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# SESplan

The Strategic Development Planning Authority  
for Edinburgh and South East Scotland

## Proposed Plan

November 2011

EDINBURGH  
THE CITY OF EDINBURGH COUNCIL

East Lothian  
Council

Fife  
COUNCIL

Midlothian

Scottish Borders  
COUNCIL

West Lothian  
Council

## Foreword

The publication of this Proposed Plan is a key stage in the preparation of the Strategic Development Plan for Edinburgh and South East Scotland. In preparing the Proposed Plan, the Strategic Development Planning Authority has taken into account the contributions of many stakeholders including the submissions made in response to the Main Issues Report published in May 2010.

The contributions of the Key Agencies have been particularly helpful in developing the Proposed Plan and supporting documents. Following consideration of any representations received on the Proposed Plan, and any modifications arising, it will be submitted to the Scottish Ministers for approval.

The City of Edinburgh, East Lothian, Fife, Midlothian, Scottish Borders and West Lothian Councils, the six member authorities of SESplan, are committed to an ambitious vision which recognises that the area is a key driver in the Scottish economy with Edinburgh, a leading European city and Scotland's Capital, at its heart. The Strategic Development Plan aims to ensure that the City Region, underpinned by its high quality built and natural environment, continues to be internationally recognised as an outstanding area in which to live, work and do business. Maintaining and enhancing the area's special qualities and delivering high quality, resilient places in the context of further growth will be vital to ensure the future prosperity of the area.

This Proposed Plan sets out a spatial strategy which recognises existing development commitments and promotes a sustainable pattern of growth. The strategy is supported by a framework for delivery which will promote and secure economic growth and the delivery of housing in the most sustainable locations; and promote the development of strategic transport and infrastructure networks to support that growth and to meet the needs of communities. The Proposed Plan reflects the ambitions and commitment of the six authorities to realising the potential of the area and ensuring it continues to play a leading role in a national context.

**Councillor Russell Imrie**  
Chair of the SESplan Joint Committee



## National Planning Policy

## National Legislation



## Challenges Driving the strategy



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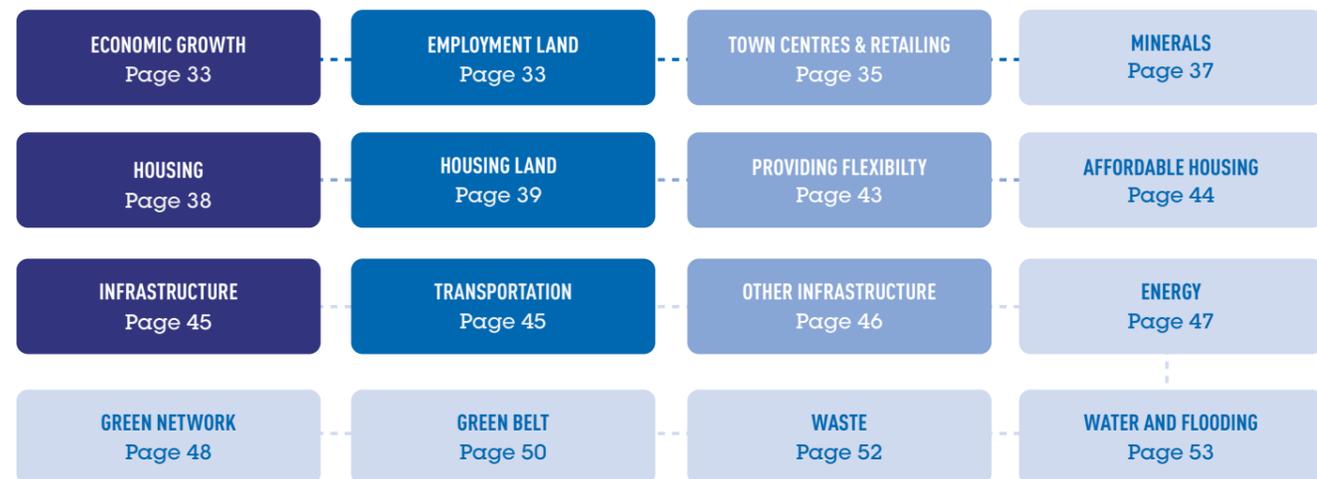
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# Introduction

1 Under the terms of the Planning etc. (Scotland) Act 2006, the six member authorities (City of Edinburgh, East Lothian, Fife, Midlothian, Scottish Borders and West Lothian) that make up the SESplan Strategic Development Planning Authority (SDPA) are required to prepare a Strategic Development Plan (SDP) for South East Scotland. Scottish Ministers expect SDPs to be concise, visionary documents that set clear parameters for Local Development Plans (LDPs). The SDP is intended to set out a vision statement as the SDPA's broad view on the future development of the SESplan area, along with a Spatial Strategy on the future development and land use within the area, taking into account cross-border relationships. The SDP will cover the period to 2032 and is required to take into account:

- National Planning Framework 2 (NPF2);
- Scottish Planning Policy (SPP);
- The resources available for carrying out the policies and proposals in the SDP;
- Any approved or proposed SDP for a neighbouring SDP area;
- The Regional Transport Strategy (RTS);
- Relevant River Basin Management Plans;
- Relevant Local Housing Strategies;
- The Zero Waste Plan (ZWP); and
- Issues arising out of the European Directive on the control of major accident hazards involving dangerous substances.

2 Other relevant legislation and national and regional strategies, of significance include:

- The Climate Change (Scotland) Act 2009;
- The National Renewables Infrastructure Plan (NRIP);
- The Scottish Biodiversity Strategy (SBS);
- The Scottish Forestry Strategy (SFS); and
- The Strategic Transport Projects Review (STPR).

3 To facilitate and inform the process, the first major stage in the preparation of the SDP, was the production of a Main Issues Report (MIR). The MIR was considered by the SESplan Joint Committee on the 26 March 2010 and following ratification by each of the member authorities was subject to a 12 week public consultation period commencing on the 31 May 2010.

- 4 This Proposed Plan has been prepared taking into account the representations made through the MIR public consultation. The Plan will be published and subject to a period for formal representations, following which the document will be submitted to Scottish Ministers.
- 5 The SDPA is required to prepare and review the SDP and submit it to Scottish Ministers within four years of the approval of the existing Plan. An early task will therefore be to monitor the impact of the policies and proposals of the existing Plan and any changes in the principal physical, economic, social and environmental characteristics of the SDP area. This will include post-adoption monitoring of the Environmental Report. The Action Programme, which will accompany the Plan on submission to Ministers, is also required to be kept under review, updated and republished at least every two years.
- 6 The Proposed Plan is structured in three main sections:
  - **SESplan, the Capital City Region – The Vision** – The Vision for the South East Scotland region over the period to 2032.
  - **The Spatial Strategy** – The detail of the SDP Spatial Strategy.
  - **Framework for Delivery** – How the Spatial Strategy will be implemented through LDPs and other plans, programmes and projects.
- 7 The three sections of the Proposed Plan, including the Proposed Plan policies, are complementary and should be read in conjunction with each other. Development proposals will be required to be in accordance with all policies in the Plan. SESplan will consider the need for supplementary guidance in the event that issues arise which require an urgent policy response.



# SEsplan, The Capital City Region – The Vision

- 8 South East Scotland is the main growth area and the key driver of the Scottish economy. At its heart is Edinburgh, a leading European city which is the hub of the regional and national economy, providing a wide range of services as Scotland's Capital City.

## The Vision

- 9 The Vision for this Strategic Development Plan (SDP) is that;

By 2032, the Edinburgh City Region is a healthier, more prosperous and sustainable place which continues to be internationally recognised as an outstanding area in which to live, work and do business.

## SEsplan - Profile of the Region

- 10 The SEsplan population is around 1.2 million (544,000 households) and forecast to grow to around 1.4 million (712,000 households) by 2033<sup>1</sup>. There are expected to be increasing numbers of people in older age groups (65 – 84) and growing numbers of smaller households.

<sup>1</sup> General Register Office for Scotland 2008 Based Projections

- 11 In 2008, around 50% of the population lived in Edinburgh and the larger towns and 50% in settlements of less than 20,000 or the wider rural area. More than half of the area is rural, and farming, forestry and other rural based enterprises are vital in many areas. Improving connectivity across all parts of the SEsplan area including through high speed digital networks is essential to enable the development of more sustainable communities.
- 12 The high quality built and natural environment of the SEsplan area underpins its desirability as a place to live, work, do business and visit and can contribute to improving health and well being. Maintaining and enhancing these special qualities in the context of further growth will be vital to ensure the future prosperity of the area.
- 13 The key sectors of financial and business services, higher education and the commercialisation of research, energy, tourism, life sciences, creative industries, food and drink and enabling (digital) technologies are central to the regional economy. Concentrations of economic activity of national significance are located in Edinburgh City Centre and to the west of the City, where strategic transport routes converge.
- 14 The routes that connect the City to the wider area also serve a number of other main settlements, including Dunfermline, Glenrothes, Kirkcaldy and Livingston, and the more rural areas of East Lothian and Scottish Borders. The City is the most accessible location, served by radial transport routes. Close to the City, where travel demands are greatest, all trunk roads as well as rail lines operate at or very near capacity at peak times. Projects such as the Borders Railway, enhanced rail services to the west and the Forth Replacement Crossing will improve connectivity both within the area and to other parts of Scotland and beyond.
- 15 Many parts of the area will experience physical changes over the plan period, whether through substantial urban expansion or rural land-use changes, including a significant increase in woodland planting. Both the urban and rural environments will also need to withstand and respond to the effects of climate change in the period to 2032. Delivering high quality, resilient places through good design and master planning will be essential to the achievement of the Vision.
- 16 Significant investment in infrastructure will be needed if new opportunities are to be realised and the area is to grow sustainably and improve its competitiveness nationally and internationally. The role of the SDP is to prioritise limited resources and provide a framework within which to align the investment plans of the key agencies and others.

## SESplan - The Aims of the SDP

17 The Aims of the SDP have been developed to deliver the Vision and are to:

### THE AIMS

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

## The Spatial Strategy

18 The Spatial Strategy sets a framework for the SESplan area to take forward the Vision and Aims of the Strategic Development Plan (SDP). The Spatial Strategy builds on approaches in existing development plans and on priorities identified in National Planning Framework 2 (NPF2), including opportunities for collaboration with west Central Scotland and linkages to the north and south. Central to meeting the Aims are the:  
Implementation of established and approved development plan strategies which already provide for new development in accordance with the Vision and Aims of the SDP; and  
Identification of Sub Regional Areas across the SESplan area within which are specific Strategic Development Areas (SDAs).

### THE SPATIAL STRATEGY

The Strategic Development Plan Spatial Strategy as detailed on Figures 2 and 3 (The Spatial Strategy and Strategic Infrastructure) builds on existing committed development, focusing further development along preferred corridors optimising connectivity and access to services and jobs.

The Strategic Development Plan identifies five Sub Regional Areas. Within these, further development will be focused in thirteen Strategic Development Areas acting as the primary locations for growth and investment.

New development proposals will complement and not undermine the delivery of existing committed development.

The Spatial Strategy aims to encourage key development sectors and promote a sustainable growth pattern. It identifies priority strategic improvements to transport and other infrastructure which are required to support existing and future development.

19 The identification of SDAs has been informed by a Spatial Strategy Assessment, which accompanies this SDP.

Figure 1 - The Spatial Strategy

# The Spatial Strategy

The Spatial Strategy sets a framework for the SESplan area to take forward the Vision and Aims of the Proposed Plan. Figure 1 shows the 13 Strategic Development Areas (SDAs) which have been identified as the main focus for future growth. These are located within 5 Sub Regional Areas (Regional Core, East Coast, Midlothian / Borders, Fife Forth and West Lothian). The Strategy sets out locational priorities for development up to 2024.



## Committed

Number of housing units already committed in previous development plans.



## Proposed Housing 2009 - 2024

Number of additional housing units allocated in the SDP.



## Strategic Employment Land

Employment land allocated in previous development plans.



## Proposed Employment Land

Additional employment land allocated in the SDP.

## FIFE FORTH

- (7) NORTH DUNFERMLINE
- (8) ORE / UPPER LEVEN VALLEY

🏠 6,700 🏠 1,800 📐 411ha

### GROWTH AND DEVELOPMENT

Additional development to be focussed in the North Dunfermline and Ore / Upper Leven Valley areas with development of Rosyth for international container business and other port related activities. Further development of Fife Energy Park will be supported.

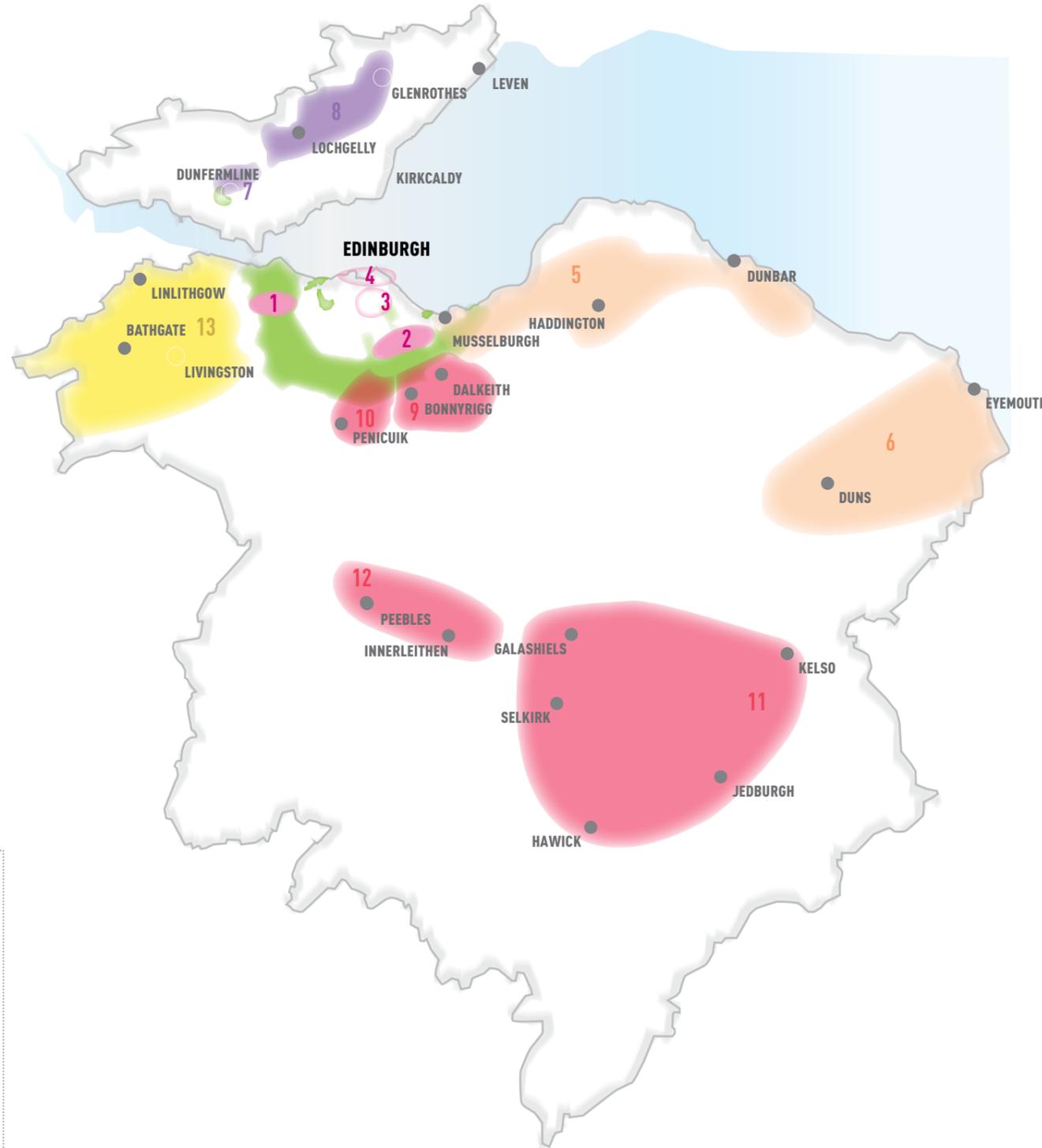
## WEST LOTHIAN

- (13) WEST LOTHIAN

🏠 22,300 🏠 1,750 📐 123ha

### GROWTH AND DEVELOPMENT

Emphasis on the implementation of existing committed developments for which the completion of new transport and other infrastructure is required.



