

**EDINBURGH GARDEN DISTRICT SOUTH
Housing Site Assessment**

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

Murray Estates (Holder Planning)

Site assessment criteria		YES / NO	Comments / mitigation potential
Appropriate Locations			
Is the site located on brownfield land?		Y/N	Majority of the site is arable farmland but does include existing park and ride facility towards the north west of the site and industrial uses in the north east corner.
Can the site be made available for development?		Y	Representation received during MIR consultation, and Proposed Plan representation promoting the 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/N	Southern half of site has a score of A with accessibility improving towards the north with scores of B up to E in the north west corner of the site.
1. Does the site have good infrastructure capacity?	2. Would sufficient enhancements be feasible?	Y/N	No measures available to increase accessibility for southern part of the site without large scale rerouting of public transport services. <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).
Landscape setting and identity			
Would the site, if developed, affect the wider landscape setting of the city?		Y	<i>Primary and Secondary schools:</i> Revised Education Appraisal identifies the educational infrastructure required to support housing growth. 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 addendum identifies the transport infrastructure required to support housing growth. 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.
Would the site enable clear and defensible green belt boundaries to be formed?		N	Through its adverse effect on the rural landscape of rolling farmland to the west of the city, which provides an open foreground to views to Edinburgh's built skyline and backdrop Pentland Hills from strategic approaches to and from the City and recreational resource of the Union Canal, development of the site would affect the landscape setting of the city. Development would also result in a continuous built up area to the west of the city, which would impact on the separate identities of Edinburgh, Hermiston village, Barberton, Currie and Juniper Green. The overall spatial strategy for the City would be altered by development in this location which is a key green wedge between the existing settled corridor along Lanark Road West and the A8 (Glasgow Road) to the north. The existing green belt boundary is clearly formed by the City Bypass and its wooded cutting to the east.

		<p>Whilst the railway to the south provides a strong physical boundary feature, development of the site would have implications for the role of land within the greenbelt to the north of Currie, Juniper Green and Baberton. To the west, the greenbelt boundary would lie to the south and west of the Riccarton Campus, with the University and Research Park being removed from the greenbelt through the LDP. To the north, the M8 provides a clear physical boundary but the site lacks a strong edge to Gogar Station Road to the south of the Canal, where it adjoins part of the wider 650 acre Edinburgh Garden District Proposal.</p>
<p>Can the site be integrated into and in keeping with the character of the settlement and local area?</p>	<p>N</p>	<p>Development of the site would introduce, large scale urban residential development, across a broad extent of rolling farmland to the west of the city, extending development beyond the existing urban edge of the City Bypass. Development would impact adversely on the open character of the landscape, which presently provides an open setting to the Scheduled Monument of the Union Canal, City Bypass, A71 and Glasgow - Edinburgh via Shotts railway to the west of the City. The open context to the east of Hermiston village would be enclosed, merging this semi-rural village with the City. Whilst the Canal, Westburn Avenue and level crossing provide access points to the exiting built up area to the south and east of the site, the M8, Bypass, A71 and railway line would restrict the close integration with the existing townscape at Wester Hailes to the east and Baberton to the south.</p> <p>In addition to these barriers, surrounding land use would also discourage delivery of a well integrated urban expansion. To the northeast of the site, new residential development adjoining the Canal would be separated from existing housing at Wester Hailes beyond the Bypass by industrial and commercial land use. To the west, the non-inventory designed landscape at Riccarton is set within perimeter tree belts. The University and Research Park buildings are focused inwards upon the campus landscape and would not integrate physically or visually with a new residential townscape to the east of Riccarton Mains Rd. To the south of the railway, Baberton Golf Course and arable land surrounding the electricity sub-station at Corslet provide separation between the site and existing built up areas of Baberton, Juniper Green and Currie.</p> <p>In addition to residential development, this area of the Garden District proposal, includes the option of a stadium, indoor and outdoor sports facilities. The siting of these facilities to the east of the site would further diminish the integration of new residential development with the existing built up area of the City to the east and reinforce separation of the site to the north and south of the A71.</p> <p>These changes would impact adversely on views experienced by a wide number of highly sensitive recreational receptors from the Union Canal, which runs within a rural setting to the west of the City, despite the presence of some warehouse buildings at East Hermiston. Southward views to the Pentland Hills from the Canal and Gogar Station Road would be obscured by development. The loss of open views across open farmland to the east of Hermiston village and the north of the A71, would alter perceptions of the village's separate identity.</p> <p>Whilst vehicular travellers generally have a reduced sensitivity to landscape change, it is considered that development of a site of this scale in this location would impact adversely on large numbers of vehicular travellers. Development of the site would obstruct views across the site's simple, open foreground towards the City skyline and backdrop of the Pentland Hills from strategic approaches to and from the City, including the A71, City Bypass and main route to Currie via Riccarton Mains Road. Travelling southwards from the A71 to Currie on Riccarton Mains Rd, development would be perceived as a continuous built up area with Currie, Baberton and Juniper</p>

