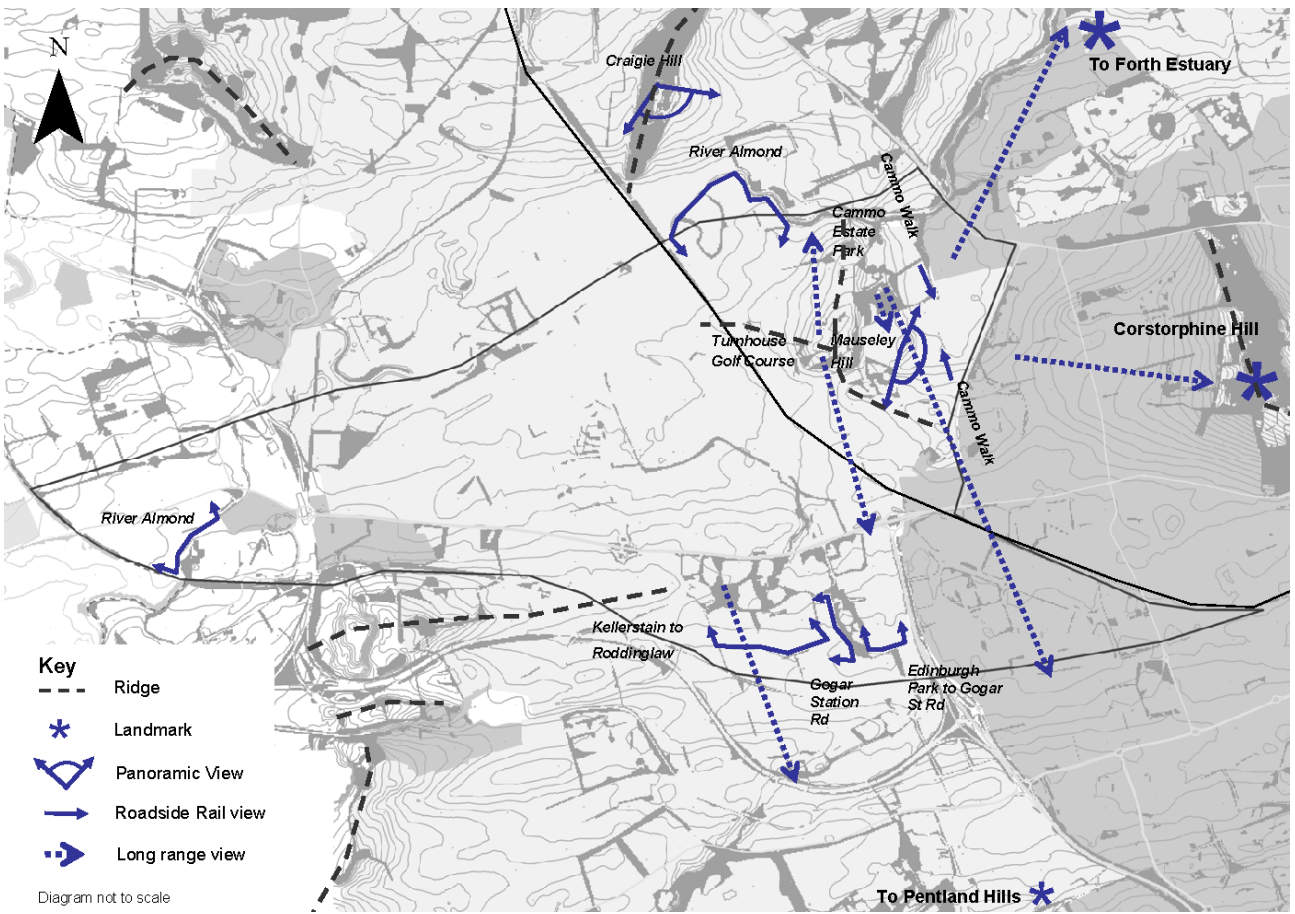


Views from secondary routes



Recreational viewpoints

**TURNHOUSE  
Housing Site Assessment**

**Who made representation(s) relating to the assessment area?**

SNH, SEPA

Site assessment criteria		YES / NO	Comments / mitigation potential
<b>Appropriate Locations</b>			
Is the site located on brownfield land?			
Can the site be made available for development?		N	Arable farmland.
1. Does the site have good accessibility to existing public transport?		Y	Subject to agreement of landowner, no reason to suggest that the land could not be made available for development within plan period. <b>Parts of the site undevelopable due to fluvial flood risk.</b>
2. Would sufficient enhancements be feasible?		N	The entire site has a score of A.
1. Does the site have good infrastructure capacity?		N	No measures appear available to increase accessibility of the site.
2. Would sufficient enhancements be feasible?		Y/N	<i>Drainage:</i> Seafield WwTW operated by PFI (Stirling Water); no constraints identified and any requirement for additional capacity would be responsibility of PFI operator but could be delay in delivering capacity. Potential significant flood risk constraint from River Almond. <i>Water supply/storage:</i> Adequate capacity (new Glencorse WTW, along with existing Marchbank WTW). <i>Primary and Secondary schools:</i> Education Appraisal identifies the educational infrastructure required to support Proposed LDP housing growth in West Edinburgh. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis. <i>Transport:</i> Transport Appraisal identifies the transport infrastructure required to support Proposed LDP housing growth in West Edinburgh. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis.
<b>Landscape setting and identity</b>			
Would the site, if developed, affect the wider landscape setting of the city?		Y	The site forms part of a broad area of open agricultural land to the northwest of the city of rural character, which is prominent in views from secondary roads in the green belt, the main Edinburgh-Fife Railway and well used recreational viewpoints.
Would the site enable clear and defensible green belt boundaries to be formed?		N	Although the Edinburgh-Fife railway line provides a strong physical boundary to the airport to the west, the site is open in character and remote from the built up area.
Can the site be integrated into and in keeping with the character of the settlement and local area?		N	The site lacks opportunities for physical integration with the existing urban area. The site is separated from the urban area by Cammo Estate Park to the east and Turnhouse Golf Course to the south-east. The site would rely on these sites, which are not currently available for development, being developed before it could be considered capable of physical integration into the urban area.
<b>Countryside recreation</b>			
Would development of the site avoid impacting upon existing access to countryside recreation?		Y	
<b>Overall assessment</b>			
Not currently a reasonable site. The site has poor public transport accessibility with no scope for enhancements and development would adversely affect the landscape setting of the City.			

## **Landscape and Visual Assessment**

### **Location**

The site is bounded by Turnhouse Golf Course to the south, the Edinburgh-Fife railway line to the west, the River Almond to the north and Cammo Estate Park to the east.

### **Landscape Character**

Land rises from the banks of meandering River Almond (30 m above sea level) in the north of the site to the northern slopes of Lennie Hill in the southeast (65 m above sea level). Landcover comprises broad fields of open, arable farmland subdivided by outgrown hedges. Remnant policy woodlands typify the east of the site, where the Craigiehall Inventory site crosses the Almond at Grotto Bridge and rises to Craigiehall Temple on the north side of Lennie Hill. Settlement is limited to the dispersed farmstead of Nether Lennie and Lennie Mains. The River Almond Walk runs along the northern edge of the site.

### **Views and Visibility**

The site is prominent in views from the Edinburgh-Fife railway, which crosses the Almond valley on a raised embankment and bridge to the west. It is also visible from Craigiehall Rd and Craigie Hill to the north. In these views, open fields rise southwards to the prominent ridgeline of Lennie Hill, backed by the Pentland Hills to the south and woodland of Cammo and Craigiehall designed landscapes to the east.

From the west of the site, there are open views across arable farmland from the River Almond Walk, enclosed by Lennie Hill to the south, the railway embankments to the west, Craigie Hill to the north and Cammo and Craigiehall woodlands to the east. The site is also viewed from the elevated vantage point of Turnhouse Golf Course to the south. Views from Cammo Rd are restricted by hedged field boundaries.

### **Would the site if developed, affect the wider landscape setting of the city?**

Development of the site would impact on the wider setting of the city. The site forms part of a broad area of open agricultural land to the northwest of the city of rural character, which is prominent in views from secondary roads in the green belt, the main Edinburgh-Fife Railway and well used recreational viewpoints.

### **Would the site enable clear and defensible green belt boundaries to be formed?**

The Edinburgh-Fife railway line provides a strong physical boundary to the airport to the west. The site is open in character and remote from the built up area.

**CAMMO ESTATE PARK  
Housing Site Assessment**

**Who made representation(s) relating to the assessment area?**

SNH, SEPA

Site assessment criteria		YES / NO	Comments / mitigation potential
<b>Appropriate Locations</b>			
Is the site located on brownfield land?		N	Open space: Semi-natural parkland.
Can the site be made available for development?		N	Managed parkland.
1. Does the site have good accessibility to existing public transport?		N	The majority of the site has a score of A, with the eastern boundary having a score of B.
2. Would sufficient enhancements be feasible?		N	No measures appear available to increase accessibility of the site.
1. Does the site have good infrastructure capacity?		Y/N	Drainage: Seafield WwTW operated by PFI (Stirling Water); no constraints identified and any requirement for additional capacity would be responsibility of PFI operator but could be delay in delivering capacity. Water supply/storage: Adequate capacity (new Glencorse WTW, along with existing Marchbank WTW). Primary and Secondary schools: Education Appraisal identifies the educational infrastructure required to support Proposed LDP housing growth in West Edinburgh. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis. Transport: Transport Appraisal identifies the transport infrastructure required to support Proposed LDP housing growth in West Edinburgh. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis.
<b>Landscape setting and identity</b>			
Would the site, if developed, affect the wider landscape setting of the city?		Y	Site is designed landscape of national importance which contributes to the city's landscape setting.
Would the site enable clear and defensible green belt boundaries to be formed?		N	Existing perimeter woodland belts form a defensible Green Belt boundary along Cammo Road and Cammo Walk.
Can the site be integrated into and in keeping with the character of the settlement and local area?		N	The site would not be well integrated into the existing urban area. The site boundary to the east is woodland which creates a solid boundary to the existing urban area. Development of the site would impact on its designed landscape character and open space function, recognised as of value to the landscape setting of the city.
<b>Countryside recreation</b>			
Would development of the site avoid impacting upon existing access to countryside recreation?		N	Country Park Estate used formally and informally by walkers, cyclists and schools for educational activities.
<b>Overall assessment</b>			
Not currently a reasonable site. Site is a designed landscape of national importance which contributes to the landscape setting of the city. The majority of the site has poor public transport accessibility with no scope for enhancements.			

## **Landscape and Visual Assessment**

### **Location**

The site is bounded by Cammo Road to the north and Cammo Walk to the east. To the south and west, the site's boundary follows the wooded edge of Cammo Estate Park.

### **Landscape Character**

The site lies on the eastern slopes of Lennie Hill to the south of the River Almond. It comprises the wooded structure and built heritage of Cammo, a site on the Inventory of Gardens and Designed Landscapes in Scotland. This includes the ruins of Cammo House, its former stable block, walled garden, gate lodge, bridges, boundary plantations, avenues, canal and parkland. The site is now managed by the Council as Cammo Estate Park, a popular citywide recreational resource.

### **Views and Visibility**

Perimeter woodland belts restrict views into and out from the Estate Park. The site is viewed from Maybury Road (A902), Cammo Walk and Cammo Road, as wooded hillside. Cammo's principal vista runs south-eastwards from the ruins of Cammo House, through a remnant avenue and over its southern parkland towards Spittal Hill in the Pentlands. From the southern edge of the Estate Park, there are views out to Cammo's southern parkland, including its water tower, wooded roundel on Mauseley Hill and backdrop of the Pentland Hills to the south.

### **Would the site if developed, affect the wider landscape setting of the city?**

Development of the site would impact on the wider landscape setting of the city. The site is designed landscape of national importance, which contributes to the city's landscape setting and recreational provision.

### **Would the site enable clear and defensible green belt boundaries to be formed?**

Cammo's perimeter woodland belts form a defensible green belt boundary along Cammo Road and Cammo Walk.