## REGIONAL CORE

- (1) WEST EDINBURGH
- (2) SOUTH EAST EDINBURGH
- (3) EDINBURGH CITY CENTRE
- (4) EDINBURGH WATERFRONT

🏠 41,100 🏠 3,450 📐 247ha 📐 20ha (Proposed)

### GROWTH AND DEVELOPMENT

Emphasis on maintaining and developing its established role as the Regional Core and the Capital City, with a focus on development in the City Centre, and at West Edinburgh, the Waterfront and South East Edinburgh.

## EAST COAST

- (5) EAST LOTHIAN
- (6) EASTERN BORDERS

🏠 8,400 🏠 800 📐 76ha

### GROWTH AND DEVELOPMENT

Emphasis on focussing on the A1 and East Coast Main Line, promotion of modest additional growth of existing settlements to accommodate further growth; primary development locations being Eyemouth, Duns and Reston and a new settlement at Blindwells.

## MIDLOTHIAN / BORDERS

- (9) A7 / A68 / BORDERS RAIL CORRIDOR (MIDLOTHIAN)
- (10) A701 CORRIDOR (MIDLOTHIAN)
- (11) CENTRAL BORDERS
- (12) WESTERN BORDERS

🏠 15,500 🏠 2350 📐 124ha 📐 25ha (Proposed)

### GROWTH AND DEVELOPMENT

Emphasis on additional employment opportunities to reduce the need to commute, and implementation of transport infrastructure to accommodate further planned growth, primary development locations being the corridors of the A7 / A68 / Borders Rail and A701 within Midlothian and the areas of Central and Western Borders.

### KEY

- SESPLAN BOUNDARY
- SUB REGIONAL AREA
- 1-13 STRATEGIC DEVELOPMENT AREAS
- STRATEGIC TOWNS
- GREEN BELT

Figure 2 - Strategic Infrastructure

# Strategic infrastructure

Transport and public accessibility have been key in assessing the development and identifying the Strategic Development Areas. Transport plays a significant role in delivering the strategy whilst addressing issues of climate change and working towards achieving sustainable development. Figure 2 identifies key strategic improvements to transport and other infrastructure which are required for existing and future development.



## National transport corridors

A geographic area between two points; those shown on Figure 2 are the main transport routes (road and rail) that move people and freight and which connect SESplan nationally.



## National developments

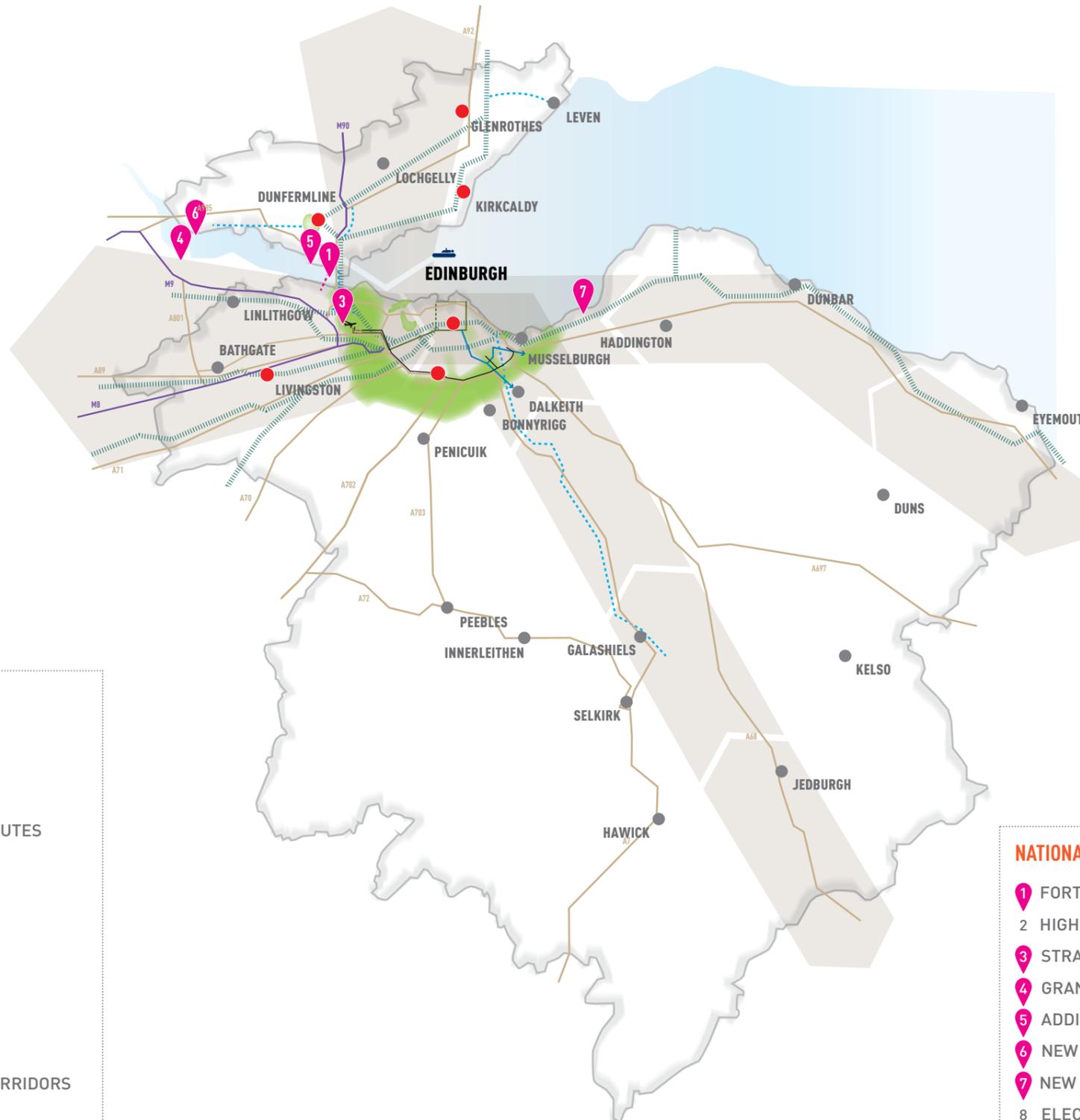
Identified by the Scottish Government in NPF2.

### FIFE FORTH

- LEVENMOUTH RAIL LINK
- LIGHT RAIL LINKS
- REDHOUSE ROUNDABOUT UPGRADE
- CROSS FORTH HOVERCRAFT/FERRY
- DUNFERMLINE NORTHERN RELIEF ROAD
- DUNFERMLINE / ALLOA PASSENGER RAIL LINK
- DUNFERMLINE WESTERN DISTRIBUTOR ROAD
- HALBEATH AND ROSYTH PARK AND RIDE
- HALBEATH/INVERKEITHING RAIL SPUR
- EAST COAST RAIL LINE IMPROVEMENTS (TO BE CONFIRMED)
- SECONDARY AND PRIMARY EDUCATION FACILITIES
- WATER AND SEWERAGE INFRASTRUCTURE

### WEST LOTHIAN

- IMPROVEMENTS TO A801
- PARK AND RIDE SCHEMES
- M8 AND M9 BUS LANE
- WEST EDINBURGH TRAM EXTENSION
- NEW JUNCTIONS ON THE M8 AND M9
- WINCHBURGH RAIL STATION
- IMPROVEMENTS TO THE A71 AND A89
- IMPROVEMENTS TO THE EDINBURGH TO GLASGOW CENTRAL RAIL LINE
- SECONDARY AND PRIMARY EDUCATION FACILITIES
- ELECTRICITY GRID REINFORCEMENTS
- WATER AND SEWERAGE INFRASTRUCTURE



### REGIONAL CORE

- TRAM LINE 1A (COMMITTED), TRAM LINES 1B AND 1C (PROPOSED)
- GOGAR STATION
- SHERIFFHALL JUNCTION UPGRADE
- BORDERS RAIL
- UPGRADES AT NEWBRIDGE INTERCHANGE
- WAVERLEY AND HAYMARKET RAIL STATION IMPROVEMENTS
- ORBITAL BUS ROUTE
- DALMENY CHORD
- A68 PARK AND RIDE
- MILLERHILL WASTE FACILITY
- SECONDARY AND PRIMARY EDUCATION FACILITIES
- WATER AND SEWERAGE INFRASTRUCTURE

### EAST COAST

- DUALING OF A1
- ROUTE ACTION - A6105 EARLSTON TO DUNS TO BERWICK
- IMPROVEMENTS TO RAIL AND BUS SERVICES (INCLUDING A STATION AT RESTON AND EAST LINTON)
- UPGRADING OF BOTH BANKTON AND OLD CRAIGHALL JUNCTIONS
- ENHANCED DIGITAL CONNECTIVITY
- SECONDARY AND PRIMARY EDUCATION FACILITIES
- ELECTRICITY GRID REINFORCEMENTS
- WATER AND SEWERAGE INFRASTRUCTURE

### MIDLOTHIAN / BORDERS

- RE-OPENING OF BORDERS RAILWAY LINE; - PHASE 1 EDINBURGH TO TWEEDBANK LONGER TERM TWEEDBANK TO CARLISLE
- GALASHIELS TRANSPORT INTERCHANGE;
- IMPROVEMENTS TO KEY ROUTES - A68 - A7 (INCLUDING SELKIRK BYPASS) - A72 PEEBLES TO GALASHIELS; - A697 COLDSTREAM TO CARFRAEMILL; - A698 HAWICK TO COLDSTREAM; - A699 SELKIRK TO KELSO; - A703 - IMPROVEMENTS TO A701
- GALASHIELS (EASTER LANGLEE) WASTE FACILITY
- FLOOD PREVENTION SCHEMES; - HAWICK, SELKIRK, GALASHIELS
- ENHANCED DIGITAL CONNECTIVITY
- UPGRADING OF SHERIFFHALL ROUNDABOUT AND OTHER JUNCTIONS ON A720
- ORBITAL BUS ROUTE
- LOTHIANBURN PARK AND RIDE
- SECONDARY AND PRIMARY EDUCATION FACILITIES
- ELECTRICITY GRID REINFORCEMENTS
- WATER AND SEWERAGE INFRASTRUCTURE

#### KEY

- SESPLAN BOUNDARY
- PRINCIPAL RAIL ROUTES
- PRINCIPAL ROAD ROUTES
- PRINCIPAL MOTORWAY ROUTES
- PROPOSED RAIL ROUTES
- PROPOSED ROAD ROUTE
- TRAM LINE 1A
- TRAM LINE 1B
- TRAM LINE 1C
- TRAM LINE 3
- EDINBURGH AIRPORT
- NATIONAL TRANSPORT CORRIDORS
- STRATEGIC TOWNS
- CROSS FORTH FERRY / HOVERCRAFT

#### NATIONAL DEVELOPMENTS

- 1 FORTH REPLACEMENT CROSSING
- 2 HIGH SPEED RAIL LINK TO LONDON (NOT SHOWN)
- 3 STRATEGIC AIRPORT ENHANCEMENTS
- 4 GRANGEMOUTH FREIGHT HUB (JUST OUTSIDE SESPLAN AREA)
- 5 ADDITIONAL CONTAINER FREIGHT CAPACITY ON FORTH
- 6 NEW NON-NUCLEAR BASELOAD CAPACITY @ EXISTING SITE - LONGANNET
- 7 NEW NON-NUCLEAR BASELOAD CAPACITY @ EXISTING SITE - COCKENZIE
- 8 ELECTRICITY GRID REINFORCEMENTS (NOT SHOWN)
- 9 CENTRAL SCOTLAND GREEN NETWORK (NOT SHOWN)

## The Spatial Strategy

- 20 The Spatial Strategy sets out locational priorities for development up to 2024 and gives a broad indication of the scale and direction of growth up to 2032. This has evolved from a focus on delivering integrated land use and transport patterns in the thirteen SDAs. Taking a lead from the Vision and Aims of the SDP, the Spatial Strategy focuses on the key components of the economy, housing and infrastructure.
- 21 In terms of the economy, the Scottish Government has set out that its central purpose is to increase sustainable economic growth, with the SDP taking a more pro-active role. The SDP identifies strategic business locations which are of high amenity value and which are accessible by all forms of transport. The Spatial Strategy therefore aims to respond to the diverse needs and locational requirements of different sectors and sizes of businesses whilst being flexible to changing circumstances in order to accommodate new economic opportunities.
- 22 In determining the phasing and distribution of further strategic housing development within the Sub Regional Areas and across the SDAs, it is important to consider the impact that the current economic climate has had on the delivery of and demand for new housing.
- 23 The SESplan estimates of housing need and demand are built upon 2006 based household projections. The latest projections based on 2008 data indicate that need and demand have in fact been some 45% less than estimated. There is also a significant amount of land already allocated across the SESplan area within existing development plans - which, based on a five year average completion rate, equates to 21 years supply. It is evident that completions of housing developments have been reduced by the economic downturn, with the programmed effective five year housing land supply significantly reduced as a result. The issue is one of delivery rather than supply.
- 24 There will continue to be major challenges to the delivery of housing and other elements of the Plan both in the short and medium terms, since the resources available for both development and the supporting infrastructure will continue to be constrained.
- 25 It is clear that the recession has had a marked effect on both prospective home owners and the development industry with the difficulties in accessing finance acting as a barrier to both the demand for and delivery of housing. Allocating further development land in the short term would undermine existing development plan strategies and provide for an over allocation of housing land.