		<p>Green.</p> <p>Due to the scale of visual change, development would have some adverse impact on views from the northern slopes and summits of the Pentland Hills. Development would be prominent in the middle ground of views, sited to the north of Juniper Green and Baberton, where it would read as an extension of Wester Hailes, bounded by woodland at Riccarton and Gogar.</p>
<p>Countryside recreation</p>		
<p>Would development of the site avoid impacting upon existing access to countryside recreation?</p>	<p>Y</p>	
<p>Overall assessment</p>		
<p>Not currently a reasonable site. Southern part of site has poor public transport accessibility with no scope for enhancements without major rerouting of public transport services. Development would impact on the landscape setting of the city, would not provide suitable green belt boundaries and would not be in keeping with the character of the settlement and local area.</p>		

Landscape and Visual Assessment

Site Location

The site lies to the west of the City, east of Hermiston and Riccarton, and to the north of Currie, Juniper Green and Baberton. It is bounded by the M8 and Hermiston Junction to the north, the City Bypass to the east, minor road of Gogar Station Rd and Riccarton Mains Rd to the west. To the south, the site adjoins the Edinburgh – Glasgow via Shotts railway and the narrow road to Baberton House linking via Westburn Avenue from Wester Hailes to the southeast.

The site forms part of the wider 650 acre Edinburgh Garden District Proposal, promoted by Murray Estates, which includes land to the north and south of the Union Canal to the west of the City Bypass, in addition to land to the east of Millburn Tower within the West Edinburgh SDA. In addition to housing, the indicative master plan proposes the option of a 25,000 capacity stadium, indoor sports facilities and playing fields to the west of the Bypass.

Landscape/Townscape Character

From a height of 60 m above sea level along the M8/Hermiston Junction to the north of the site, landform gradually rises to the south to approx. 105 m above sea level along the railway line to the southwest. The site forms part of the wider landscape pattern of rolling farmland to the west of the City, which extends southwards from the coastal margin to the foot slopes of the Pentland Hills, across a series of stepped east-west ridgelines.

To the north of the ridgeline of Calder Road (A71), lies a relatively narrower section of the site, approximately 0.5 km from east-west and 0.6 km from north-south. To its west lies the Conservation Area of Hermiston village, characterised by its linear arrangement of single storey cottages with category B Listed Hermiston House set to its west in a treed non-Inventory designed landscape. To the north and east, the site is bounded by planted cuttings of the M8 and City Bypass, beyond which lie Hermiston Gait Retail Park to the northeast and Sighthill Industrial Estate to the east. The site is crossed from east-west by the Union Canal and towpath, set within a tree lined corridor, which forms Core Path 15 and passes under two Listed bridges. To its north lie two arable fields separated by a tree lined section of the motorway. South of the canal, two large arable fields adjoin the A71 and Gogar Station Rd to the south and west, whilst to the east of the site lie warehouse facilities and East Hermiston Farm. The area has a semi-rural character, partly conferred by open arable land and tree cover and hedgerows lining the canal, roadsides and fields but with urban influences due to its proximity to major transport infrastructure, warehouses and urban edge to the east.

