.7 - Review of King's Park Primary School estate
Lasswade Primary School, 7A Pendreich Drive, Bonnyrigg, EH19 2DU	Bonnyrigg, Lasswade & Poltonhall Settlement Statement: Paragraph 8.2.19 - Single stream extension to Primary School
Lasswade High School, Eskdale Drive, Bonnyrigg, EH19 2LA	Bonnyrigg, Lasswade & Poltonhall Settlement Statement: Paragraph 8.2.19 - Additional capacity may be required
Lawfield Primary School, 26 Lawfield Road, Mayfield, EH22 5BB	Mayfield/Easthouses Settlement Statement: Paragraph 8.2.31 - Potential to provide more capacity
Rosewell Primary School, 85 Carnethie Street, Rosewell, EH24 9AN	Rosewell Settlement Statement: Paragraph 8.2.64 - Extension of primary school
Mauricewood Primary School, 11 Muirhead Place, Greenlaw Mains, Penicuik, EH26 0LE	Penicuik/Auchendinny Settlement Statement: Paragraph 8.3.6 - Extension to primary school

Description of Land Owned by Planning Authority	Reference to policies, proposals or views contained in the Plan which relate to the occurrence of development of the land*
Cuiiken Primary School, 150 Cuiiken Terrace, Penicuik, EH26 0AH	Penicuik/Auchendinny Settlement Statement: Paragraph 8.3.6 - Extension to primary school (either Cuiiken or Cornbank)
Cornbank St James Primary School, 34 Marchburn Drive, Penicuik, EH26 9HE	
Paradykes Primary School, 3 Mayburn Walk, Loanhead, EH20 9HG	Loanhead/Straiton Settlement Statement: Paragraph 8.3.21 - Extension to primary school
Roslin Primary School, 8 Pentland View Place, Roslin, EH25 9ND	Roslin Settlement Statement: Paragraph 8.3.30 - Extension to primary school
Bilston Primary School Annex, 8 Park Avenue, Bilston, Midlothian, EH25 9SD	Bilston Settlement Statement: Paragraph 8.3.42 - New primary school and extension
* This relates to policies, proposals or views relating to specific built developments on specific sites, and not to broad policy designations.	

PRE-CONSULTATION DRAFT

10 Glossary

Term	Description
Action Programme	A document accompanying the Local Development Plan setting out actions required to deliver the Plan's policies and proposals, who is responsible for the actions, and timescales.
Active travel	Travel characterised by physical activity such as walking and cycling.
Air Quality Management Area (AQMA)	An area where air quality does not meet standards and where monitoring, reporting and management measures have been put in place to rectify the situation.
Allocation	Areas of land or sites identified in the Local Development Plan for development.
Biodiversity	The variety of life on earth, both plants and animals, the way they co-exist, and the habitats in which they are found.
Brownfield	Previously developed land and property. Excludes open space, garden ground, etc.
Built-up area	Locations with concentrations of built development, generally within a settlement possessing a boundary defined on the Proposals Map of the Midlothian Local Development Plan.
Central Scotland Green Network	A network of woodland and other habitats, active travel routes, greenspace links, watercourses and waterways providing enhanced setting for development and other uses and improved opportunities for outdoor recreation.
Coalescence	When development occurs to make settlements no longer physically or visually separate from each other.
Commercial centre	Locations distinct from a town or local centre with generally a more specific focus on retailing or leisure uses.
Committed development	Development proposals that are contained in previous Local Plans and are carried forward to the Local Development Plan.
Conservation Area	An area designated by the planning authority as being of special architectural or historic interest, the character and appearance of which it is desirable to preserve and enhance.
Contaminated land	Land where the nature of the substances is not compatible with its existing or proposed use, or land from which contaminants can migrate to cause harm.
Core paths	A system of paths established to give reasonable access throughout the local area, as required by the Land Reform (Scotland) Act 2003.
Developer contribution	Contributions made by developers to provide, or help provide, new infrastructure or amenities where this is required as a result of development being proposed.
Effective housing land supply	The part of the established housing land supply which is free or expected to be free of development constraints in the period under consideration, and will therefore be available for construction of houses.
Flood Risk Assessment (FRA)	An assessment carried out to predict and assess the probability of flooding for a particular site or area and recommended feasible mitigation measures.
Geodiversity	The variety of earth materials, including minerals, rocks, sediments, fossils, soils and water, and the forms and processes that constitute and shape the Earth.

Term	Description	Term	Description
Greenfield sites	Sites which have never been previously developed or used for an urban use, or are on land capable of being brought into active or beneficial use for agriculture or forestry (i.e. fully restored derelict land).	Infill development	Sites located within an urban area which may involve redevelopment, conversion or subdivision of buildings, or development of undeveloped land.
Green Belt	An area of land designated in an adopted local development plan for the purpose of managing the growth of a town or city in the long term.	<i>In Situ</i>	On site or in position.
Green infrastructure	Includes the 'green' and 'blue' (water environment) features of the natural and built environments that can provide benefits without being connected. Green features include parks, woodlands, trees, play spaces, allotments, community growing spaces, outdoor sports facilities, churchyards and cemeteries, swales, hedges, verges and gardens. Blue features include rivers, lochs, wetlands, canals, other water courses, ponds, coastal and marine areas including beaches, porous paving and sustainable urban drainage systems.	Local Flood Risk Management Plan	Local Flood Risk Management Plans (LFRMPs) take forward objectives and actions set out in overarching Flood Risk Management Strategies for the reduction of flood risk, providing detail on the actions required at local level. Midlothian is in the Forth Estuary Local Plan District. The plans are prepared by the local authorities in the District.
Green networks	Connected areas of green infrastructure and open space that together form an integrated and multi-functional network.	Low and/ or zero-carbon generating technology (LZCGT)	Plant for generating electricity or producing heat relying wholly or mainly on the following sources of energy or technologies: <ul style="list-style-type: none"> • biomass, biofuels, fuel cells, water, wind, solar, geothermal sources, heat pumps, combined heat and power systems; • other sources of energy and technologies for generating electricity or producing heat, use of which would, in the opinion of the planning authority, cut greenhouse gases.
Heat supply sources	Include heat recoverable from minewaters, energy from waste plants and other developments providing unused excess heat, geothermal systems, harvestable woodlands, sawmills producing biomass, biogas production sites, aquifers, other bodies of water and heat storage systems.	Municipal Solid Waste (MSW)	Local authority collected municipal waste plus commercial and industrial waste similar to that generated by households which is collected by commercial operators.
Historic battlefield	Sites within Historic Scotland's <i>Inventory of Historic Battlefields</i> .	Orbital bus	Proposed bus route around the edge of the City between Edinburgh Airport and the Musselburgh area, linking park and ride sites.
Housing Need and Demand Assessment (HNDA)	An estimate of the future number of additional homes required to meet existing and future need and demand.	Recycled aggregates	These are aggregates sourced from construction and demolition waste.