- 26 On this basis and in order to provide a generous supply of land, the SDP:
- Identifies the total housing land requirement for the SESplan area over the period to 2032;
  - Identifies how much housing land should be met by site allocations in LDPs that are capable of development by 2019;
  - Indicates the strategic locations within which land should be allocated in LDPs to meet requirements up to 2024; and
  - Indicates the possible scale of housing land up to 2032, the location of which will be broadly in accordance with the Spatial Strategy.
- 27 The Spatial Strategy steers housing growth to sustainable locations where there is infrastructure capacity or which minimise the requirement for additional investment.
- 28 In terms of infrastructure, LDPs should make provision for the priority strategic interventions detailed in Figure 2 (Strategic Infrastructure) and identify additional local projects that will be necessary to facilitate the SDP. Investment in existing and new infrastructure at the right time and in the right locations will be a vital component of delivering sustainable economic growth.
- 29 The SDP has linked the Spatial Strategy to supporting infrastructure. Mechanisms to support infrastructure delivery, related to the investment programmes of infrastructure providers, are required to ensure delivery of development to support the Spatial Strategy. The Spatial Strategy has therefore been guided by the ability to benefit from those locations that are, or will become, best served by infrastructure provision and capacity and as such it must also be used by others to inform investment decisions in the future.
- 30 Policy 1A identifies the SDAs to which new strategic development shall be directed. Policy 1B sets out the broad principles for bringing development forward. The locations set out in Policy 1A maximise the potential for development, meeting sustainability and environmental objectives. The SDAs are complemented by a policy framework which sets out how development should be delivered. LDPs will promote a co-ordinated approach to development within the SDAs and support the delivery of additional land for housing and employment and other development requirements.

## Policy 1A

### THE SPATIAL STRATEGY: DEVELOPMENT LOCATIONS

The Spatial Strategy of this Strategic Development Plan builds on existing committed development and, as shown in Figures 1 and 2 identifies the following five Sub Regional Areas;

- Regional Core
- East Coast
- Fife Forth
- Midlothian / Borders
- West Lothian.

Local Development Plans will direct further strategic development to the following Strategic Development Areas;

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

Local Development Plans will indicate the phasing and mix of uses as appropriate to secure the provision and delivery of infrastructure to accommodate development. Any areas of restraint necessary as a result of environmental and infrastructure constraints will be identified and justified in Local Development Plans.

\* These Strategic Development Areas do not involve additional new housing requirements.

## Policy 1B

### THE SPATIAL STRATEGY: DEVELOPMENT PRINCIPLES

Local Development Plans will:

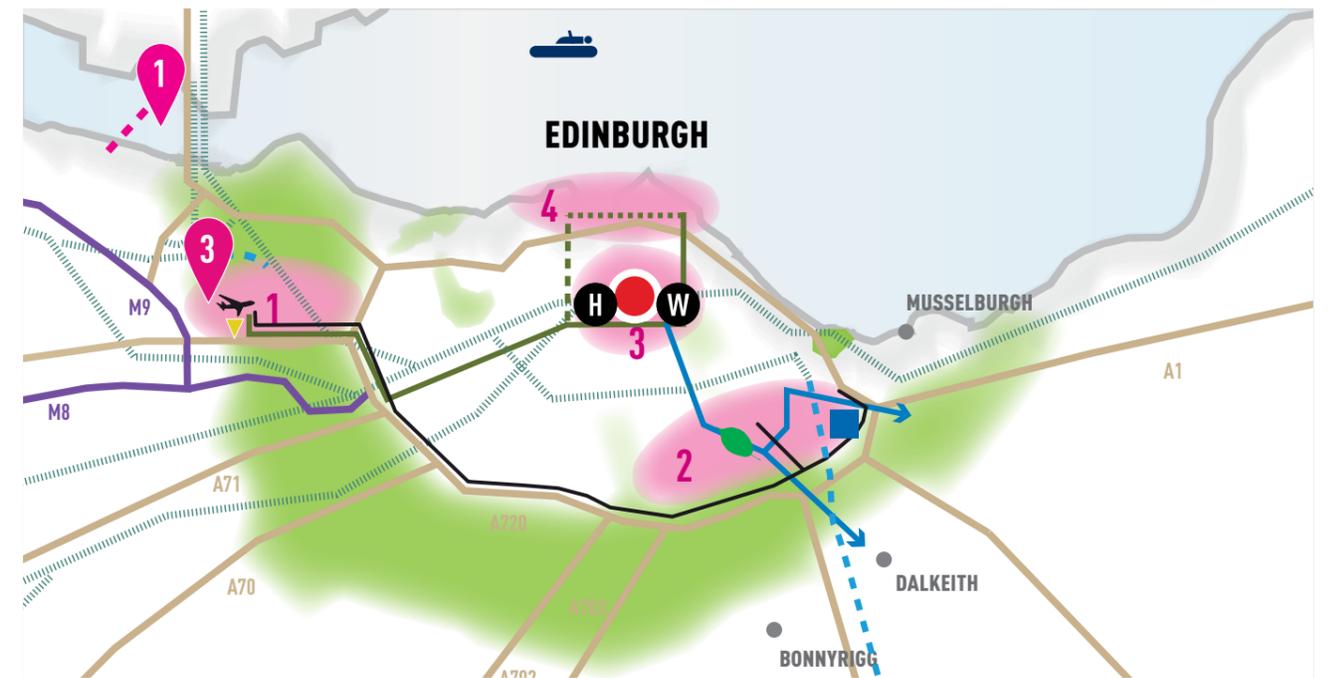
- Ensure that there are no significant adverse impacts on the integrity of international, national and local designations, in particular National Scenic Areas, Special Protection Areas, Special Areas of Conservation, Sites of Special Scientific Interest and Areas of Great Landscape Value and any other Phase 1 Habitats or European Protected Species;
- Ensure that there are no significant adverse impacts on the integrity of international and national built or cultural heritage sites in particular World Heritage Sites, Scheduled Ancient Monuments, Listed Buildings, Royal Parks and Sites listed in the Inventory of Gardens and Designed Landscapes;
- Have regard to the need to improve the quality of life in local communities by conserving and enhancing the natural and built environment to create more healthy and attractive places to live;
- Contribute to the response to climate change, through mitigation and adaptation; and
- Have regard to the need for high quality design, energy efficiency and the use of sustainable building materials.

## Regional Core

Within the Regional Core, development will be focused on four SDAs at West Edinburgh, South East Edinburgh, Edinburgh City Centre and Edinburgh Waterfront. Land is identified for an additional 3,450 new homes and 20 hectares of employment land over the period to 2024. Edinburgh City Centre will continue to be prioritised as the regional centre. Land will be safeguarded for the development of a waste treatment facility at Millerhill Marshalling Yards, and the potential of Leith as a location for the manufacturing of offshore wind infrastructure will be assessed through the Local Development Plan.

- 31 Edinburgh lies at the heart of the Regional Core. The City is a main driver of the Scottish as well as the SESplan economy and forms an important centre of economic activity. The Core is a major tourist and leisure destination and encompasses the World Heritage Site combining the protection and use of historic buildings with new modern development proposals. Edinburgh and the wider area is also a focus for higher education, with over 100,000 students studying in the City.
- 32 The continued development of the Regional Core over the next 20 years is one of the crucial elements of the SDP Strategy.
- 33 Edinburgh City Centre SDA provides many activities and services including employment, administration and retailing which are central to its role as the Capital City. There is a comprehensive development framework in place for the whole of Princes Street and the St. James Quarter to boost their competitive position and strengthen their appeal. 4,000 new homes are either allocated in the adopted local plan, granted planning permission and / or under construction. The proposed / ongoing development of Haymarket and Waverley rail stations will be important, with connections within and to the north and south of the SESplan area improved. Phase 1A of the tram network (Edinburgh Airport to Newhaven via the City Centre) when completed will also further enhance access.
- 34 The Edinburgh Waterfront SDA is one of the largest regeneration projects in Europe, with the potential for over 28,000 new homes as well as commercial development. The aim is to develop sustainable mixed use development based on an urban village concept. In the longer term the Waterfront will be physically, socially and economically connected to existing communities in the wider North Edinburgh area.

Figure 3 - Regional Core



### (1) WEST EDINBURGH

COMMITTED HOUSING	PROPOSED HOUSING 2009-2019	PROPOSED HOUSING 2019-2024
800 units	1000 units	1000 units

### (2) SOUTH EAST EDINBURGH

COMMITTED HOUSING	PROPOSED HOUSING 2009-2019	PROPOSED HOUSING 2019-2024
7800 units	600 units	850 units

### (3) EDINBURGH CITY CENTRE

COMMITTED HOUSING	PROPOSED HOUSING 2009-2019	PROPOSED HOUSING 2019-2024
4000 units	0 units	0 units

### (4) EDINBURGH WATERFRONT

COMMITTED HOUSING	PROPOSED HOUSING 2009-2019	PROPOSED HOUSING 2019-2024
28500 units	0 units	0 units

PROPOSED EMPLOYMENT LAND
20 ha

#### KEY

- COMMITTED HOUSING
- PROPOSED HOUSING
- PROPOSED EMPLOYMENT LAND
- GREEN BELT
- SESPLAN BOUNDARY
- PRINCIPAL MOTORWAY ROUTES
- PRINCIPAL RAIL ROUTES
- PRINCIPAL ROAD ROUTES
- PROPOSED RAIL ROUTES
- CORE EDINBURGH ORBITAL BRT ROUTE
- TRAM LINE 1A
- TRAM LINE 1B
- TRAM LINE 1C
- TRAM LINE 3
- STRATEGIC DEVELOPMENT AREA
- CROSS FORTH FERRY HOVERCRAFT
- EDINBURGH AIRPORT
- HAYMARKET RAIL STATION
- WAVERLEY RAIL STATION
- MILLERHILL MARSHALLING YARD (WASTE TREATMENT)
- INTERNATIONAL BUSINESS GATEWAY
- EDINBURGH BIO QUARTER
- CITY CENTRE
- FORTH REPLACEMENT CROSSING
- STRATEGIC AIRPORT ENHANCEMENTS

## Regional Core

- 35 Phase 1A of the tram network will run from Edinburgh Airport to Newhaven Harbour via the City Centre, transforming the accessibility and connectivity of the eastern Waterfront area (including Leith Docks), improving the sustainable travel links to the City Centre, West Edinburgh and the Airport. The delivery of Phase 1B of the tram (Roseburn to Granton) alongside other infrastructure such as schools is required to facilitate the long term regeneration aspirations for Granton Waterfront. The route from Newhaven to Granton (Phase 1C) to complete the loop is safeguarded. The full tram route will ensure that the development potential of the Waterfront is maximised while minimising congestion and carbon emissions.
- 36 The continued redevelopment of the Edinburgh Waterfront SDA provides a unique opportunity for a significant contribution to strategic housing and business needs using redundant brownfield rather than greenfield land. The National Renewables Infrastructure Plan (NRIP) supports the Port of Leith as a potential location for the manufacture of offshore wind infrastructure. This potential should be assessed through the local development plan which is the appropriate vehicle to consider the planning, transport and environmental implications in the round. The SDA is one of the first projects in Scotland to make use of Tax Incremental Funding (TIF) assisting with accelerating and funding the infrastructure required.
- 37 The North Edinburgh Transport Action Plan (NETAP) sets out an integrated package of transport interventions including bus / walking and cycling measures to support sustainable travel in North Edinburgh.
- 38 The West Edinburgh SDA is an internationally recognised area of economic importance incorporating Edinburgh Airport. The strategic enhancement of Edinburgh Airport has been identified as a national development within NPF2 and is supported by the West Edinburgh Planning Framework (WEPF). The area is an attractive location for inward investment and as well as airport expansion proposals includes the development of a new multi-modal station at Gogar, the relocation of the Royal Highland Centre, the creation of an International Business Gateway (IBG) and the resolution of the Gogar Burn flooding issues.
- 39 The West Edinburgh SDA is well located in relation to the road network and will soon be accessible by a range of other transport modes. A West Edinburgh Transport Appraisal (WETA) has been undertaken to identify additional requirements to meet the development proposed in the WEPF.
- 40 The Masterplan for Edinburgh Airport sets out a programme of future growth including the potential development of a second runway. The WEPF identifies committed public transport improvements including the Edinburgh tram, the intermodal station at Gogar and the Dalmeny Rail Chord. The public transport strategy being pursued as part of the Forth Replacement Crossing and the proposed Edinburgh Orbital Bus Route will improve accessibility further. Together these make West Edinburgh a highly sustainable location in which to focus new development, thereby helping to reduce carbon emissions.
- 41 Within the West Edinburgh SDA, the LDP will allocate sites that are capable of development over the period to 2019 to accommodate an additional 1,000 new homes. Sites for a further 1,000 new homes will be allocated within the LDP to meet the housing land requirement over the period 2019 - 2024. Such housing development will complement the business proposals promoted in the WEPF.
- 42 Growth in South East Edinburgh, through Green Belt release where necessary, has been promoted since the 1990s. This was based upon public transport accessibility and lower landscape quality.
- 43 Over 7,800 new homes are already committed (3,800 within Edinburgh and 4,000 within Midlothian) through regeneration, settlement expansion and the Shawfair new settlement proposals. Much progress has been made but there are challenges due to the scale of new infrastructure required and the impact of the current economic downturn.
- 44 Delivery of existing development commitments is a key requirement and priority. The new BioQuarter Science Park based at the Royal Infirmary of Edinburgh, University of Edinburgh Medical School and Shawfair Park are important strategic employment centres contributing to the South East Edinburgh employment hub which provides jobs close to major new housing areas.
- 45 The South East Edinburgh SDA is served by the City Bypass and Sheriffhall Roundabout which are operating close to capacity and are severely congested at peak times. The upgrading of Sheriffhall Roundabout has been identified as an intervention within the Strategic Transport Projects Review (STPR). The reopening of the Borders Railway in 2014 will provide the Shawfair new community with a new rail station. The provision of Phase 3 of the tram (City Centre to Newcraighall and Dalkeith) and the delivery of the Edinburgh Orbital Bus Route are required to achieve the appropriate level of accessibility by sustainable travel modes. The expansion of park and ride facilities at Sheriffhall and a potential new park and ride facility to the north of the A68 / A720 junction are important.