**TURNHOUSE GOLF COURSE  
Housing Site Assessment**

**Who made representation(s) relating to the assessment area?**

SNH, SEPA

Site assessment criteria		YES / NO	Comments / mitigation potential
<b>Appropriate Locations</b>			
Is the site located on brownfield land?			
Can the site be made available for development?		N	Turnhouse golf club occupies the majority of the site.
2. Would sufficient enhancements be feasible?		N	Turnhouse golf club occupies the majority of the site.
1. Does the site have good accessibility to existing public transport?		N	The majority of the site has a scoring of A with the south east corner of the site adjacent to Turnhouse Road having a score of B to D.
1. Does the site have good infrastructure capacity?	2. Would sufficient enhancements be feasible?	Y/N	No measures appear available to increase accessibility of the site. <i>Drainage:</i> Seafield WwTW operated by PFI (Stirling Water); no constraints identified and any requirement for additional capacity would be responsibility of PFI operator but could be delay in delivering capacity. <i>Water supply/storage:</i> Adequate capacity (new Glencorse WTW, along with existing Marchbank WTW). <i>Primary and Secondary schools:</i> Education Appraisal identifies the educational infrastructure required to support Proposed LDP housing growth in West Edinburgh. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis. <i>Transport:</i> Transport Appraisal identifies the transport infrastructure required to support Proposed LDP housing growth in West Edinburgh. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis.
<b>Landscape setting and identity</b>			
Would the site, if developed, affect the wider landscape setting of the city?		Y	Development of the site would change the wooded character of the hill. This would impact upon the wider landscape setting of the city due to the site's elevated location amidst flatter farmland within the lower Almond basin and visibility from surrounding transport network.
Would the site enable clear and defensible green belt boundaries to be formed?		Y	The site is bounded to the south and west by the Edinburgh-Fife Railway line. The southern edge of the site is clearly defined by Craigs Road to the south, which forms a division between lower lying land within the Almond basin and steeper hill ground to the north.
Can the site be integrated into and in keeping with the character of the settlement and local area?		N	The site lacks opportunities for physical integration due to being physically isolated from Maybury Road. The site lies on elevated terrain across Lennie Hill and development would be out of character with the local area.
<b>Countryside recreation</b>			
Would development of the site avoid impacting upon existing access to countryside recreation?		N	Turnhouse golf club is located within the site.
<b>Overall assessment</b>			
Not currently a reasonable site. The site contributes to the landscape setting of the city and has poor public transport accessibility with no scope for enhancements.			

## **Landscape and Visual Assessment**

### **Location**

The site is located to the north of Craigs Rd, east of Turnhouse, and west of the Cammo Inventory site and Braehead civic amenity site. It is bounded to the north by arable farmland at Lennie, to the south of the River Almond.

### **Landscape Character**

The site occupies the south and west facing slopes of Lennie Hill, which rise to 77 m above sea level and form a prominent ridge within the lower Almond basin. Landcover comprises golf fairways, scrub and areas of plantation. The club house, car park and a small number of properties line the site's southern boundary on Craig's Rd.

### **Views and Visibility**

In views from Craigie Hill and Craigiehall Road to the north, the site is visible on the crest of a prominent ridge above farmland in the Almond basin, set against the backdrop of the Pentland Hills.

The site is also visible as wooded backdrop in views from the Edinburgh-Fife railway line, Airport, and A8 to the south, where the IBG will increasingly change views available. Outward views from the site are principally gained by golfers, as the site is not connected to wider path networks, with open views available towards West Lothian and Fife and Pentland Hills.

### **Would the site if developed, affect the wider landscape setting of the city?**

Development of the site would change the wooded character of the hill. This would impact upon the wider landscape setting of the city due to the site's elevated location amidst flatter farmland within the lower Almond basin and visibility from surrounding transport network.

### **Would the site enable clear and defensible green belt boundaries to be formed?**

The site is bounded to the south and west by the Edinburgh-Fife Railway line. The southern edge of the site is clearly defined by Craigs Road to the south, which forms a division between lower lying land within the Almond basin and steeper hill ground to the north.

**CAMMO SOUTHERN PARKLAND  
Housing Site Assessment**

**Who made representation(s) relating to the assessment area?**

Braehead Partnership and Gladman Developments  
SNH

West Craigs Ltd (GVA)

Site assessment criteria		YES / NO	Comments / mitigation potential
<b>Appropriate Locations</b>			
Is the site located on brownfield land?		N	Predominantly arable land with a disused tip located to the south west of the site on Craigs Road.
Can the site be made available for development?		Y	Representation received during MIR consultation and Proposed Plan representation promoting part of site for development.
1. Does the site have good accessibility to existing public transport?	2. Would sufficient enhancements be feasible?	N	Over two thirds of the site has a scoring of A. Accessibility increases towards the southern boundary with scores of B to D.
1. Does the site have good infrastructure capacity?	2. Would sufficient enhancements be feasible?	Y/N	No measures appear available to increase accessibility of the site. <i>Drainage:</i> Seafield WwTW operated by PFI (Stirling Water); no constraints identified and any requirement for additional capacity would be responsibility of PFI operator but could be delay in delivering capacity. <i>Water supply/storage:</i> Adequate capacity (new Glencorse WTW, along with existing Marchbank WTW) <i>Primary and Secondary schools:</i> Education Appraisal identifies the educational infrastructure required to support Proposed LDP housing growth in West Edinburgh. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis. <i>Transport:</i> Transport Appraisal identifies the transport infrastructure required to support Proposed LDP housing growth in West Edinburgh. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis.
<b>Landscape setting and identity</b>			
Would the site, if developed, affect the wider landscape setting of the city?		Y	Site forms part of elevated ridge running between Lennie Hill and West Craigs, where additional height of development would be conspicuous in views from wider area. Site is an integral component of the Cammo Inventory Site, which contributes to character and interest of the city's landscape and is experienced by high numbers of people engaged in recreation.
Would the site enable clear and defensible green belt boundaries to be formed?		N	Current boundary is part of a wider landform ridge between Lennie Hill and West Craigs, which forms a strong physical feature.
Can the site be integrated into and in keeping with the character of the settlement and local area?		N	This site could not be fully integrated into the urban area due to only a very small portion bordering Maybury Road and would remain physically detached from the urban area. The site forms part of an elevated ridge and is an integral component of the Cammo Inventory Site and development would impact adversely on the character of the local and wider landscape.
<b>Countryside recreation</b>			
Would development of the site avoid impacting upon existing access to countryside recreation?		Y	Subject to maintaining current footpaths that are well used across the site.
<b>Overall assessment</b>			
Not currently a reasonable site. Site forms part of elevated ridge where any development would be visible in views from the wider area and would affect the landscape setting of the city. Site has poor transport accessibility with no scope for enhancements.			



## **Landscape and Visual Assessment**

### **Location**

The site is bounded by woodland at Cammo Estate Park to the north, by Cammo Walk to the east and by Craigs Rd to the south. To the west it adjoins Turnhouse Golf Course.

### **Landscape Character**

The site is set across the eastern slopes of Lennie Hill, rising to 60 m above sea level and forming a prominent ridge line within the lower Almond basin, in conjunction with West Craigs to the southeast.

The site comprises arable farmland, which forms the southern parkland of the Cammo Inventory site, including its water tower and wooded roundel set on Mauseley Hill. The open field to the southeast of the site, forms part of Cammo's principal vista.

To the southwest, scrub woodland marks the location of the former tip at Braehead Quarry, to the south of the civic amenity site.

### **Views and Visibility**

The site is visible from Maybury Road (A902) to the east, in views experienced by high numbers of vehicular travellers. Its water tower and wooded roundel form local landmarks, set against the backdrop of Lennie Hill.

The site is also visible from the wooded southern edge of the Estate Park, visitor car park and footpath leading to Cammo Tower and Mauseley Hill.

Views of the site exist from the surrounding country lanes of Cammo Walk and Craigs Road, which are used for informal recreation and Turnhouse Golf Course to the west.

The site is not visible from the western approaches to the city by road (A90, A8) and rail. It is screened from view by Cammo's woodland to the north and ridgeline at West Craigs to the south.

Views from the site include the Dalmeny Estate woodland and Fife hills to the north. To the east, the urban edge at Drumbrae and Bughtin, set against Corstorphine Hill, whilst the Pentland Hills form a backdrop to the south.

### **Would the site if developed, affect the wider landscape setting of the city?**

Development of the site would impact on the wider landscape setting of the city.

The site forms part of an elevated ridge running between Lennie Hill and West Craigs, where the additional height of residential development would be conspicuous in views from the wider area.

The site is an integral component of the Cammo Inventory site, which contributes to character and interest of the city's landscape and is experienced by high numbers of people engaged in recreation.

### **Would the site enable clear and defensible green belt boundaries to be formed?**

The site forms part of a wider landform ridge between Lennie Hill and West Craigs, which forms a strong physical feature capable of forming a robust green belt boundary

**WEST OF MAYBURY ROAD  
Housing Site Assessment**

**Who made representation(s) relating to the assessment area?**

Cramond and Harthill Estates (Halliday Fraser Munro)  
Braehead Partnership and Gladman Developments  
Individuals

Other developers and Community Groups  
SNH, Scottish Government

Site assessment criteria		YES / NO	Comments / mitigation potential
<b>Appropriate Locations</b>			
Is the site located on brownfield land?		N	Arable farmland.
Can the site be made available for development?		Y	Representation received during MIR consultation and Proposed Plan representation promoting site for development.
1. Does the site have good accessibility to existing public transport?	2. Would sufficient enhancements be feasible?	N	Accessibility improves from west to east. The majority of the site has a score of A with the south and north east corners having scores ranging from B to E.
1. Does the site have good infrastructure capacity?	2. Would sufficient enhancements be feasible?	Y/N	Frequency of services along Maybury Road may be able to be increased with additional stops on the main road. This would increase the accessibility of parts of the site. <i>Drainage:</i> Seafield WwTW operated by PFI (Stirling Water); no constraints identified and any requirement for additional capacity would be responsibility of PFI operator but could be delay in delivering capacity. <i>Water supply/storage:</i> Adequate capacity (new Glencorse WTW, along with existing Marchbank WTW). <i>Primary and Secondary schools:</i> Education Appraisal identifies the educational infrastructure required to support Proposed LDP housing growth in West Edinburgh. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis. <i>Transport:</i> Transport Appraisal identifies the transport infrastructure required to support Proposed LDP housing growth in West Edinburgh. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis.
<b>Landscape setting and identity</b>			
Would the site, if developed, affect the wider landscape setting of the city?		N	Development would impact upon locally prominent views of the historic environment; it would not restrict recreational use of Cammo Estate Park or views of the designed landscape from Cammo Walk. Landform would limit impacts of development upon views from western approaches to the city.
Would the site enable clear and defensible green belt boundaries to be formed?		Y	To the east, Green Belt is well defined by Maybury Road and planting bordering the Bughtlin and Drumbrae housing estates. Elevated landform to the west and ridge of West Craigs to the south are capable of providing an inferior but still acceptable green belt boundary and visual containment to restrict future urban growth. This could be enhanced by planting.
Can the site be integrated into and in keeping with the character of the settlement and local area?		Y	The site can be integrated into the urban area particularly from the north of the site where there is already existing housing development. The site would form a natural extension to the existing housing at Cammo. There is an established woodland boundary to the east of Maybury Road, however there is an opportunity to change the character of the road through detailed design/master planning and creation/improvement of pedestrian connections to Bughtlin and Drumbrae to the east and form new links to existing open space at Cammo.
<b>Countryside recreation</b>			
Would development of the site avoid impacting upon existing access to countryside recreation?		Y	

**Overall assessment**

Allocated site in Second Proposed Plan. Although development would affect locally prominent views, landform would limit impacts upon wider views of the landscape from western approaches to the city. The need to maintain views through the site to focal points is identified in the site brief. Transport appraisal has identified a series of actions (including Barnton Junction) which will ensure that the road network can accommodate the development as well as measures to improve accessibility to southern part of the site.

**Landscape and Visual Assessment**

**Location**

The site is bounded by housing on Cammo Grove to the north, by Maybury Rd (A902) to the east and Cammo Walk to the west.

**Landscape Character**

Landform is flat to low-lying at approx. 35 m above sea level, rising to the south towards Craigs Rd and West Craigs. The site comprises amalgamated fields of arable farmland with clumps of remnant hedgerow. The Bughtlin Burn, a tributary of the Almond, flows along the south and west margin of the site. Its channel is marked by outgrown hedging and scrub vegetation, which separates a smaller enclosure to the west from the main open fields. Hedgerow trees and post and wire fencing line Maybury Rd to the east. To the northwest the site boundary is formed by private garden boundaries and a strip of woodland to the northeast. Low hedging forms the western edge of the site along Cammo Walk.

**Views and Visibility**

The site is a foreground element in views from the northern stretch of Maybury Road, with views from its southern extent restricted by hedging and cuttings. High numbers of vehicular travellers experience views across the site of the Estate Park, its water tower and wooded roundel on Mauseley Hill. To the north housing on the urban edge is visible, whilst to the south the ridgeline at Craigs Road encloses views. From Cammo Walk to the west, the site forms an open foreground element backed by housing to the north and the wooded edge of Bughtlin and Drumbrae along Maybury Road to the east. New flattened accommodation is visible under construction at East Craigs. From higher ground within Cammo's southern parkland, the site forms a lower foreground element in views over the site. These focus on more distant landmarks of the Fife hills to the north, Corstorphine Hill to the east and Pentlands to the south.