Term	Description
Residential park homes	A residential mobile home that can be a caravan, a trailer or motorhome, or a prefabricated bungalow.
Retail Impact Assessment (RIA)	Retail Impact Assessment (RIA) is a process to assess the impact of new retail developments on other centres.
River Basin Management Plan	River Basin Management Plans (RBMPs) set out objectives, actions and policies for the water environment. The process stems from the EU Water Framework Directive, and seeks to prevent any deterioration in the water environment and for water bodies to move towards good status over time. The first RBMP for Scotland covers the period from 2009 to 2015, and a replacement is under preparation.
Secondary aggregates	These are aggregates that are by-products of other industrial processes, not previously used in construction (for example, refuse shale left after shale oil extraction).
Secondary materials	A secondary material is that taken from an extraction site which is secondary to the main material being extracted (for example, fireclay from a coal extraction site).
Sensitive receptors	Sensitive receptors are those aspects of the environment likely to be significantly impacted by a development. The range of sensitive receptors will vary depending on the characteristics of the proposal, but are likely to be made up of the human population (particularly residential properties), flora, fauna, soil, water, air, climatic factors, material assets (including built heritage), and landscape. Through the development management process (which may include Environmental Impact Assessment), these receptors are further defined in relation to the specific circumstances of the proposal.

Term	Description
SESplan	Acronym for the South East Scotland Strategic Development Plan Authority. SESplan is comprised of six councils - Fife, City of Edinburgh, East Lothian, Midlothian, West Lothian and Scottish Borders.
Schedule of land ownership	A schedule of land owned by the planning authority and affected by any of the policies, proposals or views (relating to specific built developments on specific sites) expressed in the Plan.
Scheduled monument	A monument or site of archaeological importance which has been scheduled for protection by Historic Scotland under the terms of the Ancient Monuments and Archaeological Areas Act 1979.
Scottish Planning Policy (SPP)	The document setting out the Scottish Government's policy on nationally important land use matters.
Special Landscape Area (SLA)	A local landscape designation that acts as an important tool for safeguarding and enhancing landscapes.
Strategic Development Areas (SDA)	Areas identified in a Strategic Development Plan for long-term growth which will be set out in relevant Local Development Plans.
Strategic Development Plan (SDP)	A document providing a long-term vision: a spatial strategy for development; strategic policies and proposals; and parameters for relevant Local Development Plans.
Supplementary Guidance (SG)	Guidance adopted by the Council providing further information on topic areas and the application of policies and proposals in a Local Development Plan.

Term	Description
Sustainable urban drainage systems (SUDS)	Drainage systems that seek to address flooding and water quality through slowing down the passage of the water and draining it into the soil, rather routing it through pipes to a watercourse or combined foul and surface water sewer.
Town centre health checks	These are checks carried out to assess a town centre's strengths and weaknesses. They are of use in preparing development plans, town centre strategies and as baseline information for assessing planning applications.
Town centre first principle	The town centre first principle requests that: 'Government, local authorities, the wider public sector, businesses and communities put the health of town centres at the heart of proportionate and best value decision making, seeking to deliver the best local outcomes regarding investment and de investment decisions, alignment of policies, targeting of available resources to priority town centre sites, and encouraging vibrancy, equality and diversity. We commit to: A collaborative approach which understands and underpins the long term plan for each town centre.' (Scottish Government and Convention of Scottish Local Authorities)
Vacant and derelict land	<p>Vacant land: land within settlements of over 2000 inhabitants which is unused for the purposes for which it is held and is viewed by the planning authority as an appropriate site for development, and which has had either prior development on it or preparatory work has taken place in anticipation of future development.</p> <p>Derelict land (which need not be in a settlement): land which has been so damaged by development that it is incapable of beneficial use without rehabilitation or has an un-remedied previous use which could constrain</p>

Term	Description
	future development, and is not currently used for the purpose for which it is held or a use acceptable in the Local Development Plan.
Water environment	Defined in the Water Environment and Water Services (Scotland) Act 2003 as surface water (further defined as inland water, including standing and flowing water on the surface of the land), groundwater and wetlands.
Windfall sites	Sites not identified in the Local Development Plan that come forward for development, for various unforeseen reasons, as a result of planning applications.
Zero Waste Plan (ZWP)	Scottish Government's plan for the sustainable handling of waste. Includes target of reducing waste to landfill to 5% of total arisings, with 70% recycled by 2015.

PRE-CONSULTATION DRAFT

PRE-COMMUNICATION DRAFT

COMMUNICATING CLEARLY

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