## Regional Core

- 46 Within the South East Edinburgh SDA, LDPs will allocate sites that are capable of development over the period to 2019 to accommodate an additional 600 new homes (500 within City of Edinburgh and 100 within Midlothian). Sites for a further 850 new homes will be allocated within LDPs (500 within the City of Edinburgh and 350 within Midlothian) to meet the housing land requirement over the period 2019 – 2024. Economic growth at Shawfair Park will be supported through further expansion, with the LDP to allocate 20 hectares of land within Midlothian for further development. Increased education capacity, including secondary education, is required to accommodate committed and further substantial housing growth. Land will be safeguarded within the LDP (Midlothian) for the development of a waste management facility at Millerhill which is likely to include energy from waste technology, and potentially an eco-park with complementary waste recycling / renewable industries.
- 47 The continued economic growth of the Regional Core through the development of retail, creative, financial, commercial, research / development and higher education sectors will continue to be supported. Strategic development within the Regional Core will create opportunities to deliver the Green Network and these will be identified in LDPs.

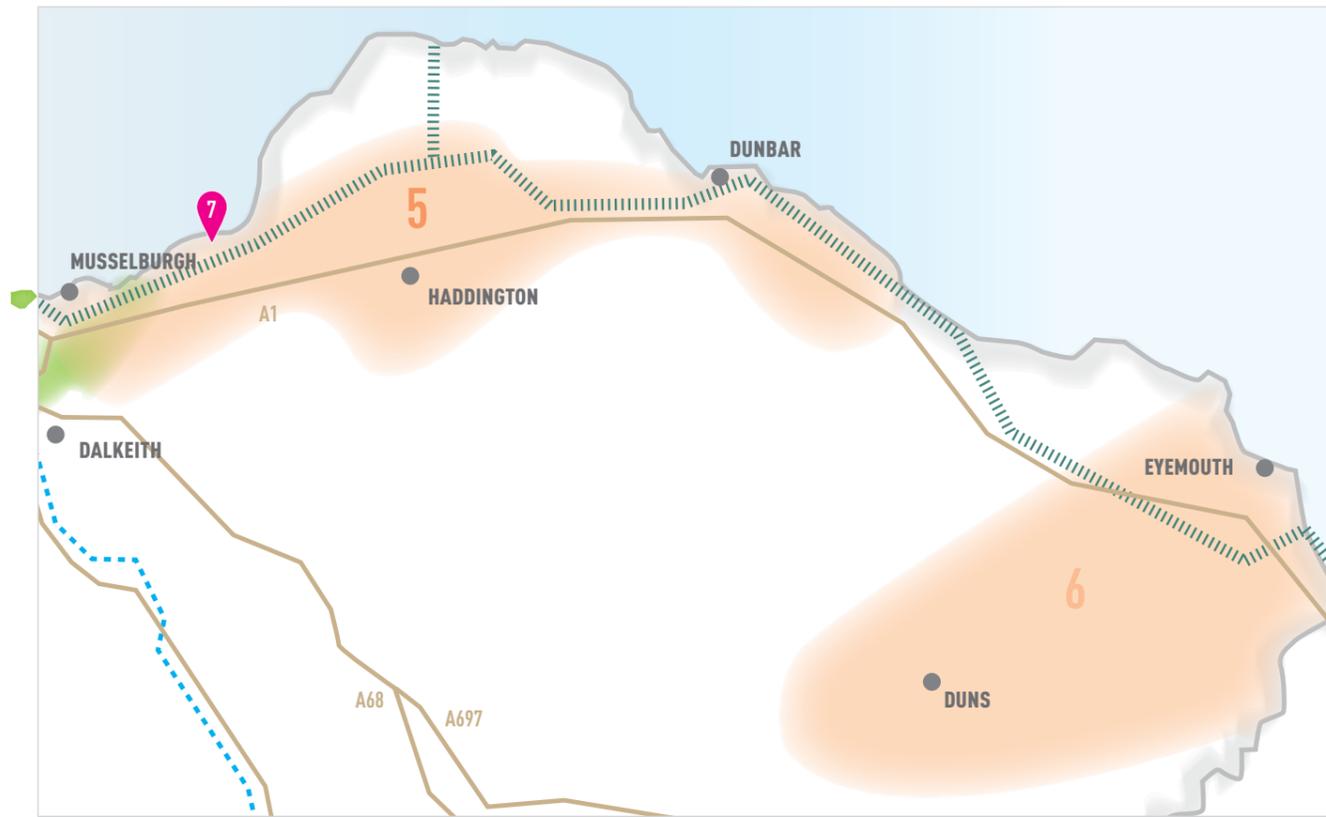


## East Coast

Within the East Coast development will be focused on two SDAs at East Lothian and the Eastern Borders. Land is identified for an additional 800 new homes over the period to 2024.

- 48 The East Coast is focused on the key transport routes of the A1 and the East Coast Main Line (ECML). It extends from Musselburgh in East Lothian eastwards to Dunbar and on to Eyemouth and Duns in the Scottish Borders. The corridor has many towns and settlements of differing characters and functions, with the main towns acting as service hubs for smaller satellite settlements around them.
- 49 The East Coast's high quality built and natural environment and abundance of leisure and tourism opportunities attracts many visitors and places it in high demand as somewhere to live. As a consequence of its poorer accessibility the area is not an identified location for large scale economic development rather its economy is based on tourism, the service sector, agriculture and other rural industries. This is particularly the case with increasing distance from the Regional Core in comparison to better connected locations to the west.
- 50 The East Coast experiences significant pressure for housing growth and, in the absence of a more diverse employment base, many residents commute out of the area to access the wider range and choice of jobs, as well as goods and services. This has resulted in less sustainable commuting and travel patterns and restricted access to affordable housing.
- 51 There are also issues in relation to the transport network and infrastructure capacity with substantial investment being required to deliver committed development. While the timely procurement of these interventions is important, much of this is not in the control of SESplan or the relevant LPAs. In relation to the A1, the SDP supports the completion of its dualling, while Transport Scotland is concerned about the capacity of Old Craighall junction as well as merge and interchange capacity at Wallyford, Dolphinton and Bankton.
- 52 The lack of capacity and low frequency of local passenger services on the ECML and North Berwick branch is also a significant and related issue to that of trunk road capacity. Investment in education and drainage will be required to support development.
- 53 Within the East Lothian SDA there is a continued commitment to Blindwells as a location for a new settlement throughout the plan period and beyond. The vision is for a settlement of 4,600 dwellings to be comprehensively delivered and designed as a new mixed community. It is not expected that any more than the already committed 1,600 dwellings will be delivered prior to 2032. It may be possible to achieve additional early completions if the infrastructure, master planning, phasing, timing and funding solutions associated with the delivery of the whole of the new settlement can be fully and satisfactorily resolved in the short to medium term.

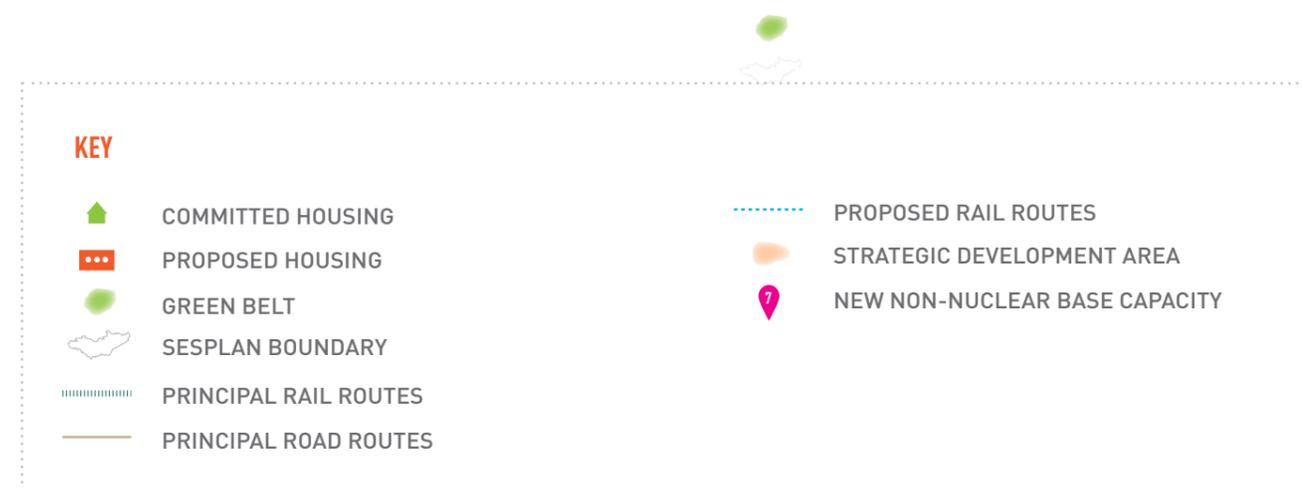
Figure 4 - East Coast



**(5) EAST LOTHIAN**

**(6) EASTERN BORDERS**

	2009 - 2019	2019 - 2024
<b>(5) EAST LOTHIAN</b>	0 units	750 units
<b>(6) EASTERN BORDERS</b>	0 units	50 units



54 The emerging LDP will require comprehensive solutions to be identified that will deliver the whole settlement and define the allocation within which it will be developed. This may include a review of the development principles of the current 1,600 houses local plan allocation. Once a comprehensive solution is agreed, housing completions from Blindwells will only be expected to contribute to the SDP Spatial Strategy for the period 2019 – 2024 at the earliest.

55 The focus within the East Lothian SDA will therefore be the delivery of the significant existing committed developments for both housing and economic development. Around 6,800 new homes are already planned; both within the period to 2032 and beyond, involving the expansion of existing communities alongside the creation of a new settlement at Blindwells.

56 The existing settlements within East Lothian have very limited potential to absorb any further growth. The SDP therefore promotes limited further expansion of existing East Lothian settlements within their infrastructure and environmental capacity constraints. The LDP will allocate sites for 750 new homes to meet the housing land requirement over the period 2019 – 2024 for this purpose.

57 Within the Eastern Borders SDA, Eyemouth and Duns provide important employment and service centres. The Eastern Borders SDA is characterised by a few key small towns and many smaller settlements connected by a fine-grained pattern of roads. The area is located in proximity to Berwick-upon-Tweed and has key north - south transport links by road and rail. Committed development (around 2,000 new homes) is focused on Eyemouth, Duns and Reston.

58 Eyemouth is the focus of the Eastern Borders SDA in terms of jobs and service provision which can utilise spare infrastructure capacity. The settlement contains a strategic employment site at Gunsreen and is well placed to take advantage of any opportunities in the renewables sector through its harbour facilities. There are also regeneration opportunities in Eyemouth and Reston although, to capitalise on the opportunities at Reston additional primary education capacity will be required. There is a continuing role for Duns as the administrative centre.

59 The Eastern Borders has the long-term potential for improved local rail commuter services including a new station at Reston. There are particular challenges for the diversification of the farming and fishing industries in the area. The area offers tourism opportunities, particularly linked to the coast. The LDP will allocate sites for 50 new homes to meet the housing land requirement over the period 2019 – 2024.

# Fife Forth

Within the Fife Forth area committed allocations will be augmented with new strategic scale development post 2019 focused on two SDAs at North Dunfermline and the Ore / Upper Leven Valley<sup>2</sup>. Land is identified for an additional 1,000 new homes over the period to 2024. Greenfield strategic-scale development will only be considered and defined through the LDP in the settlements within these SDAs. Kirkcaldy, Dunfermline and Glenrothes will be prioritised as strategic town centres. Energy Park Fife will be promoted and supported as a centre of excellence in the renewable energy sector. Land will be safeguarded for the development of a waste treatment facility at Westfield, a container terminal at Rosyth and for economic development in identified Strategic Employment Sites.

60 The Fife Forth area incorporates the west and mid areas of Fife and extends from Kincardine in the west to Leven in the east and north to Glenrothes and the southern slopes of the Lomond Hills. The remainder of Fife is covered by the TAYplan City Region. Local development planning in Fife will produce a robust strategy that draws together the strategies of the two City Regions.

61 The SDP strategy includes over 24,500 new homes already allocated in the Fife Forth area. Many are divided between the following strategic land allocations: South / South West / North Dunfermline (4,200 houses), Lochgelly (1,750 houses), South West (1,000 houses) and East Kirkcaldy (2,850 houses), Levenmouth (1,650 houses) and East Glenrothes / Markinch (1,000 houses). There is also smaller scale growth located at Inverkeithing, Burntisland, Kelty, Ballingry, Lochore and in the West Villages. There are also significant allocations on brownfield sites within the area's larger settlements. Given the transition from the Fife Structure Plan to the SDP it may be appropriate to produce supplementary planning guidance to provide short term strategic policy coverage for strategic land allocations in mid and south Fife.

<sup>2</sup> Ore / Upper Leven Valley lies to the north and west of the A92 and encompasses Kelty, Cowdenbeath, Lochgelly, Cardenden, Ballingry, Thornton and Glenrothes (town).