Perimeter woodland belts screen the site in views from Cammo Estate Park, though the site is visible from the visitor car park on Cammo Walk.

The site is screened from view in the main western approaches to the city of the A8, A90 and Edinburgh-Fife railway. Existing residential development, elevated terrain and woodland at Lennie Hill, Cammo and West Craigs contain inward and outward views.

**Would the site if developed, affect the wider landscape setting of the city?**

Development of the site would introduce urban housing into an area of open farmland, which has rural characteristics but is also influenced by the built edge at Barnton and A902. Development of the site would impact upon appreciation of locally prominent views of Cammo's water tower and Mauseley Hill, experienced by large numbers of vehicular travellers, passing to the east of the site between Maybury and Barnton.

Development would not restrict recreational use of Cammo Estate Park or views of the designed landscape from Cammo Walk.

From Cammo's water tower and Mauseley Hill, urban housing would impact upon the lower foreground of views towards Fife, Corstorphine Hill and the Pentland Hills, in the short-to-medium term. This would not affect views in the long-term following the establishment of new boundary planting.

Rising ground to the south of the site, would become conspicuous in views from the wider landscape with additional of development and alter Cammo's principal vista. Landform would limit visual impacts upon wider views of the landscape from western approaches to the city of the A8, A90 and Edinburgh-Fife railway line.

**Would the site enable clear and defensible green belt boundaries to be formed?**

To the east the Greenbelt is relatively well defined by Maybury Road and planting bordering the Bughtlin and Drumbrae housing estates. To the northwest, housing on the urban edge is exposed to view, though a wooded strip exists to the northeast. Garden boundaries on Cammo Grove do not provide the strong physical features required of a green belt boundary.

The site's open farmland, lacks distinctive features, capable of forming the basis of a new green belt boundary.

The elevated landform of Cammo and Lennie Hill to the west and West Craigs to the south are considered unsuitable for development due to their elevated terrain. These landform features could form the basis of a future green belt boundary, which could be enhanced by planting, subject to aerodrome safeguards.

**Updated Landscape and Visual Assessment at Proposed Plan stage:** The Council's housing site assessment recognised locally prominent views of the historic environment existed through the site and these have been included as requirements within the Cammo site brief. Additionally outward views to the Pentlands from the housing site, Maybury Rd and Inventory Site will be retained, supported by development principles to reduce the impact of housing on the localised ridgeline of Craigs Rd within the Maybury development brief. The context of the Inventory Garden and Designed Landscape is also reflected by development quality and landscape framework requirements.

The representation site (Braehead Partnership) has a relatively open boundary to the west, formed by hedging and open grassed verge. The proposed Cammo housing site benefits from the existing enclosure of outgrown hedging and a number of more mature trees. Development along the immediate boundary of the Inventory Site, would impact adversely on the rural character of Cammo Walk, part of the original southern approach to the estate and today forming a local path and cycle route. It would also introduce development into the near foreground of views from Mauseley Hill and Cammo Tower, where in absence of established boundary planting, development would give rise to adverse visual effects.

Cammo Walk is defined by a minor road and hedgerow planting. The existing feature of the Bughtlin Burn, is in part lined by established hedgerow trees. The Cammo site brief, seeks to enhance these qualities, through inclusion of woodland, grassland and wetland habitat, including a multi-user path and overlooked by housing. In response to comments raised by SEPA at the MIR stage and as identified in the Environmental Report, improvements to water quality within the Bughtlin Burn are also sought, including realignment and improvement of its bankside condition. Whilst the brief aims secure and strong physical and visual green belt boundary. The aim is not to create an inaccessible woodland buffer. Consequently, these objectives require a site width of approx. 40 m to achieve tree planting of woodland stature, provide secure path margins, whilst improving the quality of the watercourse and creating adjacent wetland habitat, as set out in the Edinburgh Design Guidance.

Notwithstanding landscape and visual effects of developing the representation site, it's narrow width from east to west would limit its potential to deliver additional housing capacity and meet robust green belt boundary requirements.

#### *Cammo Residents Association Landscape and Visual Assessment*

Whilst related designations with a landscape dimension can support the attribution of landscape value, the focus of the Council's landscape appraisal has been the site's role within the Green Belt and its relationship to the adjacent Cammo Inventory Site.

The proposed site HSG 20 does not lie within a SINC, however, habitat enhancement has been identified within the proposed site brief. Cammo Estate Park is not a Country Park designated under section 48 of the Countryside (Scotland) Act 1967. However, it is recognised that this natural heritage park is an important recreational resource within the city. The visual impact of the proposed site on recreational receptors within the environs of Cammo Estate Park has been considered within the housing site assessment. Additionally, the impact of development on access to countryside recreation has been recognised with regard existing desire lines across the site.

As set out in the MIR to the proposed LDP, existing Areas of Great Landscape Value and Areas of Outstanding Landscape Quality will be replaced by 22 Special Landscape Areas, accompanied by written Statements of Importance. The proposed Cammo Special Landscape Area excludes parts of the former AOLQ including Turnhouse Golf Course and amalgamated arable land to the south and east. Its boundary reflects the designed landscape of Cammo, including its water tower, wooded roundel on Mauseley Hill and Craighall Temple, together with its farmland fringe of intact 18th – 19th century field enclosures.

The site description in Inventory of Gardens and Designed Landscapes in Scotland for Cammo refers to:

“a major view into the site from the A902 (Clermiston-North Gyle), where the view focuses on the water tower acting as an eyecatcher, glimpses of the stables and the distinct outline of Mauseley Hill with a clump on its summit. This is a familiar local landmark.”

The site provides an open foreground to views to the Cammo estate from the northern section of Maybury Rd. This vista has been recognised in the housing site assessment and its retention is a requirement of the site brief.

For development to comply with the LDP, it must conform to the principles set out in the site brief. This includes enabling views to the focal points of Mauseley Hill, Cammo Water Tower, Cammo Estate Park (woodland) and the Pentland Hills both from within the site and Maybury Road by means of street design and open space provision. A generous allowance for these measures has been incorporated into the estimated site capacity set out in Vol 2 of the Environmental Report.

To the north of the Boughtin Burn, views from Maybury Rd to the existing residential area at Cammo Grove will be replaced by views of the proposed residential development. This change would not impact on views to the wider townscape/landscape features across the City. It is acknowledged in the housing site assessment that development would change the site's settled open, farmland character to urban residential character. The Council's assessment acknowledges that development would impact upon locally prominent views of the historic environment. Development would not impede recreational use of the natural heritage park or obstruct views from Cammo Walk. Landform would contain the impact of development from the wider setting of the City.

Elevated panoramic views exist across the wider landscape of the city from the elevated location of Cammo Tower and wooded roundel of Mauseley Hill, within the Inventory Site. Whilst development would be apparent in the lower foreground of these views, set back from Cammo Walk by a further field to the west of the Boughtin Burn, development would be unlikely to obstruct long range views from these vantage points. From within Cammo Estate Park, views to the site are largely enclosed by perimeter tree belts and development would not obstruct views to Corstorphine Hill.



**WEST OF NEWBRIDGE**  
Housing Site Assessment

**Who made representation(s) relating to the assessment area?** SNH, SEPA

Site assessment criteria		YES/NO	Comments / mitigation potential
<b>Appropriate Locations</b>			
Is the site located on brownfield land?		N	Arable farmland.
Can the site be made available for development?		Y	Subject to agreement of landowner, no reason to suggest that the land could not be made available for development within plan period. <b>Parts of the site undevelopable due to fluvial flood risk.</b>
1. Does the site have good accessibility to existing public transport?	2. Would sufficient enhancements be feasible?	N	<b>The majority of the area has a score of A. The eastern edge has a score of B with a small area close to the junction of Edinburgh Road and Bridge Street having a score of C and D.</b>
1. Does the site have good infrastructure capacity?	2. Would sufficient enhancements be feasible?	N	No measures appear available to increase accessibility of the site. <i>Drainage:</i> Seafield WwTW operated by PFI (Stirling Water); no constraints identified and any requirement for additional capacity would be responsibility of PFI operator but could be delay in delivering capacity. Potential significant flood risk constraint from River Almond. <i>Water supply/storage:</i> Adequate capacity (new Glencorse WTW; along with existing Marchbank WTW) <i>Primary and Secondary schools:</i> Education Appraisal identifies the educational infrastructure required to support Proposed LDP housing growth in West Edinburgh. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis. <i>Transport:</i> Transport Appraisal identifies the transport infrastructure required to support Proposed LDP housing growth in West Edinburgh. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis.
<b>Landscape setting and identity</b>			
Would the site, if developed, affect the wider landscape setting of the city?		Y	The site provides an open rural setting, which establishes separation between the settlements of Newbridge and Broxburn. It is prominent in views by high volumes of vehicular travellers and rail passengers on the approach to Edinburgh, where development would give rise to perceptions of a continuous built up area.
Would the site enable clear and defensible green belt boundaries to be formed?		N	The River Almond to the east and railway line to the south and west provide strong landform features. These contain development and provide separation between the existing settlements of Newbridge and Broxburn. The site is of open, rural character and contains few other landscape features capable of forming a new green belt boundary.
Can the site be integrated into and in keeping with the character of the settlement and local area?		N	<b>The site lacks opportunities to be integrated into the existing urban area. The River Almond and the woodland along its banks mean that any development would not relate physically or visually to its rural context and the existing settlement of Newbridge.</b>
<b>Countryside recreation</b>			
Would development of the site avoid impacting upon existing access to countryside recreation?		Y	Subject to footpaths along the River Almond being maintained.
<b>Overall assessment</b>			
Not currently a reasonable site. Development would adversely affect the landscape setting of the city due to the prominent rural setting it provides, viewed by vehicular and rail passengers. Site has poor transport accessibility with no scope for enhancements.			

## **Landscape and Visual Assessment**

### **Location**

The site is bounded to the east by the River Almond and B800 to the west of the industrial edge of Newbridge. To the north, the site boundary follows the southern woodland belts of Newliston House. To the south and west, the site is bounded by the Edinburgh-Glasgow railway line, which forms the Council's boundary with West Lothian at Broxburn.

### **Landscape Character**

The site is low-lying within Almond basin, sloping generally southeastwards. Land cover comprises large arable fields and grazing land enclosed by remnant thorn hedging and post and wire fencing. The landscape is open in character, with scattered trees defining the incised channel of the River Almond to the south and Brox Burn to the northwest. A broad expanse of policy woodland delineates the rectilinear edge of the Newliston Inventory site to the north.

The area is influenced by transport networks, with the A89 between Newbridge and Broxburn passing through the site and Edinburgh-Glasgow railway line forming the site's boundary to the south and west, on a 19<sup>th</sup> century stone-built viaduct. Settlement within the landscape is limited to a steading and stone cottages along the A89.

### **Views and Visibility**

The northern extent of the site is prominent in views from the A89 and B800, where open fields form the foreground setting to the Newliston estate. To the south and east, large scale buildings are visible beyond the wooded southern edge of the River Almond. To the west, wooded embankments and the Almond Valley Viaduct form semi-permeable enclosure to views.

The site is overlooked by rail passengers from the elevated location of the Almond Valley Viaduct, from which there are open views across the surrounding landscape, including the Almond Valley, Pentland Hills to the southeast and city skyline and Arthur's Seat to the east.

A section of the River Almond Core Path follows the river bank along the edge of Newbridge and its Industrial Estate, with some views over adjacent fields filtered by scrub and tree cover.

### **Would the site if developed, affect the wider landscape setting of the city?**

Development of the site would impact on the wider landscape setting of the city. The site provides an open rural setting, which establishes separation between the settlements of Newbridge and Broxburn. It is prominent in views experienced by high volumes of vehicular travellers and rail passengers on the approach to Edinburgh, where development would give rise to perceptions of a continuous built up area.

### **Would the site enable clear and defensible green belt boundaries to be formed?**

The River Almond to the east and railway line to the south and west provide strong landscape features. These contain development and provide separation between the existing settlements of Newbridge and Broxburn. The site is of open, rural character and contains few other landscape features capable of forming a new green belt boundary.