To the south of the Calder Rd, the site broadens out to form a wide expanse of open, 19th century to present amalgamated arable farmland, with some post and wire fencing and remnant strips of hedgerow but limited tree cover. The farmland extends southwards over approx. 1 km to Edinburgh – Glasgow via Shotts railway line and Westburn Avenue, to the south of which lie improved grassland and allotments respectively, to the north and west of the wooded edge of Baberton and Baberton Golf Course. Land falls across the midpoint of the site, where the

Murray Burn flows west-east across a prominent depression, lined by scrub vegetation and scattered trees. To the southwest Riccarton Mains is set within a wooded enclosure, whilst to the west, the site is bounded by the perimeter tree belts of Heriot-Watt University's Riccarton campus, a large scale non-inventory designed landscape. Teaching, residential and administrative buildings are set within a well planted campus landscape around a central wooded area with an open lawn and loch. The southern part of the campus is laid out as playing fields with development of the Research Park established to the north of the campus from 1980s onwards. To its northwest, lies the Council's Hermiston Park and Ride facility, set within planted bunds but with planning consent to extend eastwards onto the site in order to provide capacity for 1000 vehicles. The site is traversed by two high voltage powerlines from east to west, stemming from the sub-station at Corslet to the southwest. Baberton Mains lies to the southeast corner of the site, where Westburn Avenue links across the Bypass from Wester Hailes. Passing under the railway, the road leads southwards to connect to 1960-70's detached and semi-detached housing at Baberton, connecting westwards under a further rail bridge to Baberton Golf Course and standing at Whitelaw, also forming a Right of Way. To the southwest, the site is crossed by a narrow road between Riccarton Mains Road and Muirwood Rd on the northern edge of Currie, which forms a Right of Way, Donkey Lane. To the southwest of the railway line lies a prominent knoll and telecoms mast, beyond which arable land extends to urban edge of Currie and substation to the south.

Views and Visibility

The site is prominent in views from the wider area, as experienced from main roads and a number of recreational routes to the west of the City.

The arable land on the ridge to the north of the site is prominent from the east end of the A71, visible across a broad grassed verge but enclosed from view by hedging to closer to Hermiston to the west. The view is experienced by large number of vehicular travellers, arriving and departing the City, whereas views to this part of the site from the M8 to the north and City Bypass to the east are screened by planted cuttings. The site forms a backdrop to views from Hermiston village to the west, which is aligned east-west and has an eastward street view towards the site, from which local residents would be susceptible to visual change. Views from the village are enclosed by planting to the A71 to the south but the settlement retains an open aspect to the Canal to the north. The site is overlooked by those working at the warehouses to the east and residents of East Hermiston Farm. From Gogar Station Rd, southward views feature open farmland to either side of the road, with the linear profile of Hermiston village to the east, set against the distinctive skyline of the Pentland Hills. Travelling northwards views are enclosed by planting to the east but to the west reveal open arable fields set against several non inventory designed landscapes along Gogarbank, with the M8 screened from view by a cutting. Beyond the City Bypass and warehousing at East Hermiston, the surrounding fields provide a rural setting to the Canal to the north and south, including views back to Hermiston village to the southwest, which would be experienced by many users of this popular route, including boaters, walkers, cyclists and joggers, with an interest in their surroundings and high susceptibility to changes to visual amenity.

The main part of the site to the south of the Calder Road, forms an open foreground of rolling arable farmland in longer range views from the City Bypass, Calder Rd and north section of Riccarton Mains Rd, which only exists to the east of enclosing policy woodland at Riccarton and Dalmahoy. The site features prominently in southward views across to the wooded ridge of Baberton, Baberton Golf Course and the railway line, set against the skyline of the Pentland Hills. Planting across the mid-section of Riccarton Mains Rd partially encloses eastward views across the site. From the southern section of Riccarton Mains Rd, approaching Currie, there are views to the backdrop of the Pentlands and eastward views to the City skyline and Arthur's Seat. Views to the north from Riccarton Mains Road and channelled to the south and east by perimeter tree belts of the Riccarton campus. Roadside views include glimpses of the coastal margin to the north beyond the ridge of Calder Rd, Corstorphine Hill to the northeast and city skyline of Castle Rock and Arthur's Seat to the east. Whilst experienced by vehicle travellers, with a reduced susceptibility to landscape change, views exist over relatively prolonged stretches of open road and provide some scenic value on routes to and from the City and Currie to the south. The presence of overhead powerlines, the Park and Ride facility and flattened development at Wester Hailes does not overly detract from the wide scope of views across the open landscape to the west of the City.