Figure 5 - Fife Forth

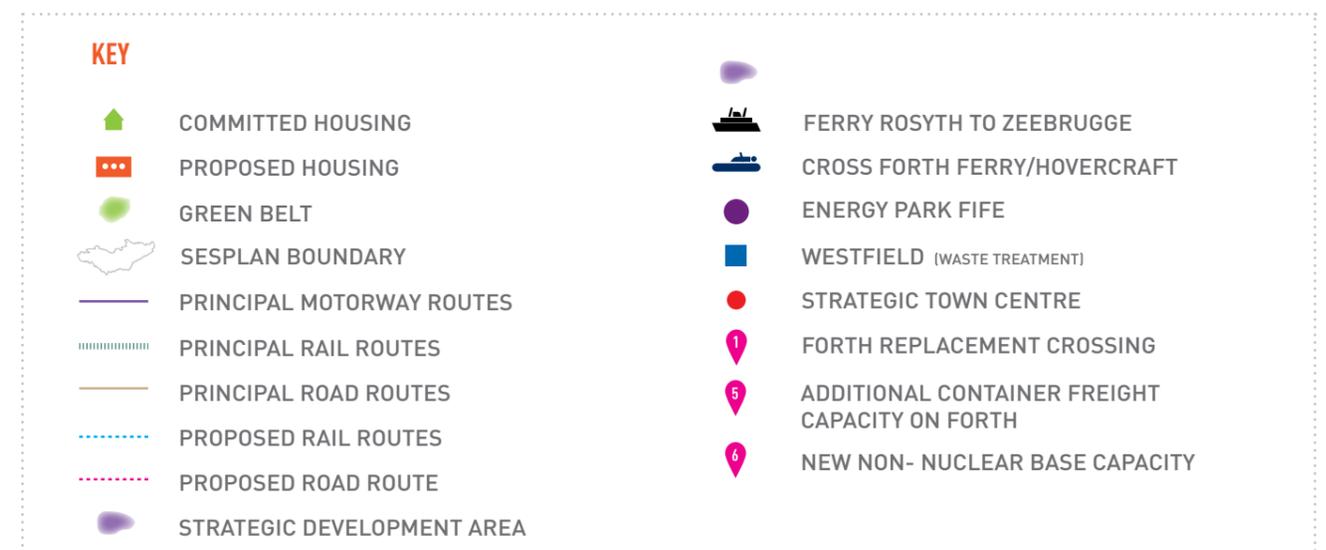


### (7) NORTH DUNFERMLINE

COMMITTED HOUSING	PROPOSED HOUSING 2009-2019	PROPOSED HOUSING 2019-2024
1000 units	0 units	500 units

### (8) ORE / UPPER LEVEN VALLEYS

COMMITTED HOUSING	PROPOSED HOUSING 2009-2019	PROPOSED HOUSING 2019-2024
5700 units	0 units	500 units



## Fife Forth

- 62 These existing developments link future employment sites, community infrastructure and new housing in well designed and accessible locations. In the case of Levenmouth the existing commitment is closely linked to the development of the Diageo bottling facility, Energy Park Fife and its supporting satellite business parks and proposals to reintroduce the Levenmouth rail link.
- 63 There are associated strategic infrastructure requirements with the existing committed developments and these will be identified in LDPs and through local policy guidance on developer contributions.
- 64 Key infrastructure requirements are the upgrading of the Redhouse Roundabout and the provision of a western distributor road at Dunfermline. Prior to development at Kirkcaldy East a strategy to upgrade Redhouse Roundabout will need to be agreed with Transport Scotland. There is also an aspiration to re-introduce passenger rail services between Dunfermline and Alloa.
- 65 Accessibility to the wider City Region will be improved through the construction of the Forth Replacement Crossing. This will provide greater integration into the Regional Core and wider SESplan area. In the longer term the opportunity to introduce a light rail service linking Dunfermline to the Replacement Crossing and the wider areas of West Lothian and Edinburgh Airport will be explored. Land will be safeguarded through the LDP to realise this opportunity.
- 66 Other opportunities for cross Forth travel including hovercraft and ferry services will be pursued and the LDP will ensure that land required for such operations is identified and protected.
- 67 The SDA at the Ore / Upper Leven Valley will utilise the transport infrastructure of the northern arc of the Fife Circle railway line and will bring about the regeneration of the former mining communities. The SDAs will be one of the major focuses for environmental assets improvement within the context of the Green Network. The Fife Green Network will encompass the whole of Fife and be promoted with the key strategic aims of linking the Lomond Hills Regional Park, Loch Leven, Lochore Meadows, St Ninians Earth site, the Fife Coastal Path, the SDAs, major development sites and the urban areas of Fife. The North Dunfermline SDA will augment the existing Strategic Land Allocations to the South West / West and North of Dunfermline through the LDP. Proposals for a Northern Relief Road will be considered through LDP and Local Transport Plan processes.

- 68 Within the Fife Forth area the LDP will allocate sites to meet the housing land requirement over the period 2019 to 2024 to accommodate an additional 1,000 new homes (500 within the North Dunfermline SDA and 500 within the Ore / Upper Leven Valley SDA). Land for 800 new homes will also be identified outwith the two SDAs for smaller scale proposals.
- 69 Energy Park Fife is identified as a key location for the research and development of renewable energy technologies and is promoted as a 'centre of excellence' in Scotland for these activities. In addition Westfield is identified in NPF2 as a location for a green business park and strategic waste management. These areas will be the primary focus of increased growth in the renewable energy key sector.
- 70 Reclaimed land immediately to the west of the Rosyth dockyard offers the opportunity to create a new international container terminal. There is potential for the port to handle both international traffic and coastal services from English ports. It therefore offers opportunities to transport a higher proportion of containerised freight by sea rather than road which will assist in achieving the vision. The potential for port-related activities at Rosyth to expand is safeguarded by the SDP and will be safeguarded within the LDP.

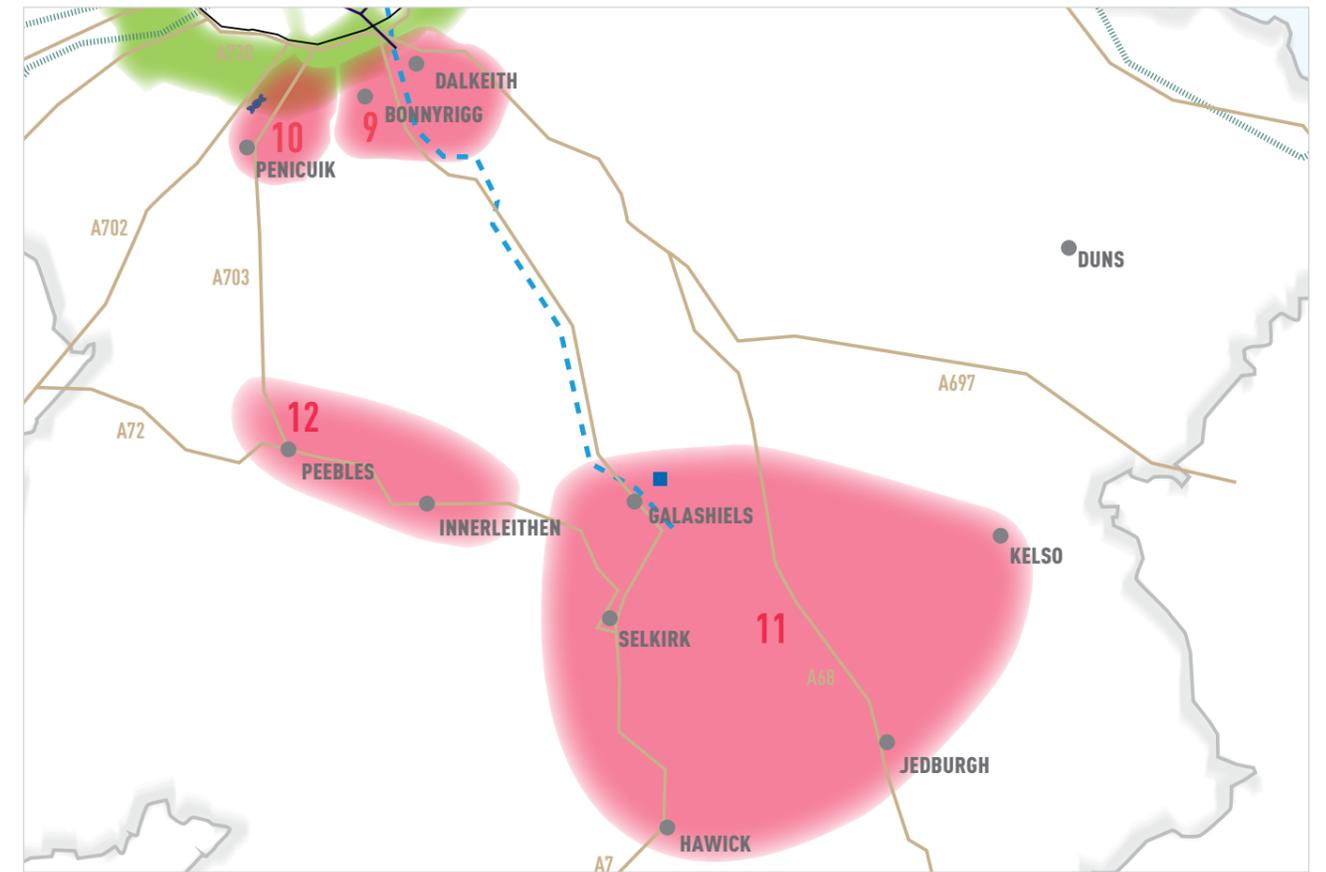


# Midlothian / Borders

Development within the Midlothian / Borders Sub Regional Area will be focused on four SDAs. In Midlothian these comprise the A7 / A68 / Borders Rail and A701 Corridors. In the Scottish Borders, the Central and Western areas are the main centres for development. For the avoidance of doubt, ribbon development will be avoided. Land is identified for an additional 2,300 new homes over the period to 2024. Land will also be safeguarded for the development of a waste treatment facility at Easter Langlee.

- 71 The North Midlothian towns located along the A7 / A68 / Borders Rail and A701 Corridors have become established as attractive and accessible locations for development. These comprise the towns of Dalkeith, Bonnyrigg, Mayfield / Easthouses, Newtongrange, Gorebridge and Rosewell in the A7 / A68 / Borders Rail Corridor and Loanhead, Bilston, Roslin and Penicuik / Auchendinny in the A701 Corridor.
- 72 There are substantial committed housing (around 7,500 new homes, 5,900 within the A7 / A68 / Border Rail Corridor and 1,600 within the A701 Corridor) and economic development proposals representing very significant growth. Accommodating such growth has, however, raised issues of settlement coalescence and maintenance of community identity.
- 73 Economic growth will be achieved through promotion of the key sectors in Midlothian including life, earth and animal sciences, construction, tourism, education and the public sector. In the A7 / A68 / Borders Rail Corridor, this will be through the expansion of committed economic locations, including Salter's Park, Dalkeith. In the A701 Corridor, similar consideration will be given to the committed employment location at Ashgrove, Loanhead.
- 74 The Midlothian Campus of the Edinburgh Science Triangle at Bush Estate has a significant national / international presence; the relocation and expansion of the University of Edinburgh Royal (Dick) School of Veterinary Studies, and the establishment of the Easter Bush Research Consortium, provide the impetus for further growth in this SDA. There will also be enhancements of the 'gateway' to Midlothian at the northern end of the A701 Corridor.

Figure 6 - Midlothian / Borders



(9) A7/ A68 / BORDERS RAIL CORRIDOR (MIDLOTHIAN)	(10) A701 CORRIDOR (MIDLOTHIAN)	(11) CENTRAL BORDERS	(12) WESTERN BORDERS																								
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**KEY**

- 🏠 COMMITTED HOUSING
- 📍 PROPOSED HOUSING
- 📍 PROPOSED EMPLOYMENT LAND
- 🌿 GREEN BELT
- 🗺️ SESPLAN BOUNDARY
- 🚆 PRINCIPAL RAIL ROUTES
- 🛣️ PRINCIPAL ROAD ROUTES
- 🚆 PROPOSED RAIL ROUTES
- 🚌 ORBITAL BUS ROUTE
- 📍 STRATEGIC DEVELOPMENT AREA
- 🏢 EASTER LANGLEE (WASTE TREATMENT)
- 📍 BUSH ESTATE MIDLOTHIAN CAMPUS

## Midlothian / Borders

- 75 The priority is to deliver the existing commitments and significant investment in infrastructure is required to allow this to happen. Key transport infrastructure projects include the reopening of the Borders Railway, grade separation of Sheriffhall Roundabout and improvement to other junctions on the A720 City Bypass, new park and ride sites at Lothianburn, implementation of the Edinburgh Orbital Bus Route with connecting park and ride sites, bus priority measures, A7 junction capacity improvements, and, in the longer term, an extension of the tram system to Dalkeith. Investment in the transport network is important to the successful delivery of both committed development and new allocations and investment in the Esk Valley Trunk Sewer and / or the Eastern Interceptor Sewer may also be required. Difficulties relating to education, capacity, including secondary education will require resolution.
- 76 Despite the scale of committed development, further growth in the Midlothian SDAs is proposed to take advantage of proximity to the Regional Core and its prospects for employment growth. Within the A7 / A68 / Borders Rail Corridor, the LDP will allocate sites that are capable of development over the period to 2019 to accommodate an additional 350 new homes. Sites for a further 900 new homes will be allocated within the LDP to meet the housing land requirement over the period 2019 – 2024.
- 77 There is scope for further expansion of the planned new community at Redheugh which will assist with achieving a critical mass to help fund new infrastructure. The new community is located on the Borders Railway, with potential in the longer term for a new station.
- 78 Within the Midlothian A701 Corridor SDA, the LDP will allocate sites that are capable of development over the period to 2019 to accommodate an additional 250 new homes. Sites for a further 500 new homes will be allocated within the LDP to meet the housing land requirement over the period 2019 – 2024. Midlothian's contribution towards meeting the SESplan housing land requirement is being brought forward primarily in the period to 2024 to assist, if possible, with the early delivery of housing and with the expectation of a reduced contribution in the 2024 – 2032 period.
- 79 The Central and Western Borders SDAs include the principal towns of Galashiels, Jedburgh, Hawick, Peebles, Innerleithen, Kelso and Selkirk. Growth within the Scottish Borders has been and will continue to be focused on these areas (over 8,000 new homes are committed for development, 7,000 within the Central Borders SDA and 1,000 within the Western Borders SDA).
- 80 The Scottish Borders faces a challenging future with the continued erosion of its employment base in farming and manufacturing, especially textiles, and there is a continued challenge to improve the area's connectivity. There are, however, opportunities related to the high quality of the education system and the superior environmental quality.
- 81 Providing the right conditions for economic prosperity is a key priority. The Central and Western Borders SDAs contain a concentration of strategic employment sites (located at Newtown St. Boswells (high amenity), Galashiels / Tweedbank, Kelso, Hawick, Peebles and St Boswells), and opportunities for specialist uses linked to the Heriot Watt University campus in Galashiels and the Borders General Hospital located just outside Melrose.
- 82 It is expected that additional quality employment land, in association with the Borders Railway, will be required. Central to this is the need for real improvement in transport and digital communications.
- 83 The Borders Railway is seen as an important catalyst to future economic growth, but this will require to be augmented by improvements to key routes such as the A68, A7, A72, A701, A703, A698 and A699, as well as improvements to broadband and digital provision. The proposed extension of the Borders Railway to Carlisle will provide further accessibility as will the provision of the Selkirk Bypass and Galashiels transport interchange. Investment in the first tranche of flood schemes at Galashiels, Hawick and Selkirk will be required.
- 84 There is already a substantial amount of new housing planned within the Central Borders SDA. The SDP strategy is to therefore focus on the delivery of these existing commitments by limiting further large scale land releases. The LDP will allocate sites for 200 new homes to meet the housing land requirement over the period 2019 – 2024.
- 85 The Western Borders SDA is a secondary focus for development. This SDA is characterised by its physical proximity to Edinburgh and consequently experiences pressures for housing within car commuting distance of the Capital. As with the Central Borders SDA, the focus in the short term will be the delivery of the existing committed developments, with large scale land releases limited. The LDP will therefore allocate sites for 100 new homes to meet the housing land requirement over the period 2019 – 2024.
- 86 New development proposals across the four SDAs within the Midlothian / Borders area should not hinder the delivery of existing committed development. The SDP supports the continued economic growth of the Sub Regional Area since it is of key importance to delivering the overall SDP strategy. The quality of the natural and built environment is one of the Midlothian / Borders principal assets and opportunities for the development of other networks such as the Green Network as integral elements of the Spatial Strategy should also be identified at the LDP level.