**ROYAL HIGHLAND CENTRE  
Housing Site Assessment**

**Who made representation(s) relating to the assessment area? SNH, SEPA**

Site assessment criteria		YES / NO	Comments / mitigation potential
<b>Appropriate Locations</b>			
Is the site located on brownfield land?		Y/N	The Royal Highland Centre is located within the site. Green fields within the site are likely to be developed in the future, subject to the expansion of the centre.
Can the site be made available for development?		N	Currently occupied by the Royal Highland Centre.
1. Does the site have good accessibility to existing public transport?	2. Would sufficient enhancements be feasible?	Y	Accessibility improves from the north to the south ranging from A in the land known as the 'northern fields' and central area, increasing to between D and E along Glasgow and Eastfield Road.
1. Does the site have good infrastructure capacity?	2. Would sufficient enhancements be feasible?	Y/N Y	<i>Drainage:</i> Seafield WwTW operated by PFI (Stirling Water); no constraints identified and any requirement for additional capacity would be responsibility of PFI operator but could be delay in delivering capacity. <i>Water supply/storage:</i> Adequate capacity (new Glencorse WTW, along with existing Marchbank WTW) <i>Primary and Secondary schools:</i> Education Appraisal identifies the educational infrastructure required to support Proposed LDP housing growth in West Edinburgh. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis. <i>Transport:</i> Transport Appraisal identifies the transport infrastructure required to support Proposed LDP housing growth in West Edinburgh. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis.
<b>Landscape setting and identity</b>			
Would the site, if developed, affect the wider landscape setting of the city?		N	Site already identified for expansion of showground. Landscape setting of Glasgow Road will change in line with allocations in the West Edinburgh Planning Framework, co-ordinated by the West Edinburgh Strategic Design Framework and further progressed by the West Edinburgh Landscape Framework.
Would the site enable clear and defensible green belt boundaries to be formed?		N/A	The West Edinburgh Planning Framework requires the site to be removed from the Green Belt. Glasgow Road to the south provides a strong physical Green Belt boundary.
Can the site be integrated into and in keeping with the character of the settlement and local area?		N	The site is in close proximity to the airport and related infrastructure. Its designed landscape is of a semi-rural character. Until urban expansion to the east at the International Business Gateway is achieved, development would be out of keeping with the local character and lack physical integration with the existing settlement.
<b>Countryside recreation</b>			
Would development of the site avoid impacting upon existing access to countryside recreation?		Y	
<b>Overall assessment</b>			
Not currently a reasonable site. Site not available for development.			

## **Landscape and Visual Assessment**

### **Location**

The area is located to the north of the Glasgow Rd (A8), west of Eastfield Rd, south of Edinburgh Airport and east of Lochend Rd.

### **Landscape Character**

The area lies between 30-40 m above sea level on gently sloping land within the lower Almond Basin. The core of the site comprises the Royal Highland Centre (RHC). Its exhibition buildings and circulation network are set within the designed landscape setting of Ingliston House, enclosed by remnant tree belts and estate walling. To the north and west of the main showground, hardstanding and open fields provide events and overspill parking. The RHC's eastern boundary on Ingliston Rd is lined by various uses including an agricultural food mill to the north, airport parking and car auctioneer. A golf driving range occupies much of the open land to the south of Fairview Rd and west of Eastfield Rd, with airport parking adjoining the A8 to the southeast.

To enable Airport expansion, the West Edinburgh Planning Framework 2008, requires the RHC to relocate to Norton Park to the south of the A8 as Scotland's National Showground. In the short-medium term, only part of the RHC is required to deliver the current airport master plan and the Royal Highland & Agricultural Society of Scotland (RHASS) are in the process of implementing a 20 year master plan for their current site, consistent with strategic design guidance for West Edinburgh. This will upgrade facilities to create a world class exhibition and event venue, with tree-lined approaches to the east and west and commercial frontage on Eastfield Rd, opposite the first phase of the IBG.

### **Views and Visibility**

The site is principally viewed from the A8, where its walled boundaries and perimeter tree belts are important features in views on the western approach to the city and repeat the character of wooded designed landscapes further to the south and east. Open fields used for overspill parking are also visible against the runway to the west. Views from the site include Edinburgh Airport Control Tower, the Fife hills, Corstorphine Hill, Pentland Hills and bings in West Lothian.

### **Would the site if developed, affect the wider landscape setting of the city?**

The RHC site will remain in the green belt until such time as it is required for Airport expansion in accordance with the West Edinburgh Planning Framework. Any land not required by the Airport will form a second phase of the International Business Gateway. The landscape setting of Glasgow Road will change in line with allocations in the West Edinburgh Planning Framework, co-ordinated by the West Edinburgh Strategic Design Framework and further progressed by the West Edinburgh Landscape Framework.

### **Would the site enable clear and defensible green belt boundaries to be formed?**

Not applicable in accordance with the West Edinburgh Planning Framework 2008.

**INTERNATIONAL BUSINESS GATEWAY 1  
Housing Site Assessment**

**Who made representation(s) relating to the assessment area?**

New Inglinton Limited  
IBG Partners (GVA)  
Community Groups

Individuals  
Other developers  
SNH, SEPA

Site assessment criteria		YES / NO	Comments / mitigation potential
<b>Appropriate Locations</b>			
Is the site located on brownfield land?		Y/N	Predominantly agricultural land with the airport park and ride site to the southwest of the site. Although greenfield land, the principle of business development is established and there would be no increase in the amount of land already identified for commercial uses.
Can the site be made available for development?		Y	Strategic Development Plan identifies the opportunity for new housing as an integral component of mixed use, predominantly business proposals within the IBG. Two representations received during MIR consultation and Proposed Plan representation promoting site for residential development. Parts of the site undevelopable due to fluvial flood risk.
1. Does the site have good accessibility to existing public transport?	2. Would sufficient enhancements be feasible?	Y	The majority of the site has a score of E, with accessibility reducing to the north east corner of the site with a score of A. There is a small area next to Eastfield Road which has a score of F.
1. Does the site have good infrastructure capacity?	2. Would sufficient enhancements be feasible?	Y/N	<i>Drainage:</i> Seafield WwTW operated by PFI (Stirling Water); no constraints identified and any requirement for additional capacity would be responsibility of PFI operator but could be delay in delivering capacity; diversion of Gogar Burn to reduce flood risk. <i>Water supply/storage:</i> Adequate capacity (new Glencorse WTW, along with existing Marchbank WTW). <i>Primary and Secondary schools:</i> Education Appraisal identifies the educational infrastructure required to support Proposed LDP housing growth in West Edinburgh. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis. <i>Transport:</i> Transport Appraisal identifies the transport infrastructure required to support Proposed LDP housing growth in West Edinburgh. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis.
<b>Landscape setting and identity</b>			
Would the site, if developed, affect the wider landscape setting of the city?		N	Landscape setting of Glasgow Road will change in line with allocations in the West Edinburgh Planning Framework, co-ordinated by the West Edinburgh Strategic Design Framework and further progressed by the West Edinburgh Landscape Framework.
Would the site enable clear and defensible green belt boundaries to be formed?		N/A	
Can the site be integrated into and in keeping with the character of the settlement and local area?		Y	The comprehensive Master Planning of this site provides an opportunity to integrate housing, business and ancillary developments within a new mixed use community, supported by a new landscape framework and linked by tram and cycle links.
<b>Countryside recreation</b>			
Would development of the site avoid impacting upon existing access to countryside recreation?		Y	



**Overall assessment**  
Allocated site in Second Proposed Plan. Opportunity for an integrated approach to housing, business and ancillary development to achieve high quality place-making and meet sustainable development objectives.

### **Landscape and Visual Assessment**

#### **Location**

The site is bounded by Eastfield Road to the west and Glasgow Rd (A8) to the south. To the north, the site boundary follows the edge of The Hilton hotel complex on Eastfield Avenue and course of the Gogar Burn. To the east, the site boundary follows the line of hedgerow north-northeast – south south-west across the site.

#### **Landscape Character**

The site comprises former agricultural land to the east of Eastfield Rd and south of the Gogar Burn. To the southwest, part of the site forms the Airport Park and Ride facility. To the north and east, the site is subject to construction of the tram line and tram halt. It is part of the first phase of a larger strategic allocation identified in the WEPF for international business development, associated hotel and related services accommodation. Its development will be guided by the West Edinburgh Strategic Design Framework.

#### **Views and Visibility**

The site is visible locally to high numbers of vehicular travellers but is not prominent within the wider landscape due to its low-lying location. High numbers of vehicular travellers travelling to and from the Airport on Eastfield Rd, have views of the site across remnant hedging and post and wire fencing. The Pentland Hills and Corstorphine Hill form skyline features to the south and east respectively. From the A8, the site is visible to high volumes of traffic, set against a backdrop of Craigie Hill to the north and Lennie Hill to the east. Closer range views exist from the Park and Ride facility.

#### **Would the site if developed, affect the wider landscape setting of the city?**

The site is allocated for international business development in accordance with the West Edinburgh Planning Framework 2008. The landscape setting of Glasgow Road will change in line with allocations in the West Edinburgh Planning Framework, co-ordinated by the West Edinburgh Strategic Design Framework and further progressed by the West Edinburgh Landscape Framework.

#### **Would the site enable clear and defensible green belt boundaries to be formed?**

The West Edinburgh Planning Framework 2008 indicates the site should be removed from the greenbelt in future SDPs and LDPs. Development in the interim may be approved as a justified exception to green belt policy.

**INTERNATIONAL BUSINESS GATEWAY 2  
Housing Site Assessment**

**Who made representation(s) relating to the assessment area?**

New Ingliston Limited  
Cardross Asset Management (GVA)  
Other developers and Community Groups

SNH, SEPA, Scottish Government  
Individuals  
Other developers

Site assessment criteria		YES / NO	Comments / mitigation potential
<b>Appropriate Locations</b>			
Is the site located on brownfield land?		N	Although greenfield land, the principle of business development is established and there would be no increase in the amount of land already identified for commercial uses.
Can the site be made available for development?		Y	Strategic Development Plan identifies the opportunity for new housing as an integral component of mixed use, predominantly business proposals within the IBG. Two representations received during MIR consultation and Proposed Plan representation promoting site for residential development. Parts of the site undevelopable due to fluvial flood risk.
1. Does the site have good accessibility to existing public transport?	2. Would sufficient enhancements be feasible?	Y	Accessibility increases towards the south and Glasgow Road with scores ranging from A for the northern part of the site, to scores ranging between E and G along parts Glasgow Road. The introduction of footpaths and pedestrian links following the delivery of the tram will increase accessibility for the northern part of the site.
1. Does the site have good infrastructure capacity?	2. Would sufficient enhancements be feasible?	Y/N	<i>Drainage:</i> Seafield WwTW operated by PFI (Stirling Water); no constraints identified and any requirement for additional capacity would be responsibility of PFI operator but could be delay in delivering capacity; diversion of Gogar Burn to reduce flood risk. <i>Water supply/storage:</i> Adequate capacity (new Glencorse WTW, along with existing Marchbank WTW) <i>Primary and Secondary schools:</i> Education Appraisal identifies the educational infrastructure required to support Proposed LDP housing growth in West Edinburgh. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis. <i>Transport:</i> Transport Appraisal identifies the transport infrastructure required to support Proposed LDP housing growth in West Edinburgh. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis.
<b>Landscape setting and identity</b>			
Would the site, if developed, affect the wider landscape setting of the city?		N	Landscape setting of Glasgow Road will change in line with allocations in the West Edinburgh Planning Framework, co-ordinated by the West Edinburgh Strategic Design Framework and further progressed by the West Edinburgh Landscape Framework.
Would the site enable clear and defensible green belt boundaries to be formed?		N/A	
Can the site be integrated into and in keeping with the character of the settlement and local area?		Y	The comprehensive Master Planning of this site provides an opportunity to integrate housing, business and ancillary developments within a new mixed use community, supported by a new landscape framework and linked by tram and cycle links.
<b>Countryside recreation</b>			
Would development of the site avoid impacting upon existing access to countryside recreation?		Y	

**Overall assessment**  
Allocated site in Second Proposed Plan. Opportunity for an integrated approach to housing, business and ancillary development to achieve high quality place-making and meet sustainable development objectives.

### **Landscape and Visual Assessment**

#### **Location**

The site lies to the north of the A8 and east of land allocated for the first phase of the IBG at Eastfield Rd. Its northern boundary is formed by the channel of the Gogar Burn which skirts the southern edge of Edinburgh Airport. To the east, the site boundary is formed by the driveway of Castle Gogar.

#### **Landscape Character**

The site rises between 35 m – 50 m above sea level between the airport to the north and A8 to the south. It comprises well-managed, large scale arable fields, subdivided by occasional outgrown hedgerows. Gogar Mains farm sits centrally on the northern edge of the site, accessed by a driveway from the A8. The Gogar Burn crosses the eastern extent of the site, flowing northwards in a wooded corridor, before being diverted westwards along the Airport boundary. East of the Gogar Burn, the Gogar Junction bridge crosses the A8. To its east, the former Gogar Parish Church sits within scrub woodland. On the far eastern edge of the site, a tree-lined driveway leads northwards from a lodge house and gate piers on the A8, sweeping westwards to the south of the Airport, towards the Baronial mansion of Castle Gogar and its surrounding enclosures and planting.

#### **Views and Visibility**

Views to the site are restricted from the north by the Airport. The site is prominent in views from the A8, experienced by high numbers of vehicular travellers between the Gogar and the Airport. The site is viewed against a backdrop of hills to the north and east, including Dalmeny Hill, Craigie Hill and Lennie Hill and the Ochils and Lomond Hills in the distance. Landmarks include the Airport control tower and glimpses of the Forth Road and Rail bridges. To the south views are contained by the continuous wooded edge of the designed landscapes at Gogar Mount, Hanley, Gogarburn and Gogar Park.

#### **Would the site if developed, affect the wider landscape setting of the city?**

The site, excluding an area of importance for flood control, Castle Gogar and Gogar Mains Fort, is allocated for international business development in accordance with the WEPF 2008. The landscape setting of Glasgow Road will change in line with allocations in the West Edinburgh Planning Framework, co-ordinated by the West Edinburgh Strategic Design Framework and further progressed by the West Edinburgh Landscape Framework.

#### **Would the site enable clear and defensible green belt boundaries to be formed?**

The WEPF 2008 indicates the site should be removed from the greenbelt in future SDPs and LDPs. Development in the interim may be approved as a justified exception to green belt policy.

**NORTON PARK  
Housing Site Assessment**

**Who made representation(s) relating to the assessment area?**

Murray Estates (Holder Planning)  
Park Lane & Allison Trustees (Nathaniel Lichfield & Partners)  
SNH, SEPA

Site assessment criteria		YES / NO	Comments / mitigation potential
<b>Appropriate Locations</b>			
Is the site located on brownfield land?		N	Arable farmland.
Can the site be made available for development?		N	Site promoted for residential development and other proposals during MIR consultation and Proposed Plan representation. Site currently safeguarded in the West Edinburgh Planning Framework (WEPP) for the relocation of the Royal Highland Centre. The site can only be made available for development if there is a change or withdrawal of the current WEPP. Parts of the site undevelopable due to fluvial flood risk.
1. Does the site have good accessibility to existing public transport?	2. Would sufficient enhancements be feasible?	Y/N	Accessibility increases towards the north of the site with scores ranging from A to the south of the site increasing to between D and E alongside Glasgow Road.
1. Does the site have good infrastructure capacity?	2. Would sufficient enhancements be feasible?	Y	An extension of the tram to Newbridge could potentially serve the site and would improve public transport accessibility, although this is not considered financially feasible during this plan period. <i>Drainage:</i> Seafield WwTW operated by PFI (Stirling Water); no constraints identified and any requirement for additional capacity would be responsibility of PFI operator but could be delay in delivering capacity. <i>Water supply/storage:</i> Adequate capacity (new Glencorse WTW; along with existing Marchbank WTW). <i>Primary and Secondary schools:</i> Education Appraisal identifies the educational infrastructure required to support Proposed LDP housing growth in West Edinburgh. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis. <i>Transport:</i> Transport Appraisal identifies the transport infrastructure required to support Proposed LDP housing growth in West Edinburgh. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis.
<b>Landscape setting and identity</b>			
Would the site, if developed, affect the wider landscape setting of the city?		N	The landscape setting of Glasgow Road will change in line with allocations in the West Edinburgh Planning Framework, co-ordinated by the West Edinburgh Strategic Design Framework and further progressed by the West Edinburgh Landscape Framework. In the event of the West Edinburgh Planning Framework changing, a fresh assessment would require to be undertaken.
Would the site enable clear and defensible green belt boundaries to be formed?		N/A	In the event of the West Edinburgh Planning Framework changing, a fresh assessment would require to be undertaken.
Can the site be integrated into and in keeping with the character of the settlement and local area?		N	Development of the site would form a large scale eastward extension of Ratho Station which would be out of keeping with the existing settlement. The site is subdivided by a wooded driveway to Norton House, separated from the urban area to the east by the City Bypass and business campus at Gogarburn, and to the north and the International Business Gateway by the A8, limiting physical integration.
<b>Countryside recreation</b>			
Would development of the site avoid impacting upon existing access to countryside recreation?		Y	

**Overall assessment**

Not currently a reasonable site. Site not available for development due to being safeguarded in the West Edinburgh Planning Framework for the relocation of the Royal Highland Centre.

**Landscape and Visual Assessment**

**Location**

The site is bounded by the Glasgow Road (A8) to the north, Gogarstone Rd and Roddinglaw Rd to the east, the main Edinburgh – Glasgow Railway line to the south and settlement of Ratho Station to the west.

**Landscape Character**

The site comprises north-facing slopes, gradually rising southwards from the Royal Highland Centre (RHC) and Edinburgh Airport, which are set on the flatter terrain of the lower Almond basin to the north of the A8. Land cover is characterised by a series of large scale arable fields running east-west, broken up by shelterbelts running north-south. Post and wire fencing, managed hedgerows and hedgerow trees, typically form roadside boundaries. Ratho Station is the main settlement to the west of the site, set apart from the wider landscape by the wooded driveway and grounds of Norton House Hotel to the south. Other dispersed settlement includes the farmstead of Norton Mains, set within a wooded curtailage, and poultry farm at Easter Norton, to the south of the Airport Interchange. A short row of stone cottages and a petrol filling station line the A8 at Middle Norton. Potential landscape change includes the eastward expansion of Ratho Station and landscape enhancement to the A8 corridor. The site is safeguarded for the future relocation of the RHC and a tram safeguard skirts the southern edge of the site between the Airport and Newbridge.

**Views and Visibility**

Much of the site is visible by high numbers of travellers on their approach to the city via the main Glasgow to Edinburgh railway line and A8, including those journeying to and from the Airport. Those travelling through the landscape are less aware of farmland to the east of Ratho Station, where planting along the A8, railway and Norton House Hotel driveway provide a degree of enclosure. The wider site provides an open setting of well managed farmland between development at Newbridge and Ratho Station to the west, Airport infrastructure and tree-lined grounds of the RHC to the north and the urban edge to the east. To the south and east views towards the city are backdropped by the city's regional setting of the Pentland Hills. Some recreational use is made of the secondary roads to the southeast of the site.

**Would the site if developed, affect the wider landscape setting of the city?**

The site is safeguarded for the longer term relocation of the RHC when required to facilitate airport expansion in accordance with WEPF 2008. The Norton Park site will remain in the green belt until required for the relocation of the RHC.

**Would the site enable clear and defensible green belt boundaries to be formed?**

Not applicable in accordance with the WEPF 2008.



**GOGARBURN GOLF COURSE  
Housing Site Assessment**

**Who made representation(s) relating to the assessment area?** SNH, SEPA

Site assessment criteria		YES / NO	Comments / mitigation potential
<b>Appropriate Locations</b>			
Is the site located on brownfield land?		N	Gogarburn golf course is located within the site.
Can the site be made available for development?		N	Gogarburn golf course is located within the site.
1. Does the site have good accessibility to existing public transport?	2. Would sufficient enhancements be feasible?	Y	Accessibility increases towards the north of the site with scores ranging from A to the south of the site increasing to D and pockets of E alongside Glasgow Road. Good accessibility for northern half of the site.
1. Does the site have good infrastructure capacity?	2. Would sufficient enhancements be feasible?	Y/N	<p><i>Drainage:</i> Seafield WwTW operated by PFI (Stirling Water); no constraints identified and any requirement for additional capacity would be responsibility of PFI operator but could be delay in delivering capacity; diversion of Gogar Burn to reduce flood risk.</p> <p><i>Water supply/storage:</i> Adequate capacity (new Glencorse WTW, along with existing Marchbank WTW)</p> <p><i>Primary and Secondary schools:</i> Education Appraisal identifies the educational infrastructure required to support Proposed LDP housing growth in West Edinburgh. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis.</p> <p><i>Transport:</i> Transport Appraisal identifies the transport infrastructure required to support Proposed LDP housing growth in West Edinburgh. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis.</p>
<b>Landscape setting and identity</b>			
Would the site, if developed, affect the wider landscape setting of the city?		Y	Gogar Mount and Hanley, together with the designed landscapes of Gogarburn and Gogar Park to the east, provide a continuous wooded edge to the south of the A8, which is an important component of views on the western approach to the city. The wider concentration of designed landscapes along the A8, west of the Bypass and north of the M8, provide a sense of separation between the city, airport and settlements in the greenbelt. Development of the site, to the detriment of component features or views which form part of the designed landscape, would impact on the wider landscape setting of the city.
Would the site enable clear and defensible green belt boundaries to be formed?		N	The site's perimeter woodland belts form a strong physical feature. However, the site is remote from the built up area, which is clearly defined by a robust defensible boundary along the City Bypass.
Can the site be integrated into and in keeping with the character of the settlement and local area?		N	The site is isolated and cannot be physically integrated into the urban area. The site is bounded on three sides by woodland and a business campus set within a designed landscape and by the A8 to the north which along with the City Bypass, create a robust boundary to development.
<b>Countryside recreation</b>			
Would development of the site avoid impacting upon existing access to countryside recreation?		N	Gogarburn golf course is located within the site.
<b>Overall assessment</b>			
Not currently a reasonable site. Not available for development. Development would disrupt the continuous wooded edge to the south of the A8 and impact on the wider landscape setting of the city.			

## Landscape and Visual Assessment

### Location

The site is bounded by the Glasgow Rd (A8) to the north, the main RBS Gogarburn campus to the east, Roddinglaw Road to the west and arable farmland to the south.

### Landscape Character

The site lies at approx. 50 m above sea level within the lower Almond basin. Its landscape structure is formed by the 19<sup>th</sup> C villa landscapes of Gogar Mount and Hanley House, which comprise woodland belts and parkland. Gogar Mount House serves as an RBS hospitality and conference venue, whilst the grounds of the demolished Hanley House to the east are laid out as a 12 hole parkland golf course. A small burn runs along the wooded southern edge of the site to join the Gogar Burn within the grounds of Gogarburn to the east.

### Views and Visibility

Perimeter woodland belts limit views into the site from surrounding roads, where boundary walls and lodges contribute to the character of the A8 corridor and Roddinglaw Rd. The southern fairways, clubhouse and car park are visible from Roddinglaw Rd, situated to the south of the Hanley woodlands. Outward views from the golf course and Gogar Mount reflect those established by their designed landscape settings, towards the backdrop of the Pentland Hills to the south.

### Would the site if developed, affect the wider landscape setting of the city?

Gogar Mount and Hanley, together with the designed landscapes of Gogarburn and Gogar Park to the east, provide a continuous wooded edge to the south of the A8, which is an important component of views on the western approach to the city. The wider concentration of designed landscapes along the A8, west of the Bypass and north of the M8, provide a sense of separation between the city, airport and settlements in the greenbelt. Their woodland belts enclose a broad area of farmland of open, rural character, visible from secondary roads and recreational routes within the greenbelt and Edinburgh-Glasgow railway line. Development of the site, to the detriment of component features or views which form part of the designed landscape, would impact on the wider landscape setting of the city.

### Would the site enable clear and defensible green belt boundaries to be formed?

The site's perimeter woodland belts form a strong physical feature. However, the site is remote from the built up area, which is clearly defined by a robust a defensible boundary along the City Bypass.