# West Lothian

Within the West Lothian Sub-Regional Area land is identified for an additional 1,750 new homes over the period to 2024. Livingston will continue to be supported as a strategic town centre.

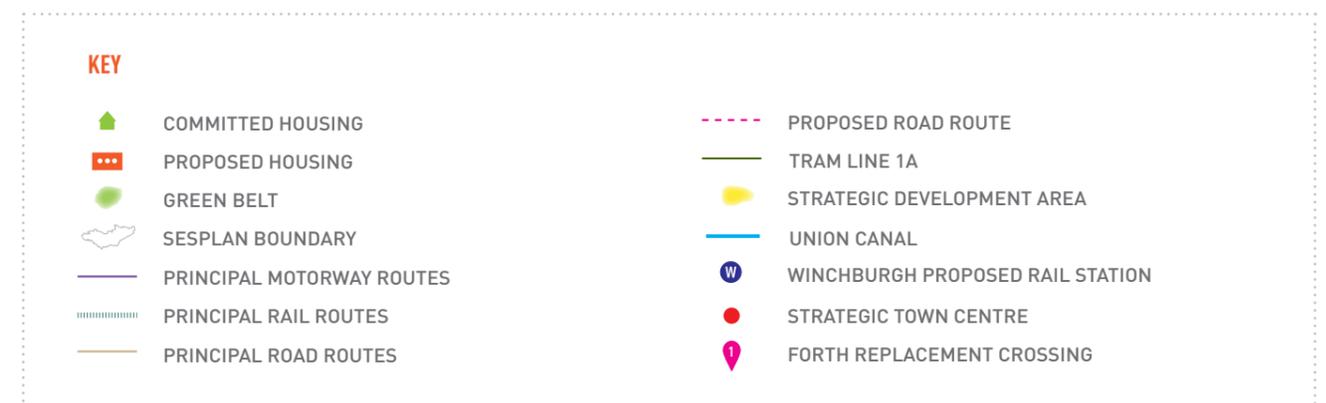
- 87 The West Lothian SDA extends from Broxburn in the east to its boundaries with Falkirk and North Lanarkshire in the west and from Linlithgow and the Forth Valley in the north to its boundary with Midlothian and South Lanarkshire in the south. West Lothian also borders Scottish Borders to the south and Edinburgh to the east. The main towns are Armadale, Bathgate, Broxburn / Uphall, Linlithgow, Livingston and Whitburn. The principal settlement is Livingston, which is the administrative centre of West Lothian and a sub-regional retail centre serving the SESplan area.
- 88 The SDA is a key location for research and development, knowledge based, and high technology manufacturing businesses. The area is also a key location for business service and retail companies. Continued diversification of the West Lothian economy is of key importance.
- 89 Without investment, the wider transport network within West Lothian will reach capacity resulting in congestion and pollution. Additional transport infrastructure projects, including the A801 Avon Gorge improvements, a new railway station at Winchburgh, park and ride provision and bus priority on the M8 and other principal road corridors, will be necessary beyond existing committed development for further sustainable development patterns to be achieved.
- 90 Over 22,300 new homes are already committed in West Lothian capitalising on the area's high accessibility. Significant investment in infrastructure, particularly education, is required to implement existing committed development and further investment will be needed to support the SDP strategy.
- 91 In the current economic climate this may prove to be an obstacle in the short term; however, West Lothian Council is working in partnership with developers and other interested parties to develop and implement mechanisms to bring development forward.
- 92 Within West Lothian, the LDP will allocate sites that are capable of development over the period to 2019 to accommodate an additional 500 new homes. Sites for a further 1,250 new homes will be allocated within the LDP to meet the housing land requirement over the period 2019 – 2024. Such allocations will be focused in sustainable locations where infrastructure is either available or can be provided and in locations where there are no environmental constraints.
- 93 These new allocations could be directed towards existing committed developments if it can be demonstrated that they can contribute towards the housing requirement within the specified time periods. The smaller settlements in west West Lothian may also provide for additional growth.
- 94 Opportunities for the development of other networks such as the Green Network as integral elements of the Spatial Strategy will also be identified at LDP level.

Figure 7 - West Lothian



## (13) WEST LOTHIAN

	2 009 - 2019	2 019 - 2024
Committed Housing	22300 units	500 units
Proposed Housing	500 units	1250 units



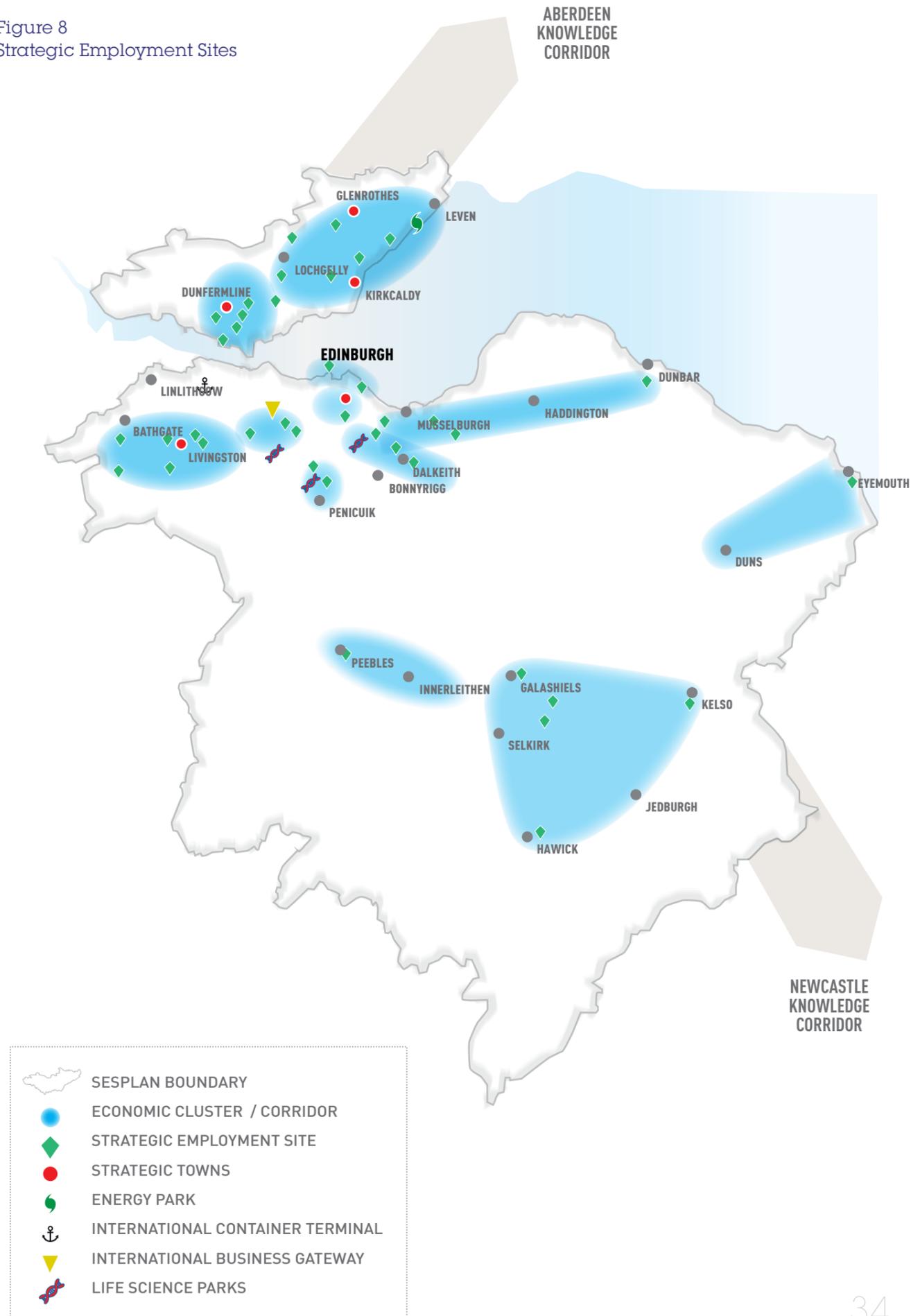
# Framework for Delivery

## Economic Growth

### Employment Land

- 95 The Strategic Development Plan (SDP) provides a means to support job creation through setting a Spatial Strategy for economic development with a focus on growing key sectors in a sustainable manner. Local Development Plans (LDPs) shall maintain a supply of employment land allocations to meet changing demand. LDPs should respond to the diverse needs and locational requirements of different sectors by ensuring that there is a generous range and choice of employment sites which are highly accessible to communities across the SESplan area.
  
- 96 In addition to the strategic and general economic land supply, there is a supply of economic land safeguarded for specialist uses such as biosciences. LDPs should continue to provide support for these safeguarded sites especially where these support the key employment sectors.
  
- 97 LDPs should acknowledge and identify circumstances and locations in which non-conforming uses may be appropriate on strategic employment sites. This includes ancillary and support services and other uses which could be complementary to an employment land setting and which may include, for example, waste uses. While housing and retail development on strategic employment sites will normally be resisted, the development of mixed use communities (with residential and employment opportunities jointly provided) on strategic employment sites may be appropriate provided this is justified through a LDP and does not result in a net loss to the overall strategic employment land supply.
  
- 98 The following sectors are considered to be of strategic importance to the economy of the SESplan area: financial and business services, higher education and the commercialisation of research, energy, tourism, life sciences, creative industries, food and drink and enabling (digital) technologies (see the accompanying Economy Technical Note for further details).

Figure 8  
Strategic Employment Sites



## Policy 2

### SUPPLY AND LOCATION OF EMPLOYMENT LAND

The Strategic Development Plan supports the development of a range of marketable sites of the size and quality to meet the requirements of business and industry within the SESplan area. Local Development Plans will support the retention of the quantity of the established strategic employment land supply as identified below:

Sub Regional Area	Hectares*
Regional Core	247
East Coast	76
Fife Forth**	411
Midlothian / Borders	124
West Lothian	123

\* Site sourced from Figure 13, Economy Technical Note  
 \*\* Fife Forth excludes Mossmorran allocation of 250 ha

## Town Centres and Retailing

99 Town centres make a significant contribution to the SESplan area as centres of employment and services, and a focus for civic activity. The SDP identifies a network of centres and growth of the retail sector will be supported through directing development to appropriate centres.

TABLE 1  
 NETWORK  
 OF CENTRES

Regional Town Centre	Edinburgh City Centre
Strategic Town Centres	Livingston , Kirkcaldy, Dunfermline, Glenrothes
Other Town Centres	To be identified within LDPs
Commercial Centres	To be identified within LDPs

100 Edinburgh City Centre is the largest centre and is positioned at the top of the network of centres. It performs a broad range of regional and national functions including shopping, office, leisure, culture, tourism and government and competes with other regional centres in Scotland and the North of England. The continued vitality and viability of retailing in the City Centre is essential to support other economic activity and maintain its competitiveness for the benefit of the wider City Region. The City Centre should continue its role as the regional centre for the whole of the SESplan area offering a wide range of higher order retailing. The SDP supports the further promotion of this role.

101 Retail and commercial development is supported in the four strategic town centres in the SESplan area. Whilst the scale of these centres is different, they all serve wide geographical areas and perform a range of strategic functions at a sub-regional level. Other town centres and commercial centres also perform important roles. LDPs can assist in the protection and promotion of town centres by promoting a sequential approach to selecting locations for retail and commercial leisure development. Unless an exception is identified through an LDP and justified by rigorous analysis, priority should be given to town centre then edge of centre locations, then established commercial centres and finally out of centre locations.

## Policy 3

### TOWN CENTRES AND RETAIL Local Development Plans will:

- a. Identify town centres and commercial centres clearly defining their roles;
- b. Support and promote the network of centres as shown in Table 1, and identify measures necessary to protect these centres including setting out the criteria to be addressed when assessing development proposals; and
- c. Promote a sequential approach to the selection of locations for retail and commercial leisure proposals. Any exceptions identified through Local Development Plans should be fully justified.

## Minerals

- 102 An adequate and steady supply of minerals is essential to support sustainable economic growth. SESplan has set up monitoring arrangements and will continue to carry out surveys of mineral extraction activity to assist in determining whether an adequate landbank of permitted reserves is being maintained.
- 103 Local Planning Authorities (LPAs) will have regard to this data when developing policies and determining applications (see the accompanying Minerals Technical Note for further details).

## Policy 4

### MINERALS

#### Local Development Plans will:

- a. Review the need to identify areas of search for aggregate minerals and coal, or, where appropriate, specific sites, having regard to national guidance and other environmental objectives of the Strategic Development Plan;
- b. Set out the criteria to be addressed when assessing individual proposals, including restoration and enhancement;
- c. Safeguard mineral resources from sterilisation where the deposits are of a sufficient scale or quality to be of potential commercial interest and their extraction is technically feasible and may be carried out in a way that is environmentally and socially acceptable. The need for safeguarding should be considered alongside the development strategy for the area; and
- d. Support and encourage the use of secondary and recycled aggregates.

- 104 Extraction of aggregates outwith areas of search should be restricted to extensions of existing sites or small scale proposals. Applicants will need to demonstrate the particular operational, community or environmental benefits of such proposals. There is a presumption against surface coal extraction outwith an area of search.
- 105 Aggregate minerals should be worked as close as practically possible to where need arises, balanced by regard to environmental factors. Where feasible, transportation should be by rail or water. LDPs should consider transport matters and seek to minimise impacts on communities.
- 106 It is also recognised that the SESplan area contains reserves of onshore gas including coal bed methane. LDPs should support extraction subject to local planning considerations.
- 107 SESplan will consider the need for supplementary guidance in the event that minerals related issues arise which require an urgent policy response.

## Housing

- 108 The SDP must provide sufficient land for housing including affordable housing to assist the Scottish Government's central purpose of achieving sustainable economic growth. The SDP seeks to ensure that South East Scotland plays a leading role in the recovery of the Scottish economy and whilst there has been reduced development activity in recent times, the SDP acknowledges the part that the housebuilding and construction industry has to play.