**SOUTH OF RBS GOGARBURN  
Housing Site Assessment**

**Who made representation(s) relating to the assessment area?**

RBS (GVA)  
Science and Advice for Scottish Agriculture (SASA)  
SNH, SEPA

Site assessment criteria		YES / NO	Comments / mitigation potential
<b>Appropriate Locations</b>			
Is the site located on brownfield land?		N	Arable farmland.
Can the site be made available for development?		N	Despite representation received during MIR consultation promoting site for residential development to this and references in Proposed Plan representation for adjacent RBS land, majority of land currently under long term lease to the Scottish Government (SASA) and not available for development.
1. Does the site have good accessibility to existing public transport?	2. Would sufficient enhancements be feasible?	N	Majority of the site is A with accessibility increasing to the east towards Gogar Station Road with a score of B rising to D in the north east corner of the site. Developer suggests site is uniquely situated to be served by existing public transport infrastructure with bus routes extended to improve access to land further south. Whilst existing headquarters is well served by public transport, sites promoted for residential development have poor access to public transport. It is not considered feasible for bus routes to be extended to serve housing development.
1. Does the site have good infrastructure capacity?	2. Would sufficient enhancements be feasible?	Y/N	<b>Drainage:</b> Seafield WwTW operated by PFI (Stirling Water); no constraints identified and any requirement for additional capacity would be responsibility of PFI operator but could be delay in delivering capacity; diversion of Gogar Burn to reduce flood risk. <b>Water supply/storage:</b> Adequate capacity (new Glencorse WTW, along with existing Marchbank WTW) <b>Primary and Secondary schools:</b> Education Appraisal identifies the educational infrastructure required to support Proposed LDP housing growth in West Edinburgh. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis. <b>Transport:</b> Transport Appraisal identifies the transport infrastructure required to support Proposed LDP housing growth in West Edinburgh. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis.
<b>Landscape setting and identity</b>			
Would the site, if developed, affect the wider landscape setting of the city?		Y	Developer states that whilst the site is more visible from roads to the south, these roads do not constitute key approaches to the city and are more minor in nature. The terrain of the site also helps to conceal large parts of the site from such locations. In views from the railway line, the site provides a clear contrast between the character of the open countryside to the west of the City Bypass and the enclosed, urban area to the east. Development would alter the relatively uncommon pattern of policy woodland and well managed farmland on the edge of the city, which are viewed from narrow roads and paths within the landscape against a backdrop of Edinburgh's hills.
Would the site enable clear and defensible green belt boundaries to be formed?		N	Developer suggests areas of woodland can be used to create defensible Green Belt boundaries. Although the site includes features that could be used to form boundaries, currently the site is isolated from the urban area and set within open countryside.
Can the site be integrated into and in keeping with the character of the settlement and local area?		N	The site is remote from the urban area and part of a broad area of open countryside to the west of the city. Any development would therefore be out of character with the rural nature of the site.
<b>Countryside recreation</b>			

<p>Would development of the site avoid impacting upon existing access to countryside recreation?</p>	<p>N</p>	<p>Northern part of the site includes small part of Gogarburn golf course.</p>
<p><b>Overall assessment</b>                  The open countryside of this site plays a key role in the landscape setting of the city, when set against a backdrop of Edinburgh's hills. The site is isolated from the urban area and development will alter the character of open farmland. Site has poor transport accessibility with no scope for enhancements.</p>		

**Landscape and Visual Assessment**

**Location**

The site is bounded by the main Edinburgh-Glasgow railway line to the south, Roddinglaw Road to the west and Gogar Station Rd to the east. To the north the site is bounded by the perimeter woodland belt of Gogarburn Golf Course and southern extent RBS Gogarburn campus.

**Landscape Character**

The site lies on gently undulating farmland between 50 – 60 m above sea level. Landcover comprises broad arable fields, subdivided by hedgerows and policy woodland surrounding the Kellerstain designed landscape. To the north, south and east, the site is bounded by a series of wooded designed landscapes. The main Edinburgh-Glasgow railway line crosses the open farmland to the south of Kellerstain. The area is served by a number of secondary roads, which also serve a recreational role. Gogar Station Road to the east, which leads from Hermiston in the south to Gogar in the north, forms part of the Core Path Network. A local path runs to the north of Kellerstain to connect with Roddinglaw Road to the west.

**Views and Visibility**

Views to the site from the wider landscape are contained by the intact woodland belts of surrounding designed landscape. These form a wooded backdrop from the A8 and City Bypass. The site is prominent in views from the main Edinburgh-Glasgow railway line, which passes through much of the site at grade. Open views of farmland backed by woodland are experienced prior to arrival in the city at Edinburgh Park Station, to the east of the Bypass. The site is visible from local roads, which also serve as path networks. Outward views exist to Corstorphine Hill, Arthur's Seat and the Pentland Hills, viewed across an open rural setting, in which urban elements are screened by woodland. To the north, the Fife hills are visible on the skyline.

**Would the site if developed, affect the wider landscape setting of the city?**

Development of the site would not impact upon views experienced by road users on the A8 and City Bypass to the north and east, due to screening provided by a series of wooded designed landscapes. In views from the train, the site provides a clear contrast between the character of the open countryside to the west of the City Bypass and the enclosed, urban area to the east. Development would alter the relatively uncommon pattern of policy woodland and well managed farmland on the edge of the city, which are viewed from narrow roads and paths within the landscape against a backdrop of Edinburgh's hills.

**Would the site enable clear and defensible green belt boundaries to be formed?**

The City Bypass provides a robust and defensible edge to the city to the east. Perimeter woodland belts enclose much of the site to the north and east, to the west, the railway provides a strong physical feature, but is set within open countryside and lacks enclosure.



**EAST OF MILLBURN TOWER  
Housing Site Assessment**

**Who made representation(s) relating to the assessment area?**

Murray Estates (Holder Planning)  
SNH, SEPA

Site assessment criteria		YES / NO	Comments / mitigation potential
<b>Appropriate Locations</b>			
Is the site located on brownfield land?		N	Arable farmland.
Can the site be made available for development?		Y	Representation received during MIR consultation and Proposed Plan representation promoting site for residential development. Parts of the site undevelopable due to fluvial flood risk.
1. Does the site have good accessibility to existing public transport?	2. Would sufficient enhancements be feasible?	N N	Accessibility increases towards the perimeter of the site with the majority of the site scoring A and a score of B for parts of the west and eastern boundaries. The northern part of the site next to the A8 has scores of C and D, a small pocket of E next to Gogar roundabout and G next to RBS headquarters. Although the northern part of the site scores well, the public transport corridor runs away from the City Centre on a dual carriageway. Developer suggests site benefits from good existing public transport links and will benefit in the future from the Edinburgh Tram and the new Gogar Interchange. PTAL assessment considers northern parts of the site have good public transport accessibility, although there are physical constraints in reaching public transport services. Land further south has poor access to public transport and a physical barrier with community safety issues constraining its access to public transport services in Edinburgh Park.
1. Does the site have good infrastructure capacity?	2. Would sufficient enhancements be feasible?	Y/N Y	<i>Drainage:</i> Seafield WwTW operated by PFI (Stirling Water); no constraints identified and any requirement for additional capacity would be responsibility of PFI operator but could be delay in delivering capacity; diversion of Gogar Burn to reduce flood risk. <i>Water supply/storage:</i> Adequate capacity (new Glencorse WTW, along with existing Marchbank WTW) <i>Primary and Secondary schools:</i> Education Appraisal identifies the educational infrastructure required to support Proposed LDP housing growth in West Edinburgh. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis. <i>Transport:</i> Transport Appraisal identifies the transport infrastructure required to support Proposed LDP housing growth in West Edinburgh. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis.
<b>Landscape setting and identity</b>			
Would the site, if developed, affect the wider landscape setting of the city?		Y	Developer suggests that hedgerows and narrow tree belts provide good visual containment for the majority of the site and that views on the approach to Edinburgh via road or rail are already heavily influenced by development at Maybury and The Gyle. Site is prominent in views experienced by high numbers of vehicular travellers on the approach to the city. Its open farmland establishes a clear contrast to the edge of the built up area to the east and is viewed against the backdrop of the city's regional landscape setting of the Pentland Hills. Development would alter the pattern of open farmland to the west of the Bypass and diminish the legibility of the urban edge.
Would the site enable clear and defensible green belt boundaries to be formed?		N	Developer suggests surrounding roads would form clearly identifiable green belt boundaries and new tree planting would further reinforce the boundaries. Existing urban edge clearly defined by A8 to the north and to the east by a broad woodland belt along the City Bypass. Any new green belt boundary would not compare favourably with the robust physical and visual nature of the existing green belt boundary along the City Bypass, which also limits the physical integration of new development with the existing townscape.



<p>Can the site be integrated into and in keeping with the character of the settlement and local area?</p>	<p>N</p>	<p>The site is separated from the existing urban area by the City Bypass to the east, A8 to the north and railway line to the south. Though two under passages exist, the site has limited opportunities for physical and visual integration with the existing urban area.</p>
<p><b>Countryside recreation</b></p>		
<p>Would development of the site avoid impacting upon existing access to countryside recreation?</p>	<p>Y</p>	
<p><b>Overall assessment</b></p>		
<p>Not currently a reasonable site. Due to the sites prominence and its role as open farmland viewed by high numbers of vehicular travellers against a backdrop of the Pentland Hills, development would affect the landscape setting of the city. The existing Green Belt boundary is clearly defined. With the exception of the northern part of the site which runs parallel with the A8, accessibility of the site is poor.</p>		

### Landscape and Visual Assessment

#### Location

The site is bounded by the Glasgow Rd (A8) to the north, the City Bypass (A720) to the east, the main Edinburgh-Glasgow railway to the south and Gogar Station Rd to the west.

#### Landscape Character

Situated on low-lying terrain within the lower Almond basin, much of the site comprises an open expanse of arable farmland, crossed by the meandering course of the Gogar Burn to the north and south.

To the northwest of the site, the RBS Business School sits within a parkland setting, enclosed by perimeter tree belts at Gogar Park.

To the west, the Inventory designed landscape of Millburn Tower, is characterised by its narrow wooded plot running north-northeast to south-southeast.

A Poultry farm occupies the southern extent of the site with planted boundaries to the north and east.

#### Views and Visibility

East of Gogar Park, the site is overlooked from the A8. Much of the City Bypass to the west of Edinburgh Park has an open aspect to the site, though closer to the junctions at Hermiston Gait and Gogar, planted embankments restrict views.

From these approaches to the city, high numbers of vehicular travellers experience open views, which comprise a foreground of arable farmland, set against the continuous wooded backdrop of Millburn Tower and Gogar Park. The Pentland Hills form a striking backdrop across the site's open setting to the south and east.

The main recreational views of the site are gained from Core Path 12, which skirts the southern edge of the site, linking Edinburgh Park and Gogar Station road.

The site is briefly visible to rail passengers, where it forms part of the wider setting of designed landscapes and farmland to the west of the city.

#### Would the site if developed, affect the wider landscape setting of the city?

The introduction of urban housing would change the site's open, rural character. This change would be prominent in views experienced by high numbers of vehicular travellers on the approach to the city from the Bypass and A8.

The existing farmland establishes a clear contrast between the open countryside to the west and urban area to the east of the Bypass. In southward views, the site is viewed against the backdrop of the city's regional setting of the Pentland Hills.

Development would alter the character of farmland and designed landscapes at Gogar and diminish the legibility of the urban edge. This landscape pattern and visual relationship with the Pentlands, is reinforced to the south, where views from the Bypass reveal open farmland enclosed by woodland at Riccarton and Baberton.

#### Would the site enable clear and defensible green belt boundaries to be formed?

Woodland belts within designed landscapes to the north and west of the site provide strong topographical features, however the site lacks enclosure to the south west, adjacent to Gogar Station Road. Additionally, the existing urban edge is clearly defined by the A8 to the north and the City Bypass to the east, backed by a broad woodland belt on the western edge of Edinburgh Park.

**Updated Landscape and Visual Assessment at Proposed Plan stage:**

Murray Estates are promoting the development of 650 acres called the Edinburgh Garden District (EDG) to the west of Edinburgh. Only the northern part of the EDG is included within the SDA (land to the East of Millburn Tower). The representation considers there are inconsistencies and flaws in the Council's Environmental Report, with respect to key criteria of accessibility, landscape impact and defensibility of green belt boundaries. EDG has been unfavourably assessed and performs well against the Council's assessment criteria.

The northern extent of the wider EDG representation site, parcelled as 'EGD North' by the representation corresponds within the land to the East of Millburn Tower within the West Edinburgh SDA. The representation considers that views of the site on the approach to Edinburgh are already heavily influenced by existing development at Maybury and The Gyle. It considers that defensible green belt boundaries can be formed by surrounding roads and new tree planting to reinforce boundaries to the south and west.

The Council does not consider that development of the site would be viewed in the context of existing development at Maybury and the Gyle. As stated above, the site is prominent as open arable land in views from the A8 to the north and City Bypass to the east. The City Bypass and broad woodland belt to the west of Edinburgh Park, maintain a very clear cut distinction between the urban area and surrounding countryside, which will only increase as planting continues to mature.

The MIR stage assessment acknowledged the existing woodland belts associated with the designed landscapes to the north and west of the site. Nonetheless, any new green belt boundary would not compare favourably with the robust physical and visual nature of the existing green belt boundary along the City Bypass, which also limits the physical integration of new development with the existing townscape.

The landscape and green belt submissions are focussed only on visual impact, not the contribution that the site's character makes to the landscape setting of the city. Despite proximity to the urban area and westbound transport links including the A8, Edinburgh-Fife railway line and M8, the character of policy woodland and settled farmland, associated with a series of relatively intact designed landscapes at Gogar, is rare within Edinburgh and notable on the western edge of the city.

## EDINBURGH PARK/THE GYLE Housing Site Assessment

### Who made representation(s) relating to the assessment area?

Trustees for Goodman Edinburgh (Jersey) Ltd  
New Edinburgh Ltd (Jones Lang La Salle)  
Other developers and Community Groups  
SNH, SEPA

Site assessment criteria		YES / NO	Comments / mitigation potential
<b>Appropriate Locations</b>			
Is the site located on brownfield land?		Y	Currently identified as a strategic business centre, the site comprises predominantly office development with industrial units to the east and the Gyle Shopping Centre to the north east.
Can the site be made available for development?		Y/N	Two representations received during MIR consultation and Proposed Plan representation promoting residential development to create more mixed use place. Redevelopment of old units may also be possible. Further study needed to identify total development potential. Parts of the site undevelopable due to fluvial flood risk.
1. Does the site have good accessibility to existing public transport?	2. Would sufficient enhancements be feasible?	Y	Accessibility varies across the site ranging from a score of D to the south of the site, F in the central area to scores of G and H towards the hubs of the Gyle Shopping Centre, Glasgow Road and the northern part of Lochside Crescent.
1. Does the site have good infrastructure capacity?	2. Would sufficient enhancements be feasible?	Y/N	<i>Drainage:</i> Seafield WwTW operated by PFI (Stirling Water); no constraints identified and any requirement for additional capacity would be responsibility of PFI operator but could be delay in delivering capacity; diversion of Gogar Burn to reduce flood risk. <i>Water supply/storage:</i> Adequate capacity (new Glencorse WTW, along with existing Marchbank WTW) <i>Primary and Secondary schools:</i> Education Appraisal identifies the educational infrastructure required to support Proposed LDP housing growth in West Edinburgh. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis. <i>Transport:</i> Transport Appraisal identifies the transport infrastructure required to support Proposed LDP housing growth in West Edinburgh. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis.
<b>Landscape setting and identity</b>			
Would the site, if developed, affect the wider landscape setting of the city?		N	Site already developed or allocated for employment use within the urban area.
Would the site enable clear and defensible green belt boundaries to be formed?		N/A	None of the site is located within the Green Belt.
Can the site be integrated into and in keeping with the character of the settlement and local area?		Y	The site has been developed or allocated for business use and is therefore already physically integrated into the urban area. Comprehensive Master Planning provides the opportunity to fully integrate housing into an established commercial area.
<b>Countryside recreation</b>			
Would development of the site avoid impacting upon existing access to countryside recreation?		Y	

**Overall assessment**  
Allocated site in [Second Proposed Plan](#). Opportunity for an integrated approach to housing, business and ancillary development to achieve high quality place-making and meet sustainable development objectives.

### **Landscape and Visual Assessment**

Not assessed. The site is within the urban area and is currently allocated for business and industry. A robust green belt boundary is currently provided by woodland planting along the City Bypass.

**WEST OF TURNHOUSE ROAD  
Housing Site Assessment**

**Who made representation(s) relating to the assessment area?**

Cardross Asset Management (GVA)  
Individuals  
Other developers and Community Groups  
SNH

Site assessment criteria		YES / NO	Comments / mitigation potential
<b>Appropriate Locations</b>			
Is the site located on brownfield land?		Y/N	Predominantly arable farmland but does include industrial units to the south of the site with potential redevelopment opportunities.
Can the site be made available for development?		Y	Representation received during MIR consultation and Proposed Plan representation promoting site for residential development.
1. Does the site have good accessibility to existing public transport?	2. Would sufficient enhancements be feasible?	Y N/A	Accessibility increases from the north west to the south east ranging from a score of A for the northern half of the site, to D and E in the central area and a score of H towards Glasgow Road.  Potential to re-route current bus service which terminates at East Craigs along Craigs and Turnhouse Road, prior to reaching Glasgow Road. This would improve accessibility towards the northern part of the site and with appropriate Master Plan layout the western part. Residential densities should decrease towards the westernmost extremity.
1. Does the site have good infrastructure capacity?	2. Would sufficient enhancements be feasible?	Y/N Y	Drainage: Seafield WwTW operated by PFI (Stirling Water); no constraints identified and any requirement for additional capacity would be responsibility of PFI operator but could be delay in delivering capacity. Water supply/storage: Adequate capacity (new Glencorse WTW, along with existing Marchbank WTW) Primary and Secondary schools: Education Appraisal identifies the educational infrastructure required to support Proposed LDP housing growth in West Edinburgh. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis. This includes a new school safeguard within this site. Transport: Transport Appraisal identifies the transport infrastructure required to support Proposed LDP housing growth in West Edinburgh. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis.
<b>Landscape setting and identity</b>			
Would the site, if developed, affect the wider landscape setting of the city?		N	Views from north contained by Lennie Hill and the localised ridge of West Craigs. Site not prominent in views from Glasgow Road and City Bypass, where landscape change will increasingly screen views, such as planting at Gogar Interchange "tram and rail" and the development of the International Business Gateway. Visible from local views including Turnhouse and Craigs Road. Site is visible from railway line, where the airport and wooded grounds of the bank at Gogarburn tend to form the focus of views.
Would the site enable clear and defensible green belt boundaries to be formed?		Y	To the south, the Railway line forms a clear physical feature; however, the Airport will be removed from the Green Belt. An extended site further west will provide a stronger longer term Green Belt boundary. To the east, closer to the existing built up area, mature trees at Meadowfield Farm, provide some subdivision within the landscape. Supplementary planting would be subject to safeguards to reduce bird strike risk within the aerodrome.
Can the site be integrated into and in keeping with the character of the settlement and local area?		Y	The site presents an opportunity to extend the urban area to the north and north-west of existing industrial units adjacent to Turnhouse Road. The edge of the urban area is not well defined at this site and there is an opportunity for physical integration with the Gateway Station and Gogar Interchange that



		could better define the edge of the urban area with Green Belt retained at Lennie Hill to the north.
<b>Countryside recreation</b>		
Would development of the site avoid impacting upon existing access to countryside recreation?	Y	
<b>Overall assessment</b>		
Allocated site in Second Proposed Plan. Majority of site not prominent from wider views. Extended site will provide stronger Green Belt boundary and enable public transport improvements that will further enhance accessibility of north western part of site. Transport appraisal has identified a series of actions (including Craigs Road and Maybury Junction) which will ensure that the road network can accommodate the development.		

## Landscape and Visual Assessment

### Location

The site lies to the north of Edinburgh Airport and is bounded by the Edinburgh-Fife railway line to the south, Turnhouse Rd to the north and industrial and commercial land at Maybury to the east.

### Landscape Character

The site is low-lying at approx 40-50 m above sea level and occupies flat land within the lower Almond basin. The site comprises a linear strip of large scale, open, arable fields, subdivided by hedgerow cover. Low walling lines Turnhouse Road to the north, which runs between Maybury and the Airport Cargo facility. Mature tree cover is sparse within the landscape and is limited to the tree-lined approach to Meadowfield farmstead and its associated cottages. The only other built development within the site is Turnhouse Garage to the west. The site's lowland farmland character is influenced by its proximity to industry and transport infrastructure on the west of the city.

### Views and Visibility

The site is not visible from the northern approach to the city due to housing on Queensferry Rd and the intervening landform of Lennie Hill. The site is visible from the Railway as open farmland setting. The Airport and wooded grounds of RBS Gogarburn tend to form the focus of views. The site is not prominent in views from the A8 and City Bypass due to its low lying location. From these locations landscape change will increasingly screen views, such as planting at the Tram Depot and Tram/Rail Interchange. Views from the tram will be restricted by cuttings on the approach to Gogar. The site is visible in local views from Turnhouse Road and Craigs Road. To the east, trees lining the driveway to Meadowfield Farm and Turnhouse Rd partly filter views to the site. From Turnhouse Golf Course and elevated ground to the north, southern views are drawn towards the extensive backdrop of the Pentland Hills to the south of the city, beyond the wooded grounds of RBS Gogarburn HQ.

### Would the site, if developed, affect the wider landscape setting of the city?

Residential development would introduce urban housing into an area of lowland farmland, influenced by industry and transport infrastructure. The site's low-lying elevation, reduced visibility from key approaches to the city and future development of the IBG to the south, would limit impacts of this change upon the city's wider landscape setting. Development to the west of the site would be more visible from the Airport and Railway and in local views from Turnhouse Rd. The eastern extent of the site benefits from some existing tree cover.

### Would the site enable clear and defensible green belt boundaries to be formed?

To the east, the existing industrial estate and residential development at West Craigs form a fragmented edge to the green belt. To the south, the Railway line forms a clear physical feature; however, the Airport will be removed from the Green Belt. The site is open in character and lacks existing planting to contain development, particularly to the north and west of the site, where it is open to Turnhouse Rd and the Railway. To the east, closer to the existing built up area, mature trees at Meadowfield Farm, provide some subdivision within the landscape. Supplementary planting would be subject to safeguards to reduce bird strike risk within the aerodrome. Lennie Hill and West Craigs ridge to the north provide strong landscape features capable forming a future green belt boundary.

**Updated Landscape and Visual Assessment at Proposed Plan stage:**

The representation applies to the wider landholding of West Craigs Ltd, some 170 acres of land north of Gogar / Edinburgh Airport, stated as being capable of delivering new homes, associated community infrastructure and transport improvements. Representation stated that the MIR Maybury 1 and 2 sites should be extended to the north along the Craigs Rd boundary and further west along Turnhouse Rd. The site is not prominent from wider views within the landscape and subject to further planting and removal of the airport from the green belt could be incorporated into the urban area. A new green belt boundary could be formed along Turnhouse Golf Course and to the south of Cammo.

Having regard to all representations relating to the assessment area and factors considered in the MIR stage landscape assessment, the developer's representation is accepted on landscape grounds. The site will therefore extend to include the developer's wider landholding and beyond to the western end of Turnhouse Rd. The site is not prominent within the wider landscape and whilst Meadowfield Farm provides some sub-division within the landscape, the broad and defining features within the wider landscape are Lennie Hill and ridgeline along Craigs Road. This topography is capable of forming a new long-term green belt boundary upon removal of Edinburgh Airport from the greenbelt provided it is enhanced by additional planting. The site brief for this area makes provision for constraint upon development at the highpoint of West Craigs in order to retain a rural southern aspect to views from the Cammo Inventory Site to the north and skyline views of Corstorphine Hill from the IBG to the southwest. The development will remain visible from the Edinburgh – Fife railway line to passengers travelling. However, it is recognised that comprehensive masterplanning, to complement the strategic urban design and landscape frameworks for the IBG, could address and enhance the integration of development with the railway, airport infrastructure and existing industrial uses.

**EAST OF TURNHOUSE ROAD  
Housing Site Assessment**

**Who made representation(s) relating to the assessment area?**

Cardross Asset Management (GVA)  
Taylor Wimpey (Turleys)  
Individuals  
Other developers and Community Groups  
SNH

Site assessment criteria		YES / NO	Comments / mitigation potential
<b>Appropriate Locations</b>			
Is the site located on brownfield land?		Y/N	Predominantly arable farmland but does include industrial units to the south of the site with potential redevelopment opportunities.
Can the site be made available for development?		Y	Two representations received during MIR consultation and Proposed Plan representation promoting site for residential development.
1. Does the site have good accessibility to existing public transport?	2. Would sufficient enhancements be feasible?	Y	Accessibility varies across the site ranging from scores of B and C in the centre of the site, to a score of E on the southern edge and F and G in the south east corner of the site.
1. Does the site have good infrastructure capacity?	2. Would sufficient enhancements be feasible?	Y/N	Potential to re-route current bus service which terminates at East Craigs along Craigs and Turnhouse Road, prior to reaching Glasgow Road. This would improve accessibility towards the north and eastern parts of the site.  <i>Drainage:</i> Seafield WwTW operated by PFI (Stirling Water); no constraints identified and any requirement for additional capacity would be responsibility of PFI operator but could be delay in delivering capacity. <i>Water supply/storage:</i> Adequate capacity (new Glencorse WTW, along with existing Marchbank WTW) <i>Primary and Secondary schools:</i> Education Appraisal identifies the educational infrastructure required to support Proposed LDP housing growth in West Edinburgh. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis. <i>Transport:</i> Transport Appraisal identifies the transport infrastructure required to support Proposed LDP housing growth in West Edinburgh. The action programme includes a list of the actions, costings and contribution zones where any development within will be required to contribute to the actions on an equitable basis.
<b>Landscape setting and identity</b>			
Would the site, if developed, affect the wider landscape setting of the city?		N	Views from north contained by Lennie Hill and the localised ridge of West Craigs. Site not prominent in views from Glasgow Road and City Bypass, where landscape change will increasingly screen views, such as planting at Gogar Interchange and the development of the International Business Gateway. Elevated ground is visible from the wider area and would be conspicuous from the International Business Gateway and Maybury Road.
Would the site enable clear and defensible green belt boundaries to be formed?		Y	Ridge of Lennie Hill and West Craigs is aligned with Craig's Road and provides landform enclosure to the north, which could be enhanced by planting.
Can the site be integrated into and in keeping with the character of the settlement and local area?		Y	The site presents an opportunity to extend the urban area to the north and north-west of existing residential development and industrial units at West Craigs. The edge of the urban area is not well defined at this site and there is an opportunity for physical integration with the Gateway Station and Gogar Interchange that could better define the edge of the urban area with Green Belt retained at Lennie Hill to the north. The site also provides an opportunity to form a new north south strategic green network connection to the west of the city.