# Housing Land Requirement

- 109 To define the overall housing land requirement an assessment of demand for new housing and the supply of existing housing land was undertaken. The SESplan Housing Needs and Demand Assessment (HNDA) identified that to provide for predicted levels of growth over the period 2009 - 2032, land for a total of 155,600 new homes will be required across the SESplan area. Land for 105,600 new homes has been identified for development through previous development plans. The SDP will continue to support these existing commitments as identified in Housing Land Audit 2010 (HLA 2010). Windfall sites and recent completions together with an allowance for demolitions will also contribute.
- 110 As set out in Table 2, comparing the demand for new housing (known as the housing land requirement) with the existing land supply results in a shortfall of 34, 200 new homes over the period to 2032.

- 111 The locational strategy for the period 2024 – 2032 will be broadly as set out for the periods 2009 – 2019 and 2019 – 2024, subject to the five yearly review of the SDP.
- 112 The majority of land allocated for housing within LDPs will be located within the identified SDAs. Exceptions for small scale development outwith SDAs which will contribute to the SDP’s housing provision as set out in Table 3 have been made for Fife and the Scottish Borders, reflecting the specific circumstances of these LPAs. This allows for local needs to be met, whilst contributing to the overall SDP housing land requirement. Policy 7 also makes provision whereby the other LPAs can identify small scale housing proposals outwith their SDAs, so long as these are justified by LDPs.

TABLE 2  
SESPLAN HOUSING LAND  
REQUIREMENT

SESplan Housing Land Requirement	155,600
Existing Housing Land Supply	105,600
Loss of Supply Due to Demolitions	5,500
Completions 2009 / 2010	4,300
Windfall Assumption	17,000
Total Supply	121,400
Housing Land Shortfall	34,200

Source – Table 28 Housing Technical Note.  
N.B. All figures have been rounded to the nearest 100 units, and may not therefore add up due to rounding.

## Policy 5

### HOUSING LAND

The Strategic Development Plan identifies that there is an additional requirement for land for 10,150 new homes to be identified over the period 2009 – 2024. As set out in Tables 3 and 4, Local Development Plans will allocate sites capable of development within the identified Strategic Development Areas over the period to 2019 (3,300 new homes) and 2019 – 2024 (6,850 new homes).

Local Development Plans will, where appropriate, indicate the phasing and mix of uses for those sites identified.

TABLE 3

## Housing Land Requirement by Strategic Development Area

	Strategic Development Area	Committed Development*	SDP Housing Land Requirement		
			2009 - 2019	2019 - 2024	2024 - 2032
Regional Core <sup>1</sup>	West Edinburgh	800	1,000	1,000	24,050
	South East Edinburgh	7,800	600	850	
	<i>City of Edinburgh</i>	<i>3,800</i>	<i>500</i>	<i>500</i>	
	<i>Midlothian</i>	<i>4,000</i>	<i>100</i>	<i>350</i>	
	Central Edinburgh	4,000	0	0	
Edinburgh Waterfront	28,500	0	0		
East Coast <sup>2</sup>	East Lothian	6,400	0	750	
	Eastern Borders	2,000	0	50	
Fife Forth	North Dunfermline	1,000	0	500	
	Ore / Upper Leven Valley	5,700	0	500	
	Development outwith SDAs (Fife)**	-	600	200	
Midlothian / Borders <sup>3</sup>	A7 / A68 / Borders Rail Corridor	5,900	350	900	
	A701 Corridor	1,600	250	500	
	Central Borders	7,000	0	200	
	Western Borders	1,000	0	100	
	Development outwith SDAs (Scottish Borders)**	-	0	50	
West Lothian	West Lothian	22,300	500	1,250	
<b>Total</b>		<b>94,000</b>	<b>3,300</b>	<b>6,850</b>	<b>24,050</b>
<b>Total Housing Land Requirement 2009 - 2032</b>					<b>34,200</b>

N.B. All figures have been rounded to the nearest 100 units, and may not therefore add up due to rounding.

\* Committed development figures taken from HLA 2010 and includes the total amounts of land that is allocated and available for development per SDA from 2009 – 2032 and beyond. For the total committed development across the SESplan area broken down by Local Authority and over the period 2009 – 2032 see Table 4 below.

\*\* Areas not considered SDAs but where housing allocations will contribute to meeting the housing land requirement for this SDP.

1. Regional Core includes South East Edinburgh SDA which covers both City of Edinburgh and Midlothian Council areas.

2. East Coast covers both East Lothian (East Lothian SDA) and Scottish Borders (Eastern Borders SDA) Council areas.

3. Midlothian / Borders covers both Midlothian (A7 / A68 / Borders Rail Corridor and A701 Corridor SDAs) and Scottish Borders (Central and Western Borders SDAs) Council areas.

See accompanying Housing Technical Note for further details.

TABLE 4

## Housing Land Requirement by Local Authority

Local Authority	Committed Development	Windfall / Demolitions / Completions	Net Supply	SDP Housing Land Requirement		
				2009 - 2019	2019 - 2024	2024 - 2032
City of Edinburgh	32,200	4,300	36,500	1,500	1,500	24,050
East Lothian	6,400	600	7,000	0	750	
Fife	24,500	3,500	28,000	600	1,200	
Midlothian	10,200	1,700	11,900	700	1,750	
Scottish Borders	10,000	3,300	13,300	0	400	
West Lothian	22,300	2,400	24,700	500	1,250	
<b>Total</b>	<b>105,600</b>	<b>15,800</b>	<b>121,400</b>	<b>3,300</b>	<b>6,850</b>	<b>24,050</b>
<b>Total Housing Land Requirement 2009 - 2032</b>					<b>34,200</b>	

N.B. All figures have been rounded to the nearest 100 units, and may not therefore add up due to rounding. Windfall taken from SESplan Urban Capacity Study 2009, Demolitions estimated for period 2010 – 2024 and Completions for 2009 / 2010.

Figures for Committed Development include all allocated sites and sites in HLA 2010 over the period to 2032.



## Providing Flexibility

- 113 One of the priorities of the SDP is the delivery of the development strategy and related infrastructure projects currently under construction or committed through existing plans and strategies. The SDP is planning for the SESplan area over the next twenty years where large scale housing proposals coming forward in locations outwith the identified SDAs will not be acceptable.
- 114 Therefore, there may be circumstances over the period to 2024 where LPAs may consider that there would be benefit in enabling the housing land requirements set out within this SDP to meet the housing land shortfall to be delivered in the earlier (2009 – 2019) rather than later (2019 – 2024) plan period. Such circumstances should be defined within the LDP.

## Policy 6

### HOUSING LAND FLEXIBILITY

Local Planning Authorities may consider re-phrasing the allocations specified for the Strategic Development Areas over the periods 2009 – 2019 and 2019 – 2024 as identified in Policy 5 and Tables 3 and 4, to bring forward the 2019 – 2024 requirement to the 2009 – 2019 period where there is justification to meet local needs or development would meet community regeneration objectives. Local Development Plans will identify the relevant criteria.

- 115 There may also be circumstances where LPAs, through their LDPs, wish to support proposals for housing outwith the identified SDAs where the development is small scale and / or is justified by and will address local needs or community regeneration objectives as identified by the LDP. Any additional development arising from small scale proposals under the terms of Policy 7 will supplement the strategic housing land requirements.

## Policy 7

### HOUSING LAND DEVELOPMENT OUTWITH STRATEGIC DEVELOPMENT AREAS

Greenfield proposals outwith the identified Strategic Development Areas will not be supported except those identified through Local Development Plans and where they satisfy all of the following criteria:

- a. Development is small scale and in keeping with the character of the settlement and local area;
- b. Development will not undermine Green Belt objectives; and
- c. Any additional infrastructure required as a result of the development is either committed or to be funded by the developer.

## Affordable Housing

- 116 This SDP reaffirms the SPP benchmark figure that 25% of the total number of units are to be provided on each site as affordable housing. Each LDP area has its own characteristics and significant variations in need, therefore LDPs will set out an appropriate approach to the provision of affordable housing, compliant with SPP taking account of local housing waiting lists and HNDA evidence.



## Infrastructure

### Transportation

- 117 Reducing the need to travel and promoting use of sustainable modes of transport are key principles underpinning the Spatial Strategy for the SESplan area. Meeting the identified level of housing need and economic growth aspirations will have implications for the transport network. The network is already heavily constrained and some stretches and junctions will come under further pressure even without any further development.
- 118 Travel demands resulting from new development should be met, as far as possible, by sustainable forms of transport including public transport. SESplan supports the enhancement of accessibility and travel choice for all sectors of the community. In the first instance, development will be guided to areas that are capable of being well served by public transport and that are accessible by foot and cycle to reduce the need to travel by private car.
- 119 LDPs should make provision for the priority strategic interventions detailed in Figure 2 (Strategic Infrastructure) and in the accompanying Action Programme. Policies 8 and 9 should be read in conjunction with each other. For further technical details please refer to the accompanying Transport Technical Note.

### Policy 8

#### TRANSPORTATION

The Local Planning Authorities in collaboration with Transport Scotland and SEStran will support and promote the development of a sustainable transport network. Local Development Plans will:

- Ensure that major development is directed to locations that support travel by public transport, foot and cycle;
- Ensure that new development minimises the generation of additional car traffic, including through the application of mode share targets and car parking standards that relate to public transport accessibility; and
- Relate density and type of development to public transport accessibility.

### Other Infrastructure

- 120 A key objective of the SDP is to identify the necessary strategic infrastructure projects required to deliver the Spatial Strategy. The list of interventions to support the delivery of the SDP is set out within the Action Programme.
- 121 In providing infrastructure to support development, close partnership working will be required between SESplan, the member authorities, key agencies including Scottish Government, relevant infrastructure providers and the development industry.
- 122 Developer contributions are important and will be required to assist in delivery and to address any shortfalls in infrastructure that arise as a direct result of new developments. LDPs will set out the broad principles for planning obligations including the items for which contributions will be sought and the occasions on which they will be sought. Mechanisms for calculating levels of contributions should be included in supplementary guidance with standard charges and formulae set out in a way that assists landowners and developers.

### Policy 9

#### INFRASTRUCTURE

The Strategic Development Plan identifies through its Action Programme infrastructure required to deliver the development of the Strategy. Local Development Plans will:

- Safeguard land to accommodate the necessary infrastructure including transport required to deliver the Strategic Development Plan as set out on Figure 2 and in the accompanying Action Programme;
- Provide policy guidance that will require sufficient infrastructure to be available, or its provision to be committed, before development can proceed. Any exceptions will have to be justified to the satisfaction of the local planning authority and will not set a precedent for the wider SESplan area; and
- Pursue the delivery of infrastructure through developer contributions, funding from infrastructure providers or other appropriate means, including the promotion of alternative delivery mechanisms.

## Energy

- 123 The supply and consumption of energy has significant implications for the economy and environment. Whilst the national policy target of generating 80% of electricity used from renewable sources by 2020 is likely to be met, there is still a need to derive a higher proportion of heating and transport energy requirements from renewable sources. In line with EU objectives the Scottish Government is committed to working towards deriving 20% of total energy use from renewable sources by 2020.
- 124 The potential for low carbon and renewable energy developments encompasses a range of technologies with varied impacts. Consideration of location, landscape, environmental quality and community impacts will be required for onshore developments. For example, wind farms in East Lothian, the Scottish Borders and West Lothian currently contribute to the power generating capacity of the SESplan area; however, concerns have been expressed about cumulative impacts and LDPs should undertake an assessment of the impact of development.

## Policy 10

### SUSTAINABLE ENERGY TECHNOLOGIES

The Strategic Development Plan seeks to promote sustainable energy sources. Local Development Plans will:

- a. Support the future development and associated infrastructure requirements of Longannet and Cockenzie power stations in relation to their role as non-nuclear, baseload capacity generators, Energy Park Fife at Methil, and developments connected with offshore renewable energy in Leith and Rosyth; and
- b. Set a framework for the encouragement of renewable energy proposals, taking into account relevant economic, social, environmental and transport considerations.

## Green Network

- 125 The SDP supports the creation of the Central Scotland Green Network (CSGN) as set out in NPF2 and the Green Network in the Scottish Borders to establish a strategic Green Network across the SESplan area.
- 126 The Green Network will deliver multiple benefits supporting the SDP Vision and Aims including assisting in mitigating and adapting to climate change, supporting sustainable economic growth and creating more health promoting environments. Key components of the Green Network and strategic opportunities to develop this are identified in Figure 9. Further information on opportunities is set out in the accompanying Green Network Technical Note. Local Development Plans will be a key route through which the Green Network and mechanisms for its delivery such as Forestry and Woodland Strategies will be identified.