<p><b>Countryside recreation</b></p> <p>Would development of the site avoid impacting upon existing access to countryside recreation?</p>	<p>Y</p>
<p><b>Overall assessment</b></p> <p>Allocated site in <a href="#">Second Proposed Plan</a>. Considering representations and further assessment work, developable area increased with height constraints identified in site brief. Majority of site not prominent from wider views. Public transport accessibility good with potential to improve further. Transport appraisal has identified a series of actions (including <a href="#">Craig's Road and Maybury Junction</a>) which will ensure that the road network can accommodate the development.</p>	

**Landscape and Visual Assessment**

**Location**

The site lies to the north of Turnhouse Rd and south of Craigs Rd. The site's eastern extent is defined by West Craigs Industrial Estate, residential development at West Craigs Avenue, and Maybury Road (A902).

**Landscape Character**

The site occupies a triangular area of land, which slopes gradually from approx 50 m above sea level on Turnhouse Rd to a local ridgeline of 65 m above sea level at West Craigs Farm, to the south of Lennie Hill. West Craigs Industrial Estate lies within a former quarry cut into the slope. Landcover comprises large arable fields, enclosed by hedgerows and low walling along Turnhouse Rd. The higher ground around West Craigs Farm, to the northeast of the industrial estate is uncultivated. Tree cover is limited to the curtilage of West Craigs Farm, margins of the Industrial estate and roadside planting along Maybury Rd to the east. Settlement is limited to dispersed farmsteads, detached properties and small row of cottages at Lennie to the west at the junction of Turnhouse and Craigs Rd. Meadowfield Rd subdivides the site to the west. A telecommunications mast is sited on high ground to the south of Craigs Rd. The site's lowland farmland character is influenced by nearby industry and transport infrastructure to the west of the city.

**Views and Visibility**

From Maybury Road, West Craigs Farm is visible on the ridgeline in both directions of travel. The site's open slopes to the north of housing at West Craigs Cresc are also in view but land to the west of the Industrial Estate is screened by landform. The site is visible in northwards views from the Railway to the south, as open farmland rising towards the backdrop of Lennie Hill. The Airport and wooded grounds of RBS Gogarburn tend to form the focus of views. The site's upper slopes are not prominent in northward views from the City Bypass and will be obscured by planting around the Tram Depot and Tram/Rail Interchange. From the A8, Lennie Hill and the ridge at West Craigs are visible in northeastward views below the wooded skyline of Corstorphine Hill. From this location, landscape change will increasingly restrict views through the development of the International Business Gateway. A view corridor to Corstorphine Hill, set above the ridge at West Craigs will be retained from the western side of IBG and tram line. The site is prominent in local views from Turnhouse and Craigs Rd due to its sloping landform and lack of tree cover. From Turnhouse Golf Course to the north, southern views tend to focus upon the backdrop of the Pentland Hills beyond woodland at the RBS Gogarburn HQ.

**Would the site, if developed, affect the wider landscape setting of the city?**

Residential development would introduce urban housing into an area of lowland farmland, influenced by industry and transport infrastructure. The site's low-lying elevation, reduced visibility from key approaches to the city and future development of the IBG to the south, would limit impacts of this change upon the city's wider landscape setting. The site's upper ridgeline is considered unsuitable for development. The additional height of dwellings would be conspicuous in this elevated location in views from Maybury Rd, planned vistas towards Corstorphine Hill from the IBG and in southward views to the Pentland Hills from Cammo's southern parkland. In the short term, development would be visible in local views from Turnhouse Road and to those travelling on the Edinburgh-Fife railway.

**Would the site enable clear and defensible green belt boundaries to be formed?**

To the east, the existing industrial estate and residential development at West Craigs form a fragmented edge to the green belt. To the south, the Railway line forms a clear physical feature; however, the Airport will be removed from the Green Belt. Lennie Hill and West Craigs ridge to the north provide strong landscape features capable forming a future green belt boundary. Supplementary planting would be subject to safeguards to reduce bird strike risk within the aerodrome.



**Updated Landscape and Visual Assessment at Proposed Plan stage:**

The representation applies to the wider landholding of West Craigs Ltd, some 170 acres of land north of Gogar / Edinburgh Airport, capable of delivering 650-1000 new homes, associated community infrastructure and transport improvements. The MIR Maybury 1 and 2 sites should be extended to the north along the Craigs Rd boundary and further west along Turnhouse Rd. The site is not prominent from wider views within the landscape and subject to further planting and removal of the airport from the green belt could be incorporated into the urban area. A new green belt boundary could be formed along Turnhouse Golf Course and to the south of Cammo.

Having regard to all representations relating to the assessment area and factors considered in the MIR stage landscape assessment, the developer's representation is accepted on landscape grounds. The site will therefore extend to include the developer's wider landholding and beyond to the western end of Turnhouse Rd. The site is not prominent within the wider landscape and whilst Meadowfield Farm provides some sub-division within the landscape, the broad and defining features within the wider landscape are Lennie Hill and ridge line along Craigs Road. This topography is capable of forming a new long-term green belt boundary enhanced by additional planting upon removal of Edinburgh Airport from the greenbelt. The site brief for this area makes provision for constraint upon development design at the highpoint of West Craigs in order to retain a rural southern aspect to views from the Cammo Inventory Site to the north and skyline views of Corstorphine Hill from the IBG to the southwest. The development will remain visible from the Edinburgh – Fife railway line to passengers travelling at speed. However, it is recognised that comprehensive masterplanning, to complement the strategic urban design and landscape frameworks for the IBG, could address and enhance the integration of development with the railway, Airport infrastructure and existing industrial uses.



**Indicative area available for new housing**

Indicative area available for new housing are based on the below map and table



<b>Name:</b> Maybury	
<b>Site area:</b>	75 ha
Excl.Turnhouse Rd:	2 ha
<b>Non-developable area:</b>	
Meadowfield Farm	1
Northern woodland planting	3.5
Primary school (Not shown here)	2
<b>Allowance for:</b>	
Strategic green corridor (Not shown here)	2.5
Large greenspace (Not shown here)	2
<b>Indicative Area available for new housing:</b> (See page 28, volume 1 for comment on capacity range)	62 ha
<b>Name:</b> Cammo	
<b>Site area:</b>	28 ha
<b>Non-developable area:</b> woodland planting	3 ha
<b>Allowance for:</b> view corridors and Maybury Rd frontage (Not shown here)	5 ha
<b>Indicative Area available for new housing:</b>	20 ha

## **APPENDIX 6: South East Edinburgh**

All land in South East Edinburgh with potential for development has been assessed. A housing site assessment has been completed for all assessment areas and consideration has been given to which parts of each assessment area are suitable for new development.

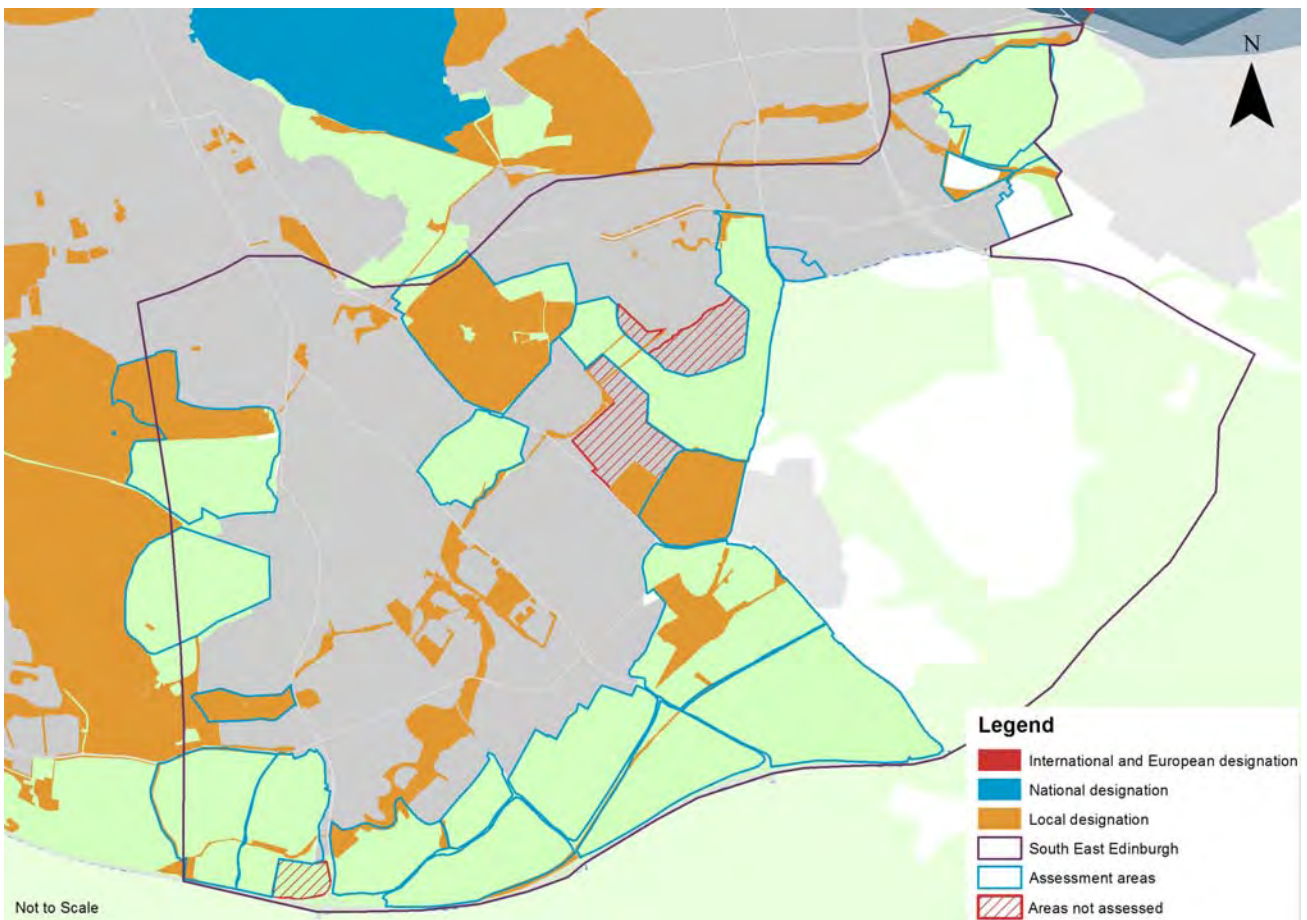
Following the publication of the Main Issues Report, these assessments have been updated having due regard to all representations received. Updates to the assessments have been added in blue for ease of reference. Following the publication of the Second Proposed Plan, these assessments have been further updated having regard to all representations, with updates added in green text.

A detailed landscape assessment has informed the housing site assessments. The landscape and visual assessments describe the general characteristics, visibility and views within each SDA, reviewed by means of site assessment and desk study, to assess their potential for meeting development needs. A series of graphics covering the whole of South East Edinburgh illustrate landform, woodland and the general visibility of the landscape which have been considered in the detailed assessments for each assessment area.

Environmental constraints have been identified and mapped and further background information collated to inform the assessments that have been undertaken. Areas considered not suitable for development at this time have not been subject to SEA at this stage. If any sites within these assessment areas are subsequently considered for inclusion in the Proposed Plan, they would be included within the revised ER.



South East Edinburgh assessment areas



Biodiversity, Fauna and Flora