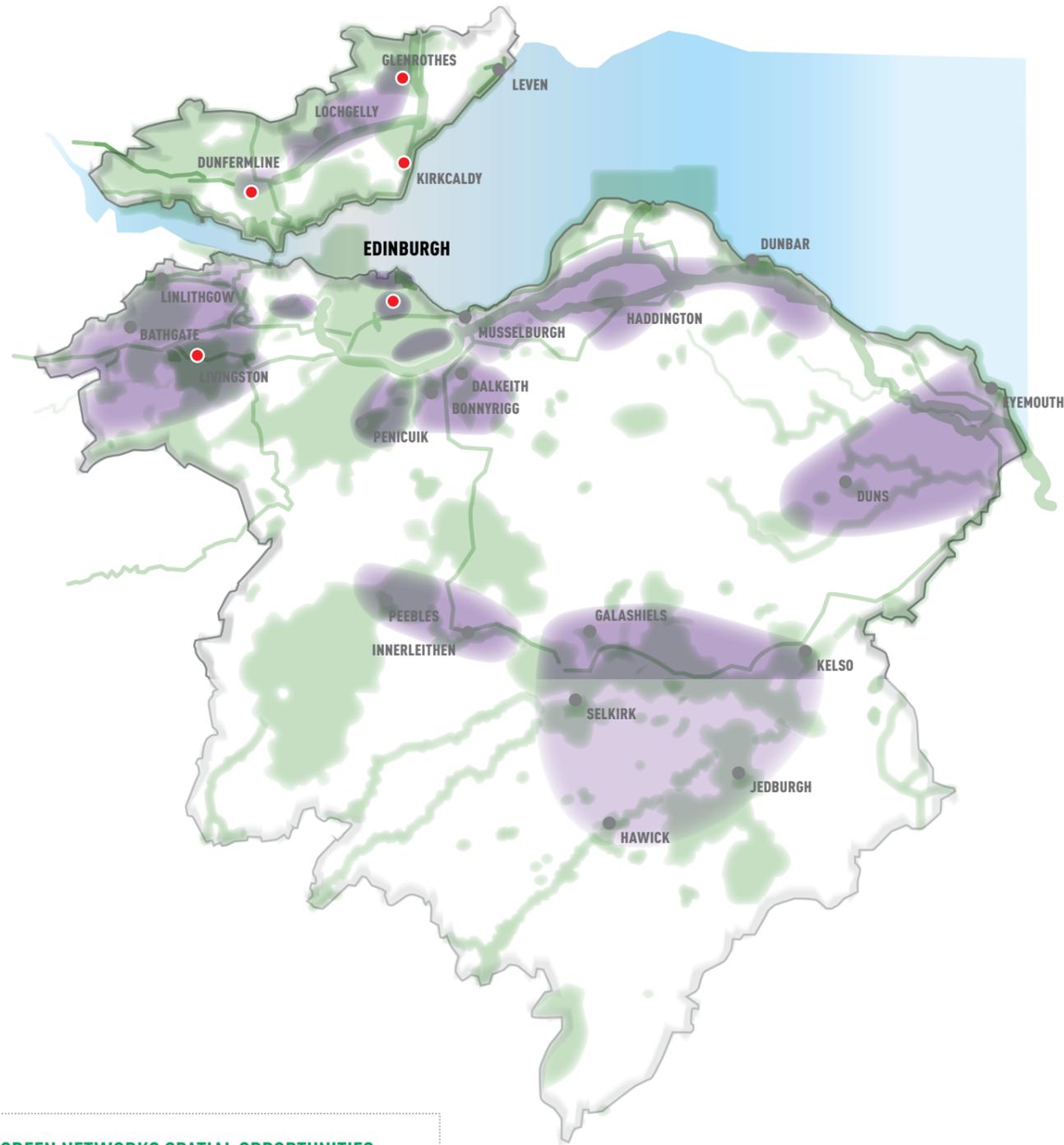
## Policy 11

### DELIVERING THE GREEN NETWORK

The Strategic Development Plan supports the creation of a strategic Green Network including the Central Scotland Green Network and the Scottish Borders Green Network. Local Development Plans will identify opportunities to contribute to the development and extension of the Green Network and mechanisms through which they can be delivered.



Figure 9 - Green Network



## Green Belts

127 The SESplan area contains Green Belts around Edinburgh and to the south west of Dunfermline. The Green Belts serve to direct planned growth to the most appropriate locations, support regeneration objectives, protect and enhance the quality, character, landscape setting and identity of towns and the City, and protect and give access to open space within and around Edinburgh, Dunfermline and neighbouring towns. They also prevent coalescence in certain circumstances. The location of the Green Belts is set out at Figure 2 (The Spatial Strategy).

128 The planned growth of the Fife Forth Sub Regional Area and in particular the North Dunfermline SDA can be accommodated whilst maintaining the form of the Dunfermline Green Belt. The Green Belt around Edinburgh however, may need to be modified to implement the provisions of the Strategy which requires development in West Edinburgh, South East Edinburgh, A7 / A68 / Borders Rail Corridor (Midlothian), A701 Corridor (Midlothian) and East Lothian SDAs as set out in Policies 1, 5, 6 and 7. LDPs may also identify a need for economic allocations in these SDAs.

129 In preparing LDPs, LPAs should identify allocations which seek to minimise the loss of land from the Green Belt whilst balancing the need to achieve sustainability objectives. Where Green Belt land is required to achieve the strategy, effort should be made to minimise the impact on Green Belt objectives and secure long-term boundaries.

130 Existing settlements should be excluded from Green Belt designations in LDPs, as should major educational and research uses, major business and industrial operations, airports and Ministry of Defence establishments. Criteria for exclusions should be set out in LDPs.

131 There are a range of countryside designations within the SESplan area including Countryside Around Towns in the Scottish Borders and Countryside Belts in West Lothian. These provide a similar function to Green Belts. LDPs should review and justify additions or deletions to such designations as appropriate.



## Policy 12

### GREEN BELTS

Local Development Plans will define and maintain Green Belts around Edinburgh and to the south west of Dunfermline for the following purpose to:

- a. Maintain the identity and character of Edinburgh and Dunfermline and their neighbouring towns, and prevent coalescence, unless otherwise justified by the Local Development Plan settlement strategy;
- b. Maintain the landscape setting of these settlements; and
- c. Provide opportunities for access to open space and the countryside.

Local Development Plans will define Green Belt boundaries to conform to these purposes, ensuring that the strategic growth requirements of the Strategic Development Plan can be accommodated. Local Development Plans should define the types of development appropriate within Green Belts. Opportunities for contributing to the Central Scotland Green Network proposals should also be identified in these areas.

## Policy 13

### OTHER COUNTRYSIDE DESIGNATIONS

Local Development Plans should review and justify additions or deletions to other countryside designations fulfilling a similar function to those of the Green Belt as appropriate. Opportunities for contributing to the Green Network proposals should also be identified in these areas.

## Waste

- 132 The Zero Waste Plan (ZWP) sets out Scotland's strategy for dealing with waste. Across the SESplan area, there are a number of recovery and recycling facilities which have received planning consent or are at advanced pre-planning stage. If implemented these facilities could provide additional capacity for the treatment of waste and reduced reliance on landfill.
- 133 There is an estimated 20 year supply of residual landfill capacity, which is in excess of the Scottish Government's requirements before taking into account sustainable waste measures.
- 134 There is no justification for supporting additional landfill capacity, other than where the Scottish Environment Protection Agency (SEPA) Landfill Capacity Reports indicate that there is a need for additional facilities or environmental benefits may be achieved through landfilling, in particular by facilitating the reclamation of derelict land or enabling the restoration of disused mineral workings to a productive after use (see the accompanying Waste Technical Note for further details). In this regard there may be opportunities for enhancement of the Green Network.
- 135 In developing LDP strategies, LPAs should seek to ensure that the function of operational waste sites is not compromised. A schedule of sites may be included within LDPs where considered appropriate.
- 136 SESplan will consider the need for supplementary guidance in the event that waste related issues arise which require an urgent policy response.



## Policy 14

### WASTE MANAGEMENT AND DISPOSAL

#### Local Development Plans will:

- a. Encourage proposals for the recycling and recovery of waste where the proposal is in accordance with the Zero Waste Plan, taking into account relevant economic, social, environmental and transport considerations;
- b. Consider proposals for landfill development where the need for the facility is supported by the Zero Waste Plan and SEPA Landfill Capacity Reports, and taking into account relevant economic, social, environmental and transport considerations; and
- c. Safeguard Easter Langlee, Millerhill Marshalling Yards, Oxwellmains and Westfield as sites for waste treatment facilities.

## Policy 15

### WATER AND FLOODING

#### Local Development Plans will:

- a. Identify areas of flood risk and priority flood schemes to assist in the reduction of overall flood risk;
- b. Avoid any new development in areas at medium to high flood risk and safeguard areas which will help contribute to reducing overall flood risk; and
- c. Make provision to prevent deterioration of the water environment resulting from new development and, where appropriate, promote enhancement of the water environment.

## Water and Flooding

- 137 Management of water resources is a key infrastructure issue and is fundamental to the programmed delivery of development. The Flood Risk Management (Scotland) Act 2009 promotes sustainable flood risk management and designates LPAs, SEPA and Scottish Water as responsible authorities required to work collaboratively and sustainably to reduce overall flood risk. The cornerstone of sustainable flood management is the avoidance of flood risk in the first instance.
- 138 LDPs will consider flood risk at the catchment-scale, identify areas where there is a degree of flood risk, and include policies to reduce that overall risk by avoiding new allocations which are at risk of flooding.
- 139 Strain on existing water management infrastructure may be exacerbated by new development. The SDP seeks to ensure a high quality water environment where water quality, quantity and ecology are protected.



# Supporting Documents

140 This Proposed Plan is accompanied by three main documents, the Action Programme, the Environmental Report, and the Equalities and Human Rights Impact Assessment. A Habitats Appraisal is also being undertaken.

Table 5 – Supporting Documents

Document	Comment
<b>Action Programme</b>	<p>The Action Programme addresses the 'how', the 'when' and 'by who', not simply focusing on proposals for land releases or redevelopment but setting out all proposed actions required in order to effectively deliver the policy objectives of the Plan.</p> <p><b>The Action Programme must contain the following;</b></p> <ul style="list-style-type: none"> <li>A list of actions required to deliver each of the Plan's policies and proposals;</li> <li>The name of the person who is to carry out the action; and</li> <li>The timescale for carrying out the action.</li> </ul>
<b>Environmental Report</b>	<p>The Proposed Plan has been subject to a process of Strategic Environmental Assessment to meet the requirements of the Environmental Assessment (Scotland) Act 2005 (the 'Act'). The Act commits all public programmes, plans and strategies to undertake Environmental Assessment. The purpose of the Assessment is to show what effects on the environment a plan or strategy will bring but also to influence a plan or strategy, for example through identification and avoidance of negative environmental impacts or promotion of positive environmental impacts.</p>
<b>Equalities &amp; Human Rights Impact Assessment</b>	<p>The purpose of the Assessment is to help ensure that SESplan does not discriminate and that where possible opportunities to promote equality, as well as all other human rights and good relations between groups are promoted.</p>
<b>Habitats Appraisal</b>	<p>Under Article 6(3) of the Habitats Directive (European Council 1992) it is required that any plan or project that may have a likely significant effect on the qualifying interests of a European Site either directly or indirectly, or in combination with other plans or projects shall be subject to an 'appropriate assessment' in view of the site's conservation objectives.</p>

141 The Proposed Plan is also accompanied by the following background documents:

- Spatial Strategy Assessment Technical Note;
- Housing Technical Note;
- Economy Technical Note;
- Transport Technical Note;
- Minerals Technical Note;
- Waste Technical Note;
- Green Belt Technical Note; and
- Green Network Technical Note.



# Glossary

Adaptation (Climate Change)	The adjustment in economic, social or natural systems in response to actual or expected climatic change, to limit harmful consequences and exploit beneficial opportunities.	Constrained Housing Land Supply	That part of the established housing land supply which may be affected by infrastructure constraints, land contamination or ownership / marketing issues.
Affordable Housing	Housing of a reasonable quality that is affordable to people on modest incomes. In some places the market provides some or all of the affordable housing needed, while in other places it will be necessary to make housing available at a cost below market value to meet an identified need.	Development Plan	A document(s) that sets out how places should change and what they could be like in the future. It stipulates what type of development should take place where, and which areas should not be developed. In the Edinburgh City Region the development plan will be made up of the Strategic Development Plan (once approved), Local Development Plans (once adopted) and supplementary guidance.
Allocation	Land identified in a local plan / local development plan for a particular use.	Effective 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 the construction of housing.
Areas of Great Landscape Value (AGLV)	An area designated by a local authority in development plans in accordance with Circular 2/1962 for its regional or locally important scenic character or quality.	Energy from Waste	The process of creating energy in the form of electricity or heat from the treatment of waste. Most processes produce electricity directly through combustion, or produce a combustible fuel commodity, such as methane, methanol, ethanol or synthetic fuels.
Brownfield Land	Land which has previously been developed. The term may cover vacant or derelict land, land occupied by redundant or unused buildings and developed land within the settlement boundary where further intensification of use is considered acceptable.	Established Land Supply	The total housing land supply - including both unconstrained and constrained sites. Includes the effective housing land supply, plus the remaining capacity for sites under construction, sites with planning consent, sites in adopted local development plans and where appropriate other buildings and land with agreed potential for housing development.
Central Scotland Green Network	A strategic network of woodland and other habitats, active travel routes, greenspace links, watercourses and waterways, providing an enhanced setting for development and other land uses and improved opportunities for outdoor recreation and cultural activity. This is a national project.	Greenfield Land	Land in a settlement or rural area which has never been developed, or where traces of any previous development are now such that the land appears undeveloped.
Commercial Centre	Commercial centres are distinct from town centres and local centres. They generally have a more specific focus on retailing or on leisure uses. Examples of commercial centres include out-of-centre shopping centres, commercial leisure developments, factory outlet centres, retail parks or clusters of larger mixed retail units and leisure units. Commercial centres may be limited to certain use classes or have restrictions on the type of goods to be sold.	Housing Need & Demand Assessment (HNDA)	The evidence base used to identify future housing requirements to ensure suitable land is allocated through development plans.
Committed Development	Housing, economic development and infrastructure projects which are either allocated in previous development plans or have received Council support through subsequent planning permissions (e.g. windfall).	Infrastructure	Public transport, roads, sewerage, water supply, schools, gas, electricity, telecommunications, etc. which are needed to allow developments to take place.
		Life Sciences	The scientific study of living things – plants, animals and humans.
		Mitigation (Climate Change)	The implementation of policies and actions to reduce greenhouse gas emissions and enhance carbon storage.

# Glossary

Resilient Places	Places which have the capacity to accommodate and respond to global economic, social and environmental change.
Sequential Approach	An approach which establishes a sequence of site selection for retail, commercial and leisure uses favouring sites within town centres, then sites on the edge of centres, then other commercial centres, and finally sites in out-of-centre locations.
Sites of Special Scientific Interest (SSSI)	Areas of land or water that are of special interest by reason of their flora, fauna or geological or physiographical features. Sites are protected from damage or deterioration to their qualifying interest.
Small Scale Housing Development	A housing land proposal made in a local development plan that meets a local rather than a strategic housing need. The requirement for, and scale of any such proposal will be a matter for the individual planning authority and must be consistent with the size and character of the settlement and local area. The proposal as a whole must be fewer than 50 housing units.
Special Area of Conservation (SAC)	A protected area of international importance for rare, endangered or vulnerable habitats and species of plants or animals (other than birds).
Special Protection Areas (SPA)	Protected sites selected by the European Commission under the Wild Birds Directive.
Supplementary Guidance	Provides further information or detail in respect of policies or proposals set out in the SDP or LDP. Statutory guidance adopted in connection with a plan, forms part of the development plan.
Sustainable Development	Development that meets the needs of the present without compromising the ability of future generations to meet their own needs.
Sustainable Economic Growth	Building a dynamic and growing economy that will provide prosperity and opportunities for all, while ensuring that future generations can enjoy a better quality of life too.
Sustainable Transport	Any means of transport with low impact on the environment, including walking, cycling, public transport, car share and other forms which are fuel-efficient and promote healthier lifestyles.

Tax Incremental Funding (TIF)	A public financing method which funds public sector investment infrastructure and unlocks regeneration in an area, which may otherwise be unaffordable to local authorities. It uses future additional revenue gains from taxes to finance the borrowing required to fund public infrastructure improvements that will in turn create those gains.
Windfall	A site which becomes available for development during the plan period which was not anticipated to be available when the plan was being prepared.



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