Northward views, from the road and Right of Way between Westburn Avenue and standing at Whitelaw are in part contained by roadside hedges and railway line to the east; however, elevated panoramic views exist across the site from its western end, to the south of Whitelaw level crossing. A similar outlook can also be gained travelling along the Right of Way between Currie and Riccarton Mains, Donkey Lane, to the north and south of the level crossing. These views encompass a broad extent of rolling farmland in the fore and middle ground, set against the backdrop of the Ochils to the northwest, Forth Road and Rail Bridges, Benarty Hill and the Lomond Hills within Fife, and to the northeast flattened development in Wester Hailes and Corstorphine Hill. From mid-way along the Right of Way between Whitelaw and Riccarton, there are open views to the city skyline to the east, including the Castle and Arthur's Seat, in addition to Craiglockhart Hills and the Braid Hills. Overhead lines are more dominant in these views due to proximity to the viewpoint and pylon towers being silhouetted against open sky. These views would be experienced by local residents and recreational receptors from minor roads and path routes within the green belt with a high susceptibility to changes to visual amenity, with rail travellers, having a more passing interest in their surroundings.

The site is overlooked by relatively few residential properties and views from the university campus to the west are enclosed by perimeter tree belts, with the exception of the main avenue approach. Riccarton Mains is relatively enclosed by surrounding slopes and its planted curtailage. Northward views across the site exist from Baberton Mains, Whitelaw Crossing Cottage and Whitelaw to the south. Views to the site from the rear of properties at Muirwood Rd, Currie to the southwest would generally be contained by planting along the railway line and the knoll

to the west of Whitelaw. Northward views to the site also exist from elevated amenity greenspace within Baberton to the south, where the site can be viewed across rooftops in the foreground set against the coastal margin, Forth Road Bridge and backdrop of the Ochils. The site is also likely to be visible, particularly in absence of summer foliage cover to golfers at Baberton Golf Course.

Due to the scale of the site and the contrast of its open, arable farmland against planting to the City Bypass and urban edge to the east, policy woodland at Riccarton to the west, Gogar to the north and Baberton to the south, the site is prominent in longer range views from the northern slopes and summits of the Pentland Hills.

Can the site be integrated into and in keeping with the character of the settlement and local landscape?

Development of the site would introduce, large scale urban residential development, across a broad extent of rolling farmland to the west of the city, extending development beyond the existing urban edge of the City Bypass. Development would impact adversely on the open character of the landscape, which presently provides an open setting to the Scheduled Monument of the Union Canal, City Bypass, A71 and Glasgow - Edinburgh via Shotts railway to the west of the City. The open context to the east of Hermiston village would be enclosed, merging this semi-rural village with the City. Whilst the Canal, Westburn Avenue and level crossing provide access points to the exiting built up area to the south and east of the site, the M8, Bypass, A71 and railway line would restrict the close integration with the existing townscape at Wester Hailes to the east and Baberton to the south.

Beyond these barriers to access, surrounding land use would also discourage delivery of a well integrated urban expansion. To the northeast of the site, new residential development adjoining the Canal would be separated from existing housing at Wester Hailes beyond the Bypass by industrial and commercial land use. To the west, the non-Inventory designed landscape at Riccarton is set within perimeter tree belts. The University and Research Park buildings are focussed inwards upon the campus landscape and would not integrate physically or visually with a new residential townscape to the east of Riccarton Mains Rd. The open expanse of the Park and Ride facility to the northwest of the site would also form a sizeable gap in any new urban layout. To the south of the railway, Baberton Golf Course and arable land surrounding the electricity sub-station at Corslet provide separation between the site and existing built up areas of Baberton, Juniper Green and Currie.

In addition to residential development, this area of the Garden District proposal, includes the option of a stadium, indoor and outdoor sports facilities. The siting of these facilities to the east of the site would further diminish the integration of new residential development with the existing built up area of the City to the east and reinforce separation of the site to the north and south of the A71.

These changes would impact adversely on views experienced by a wide number of highly sensitive recreational receptors from the Union Canal, which runs within a rural setting to the west of the City, despite the presence of some warehouse buildings at East Hermiston. Southward views to the Pentland Hills from the Canal and Gogar Station Road would be obscured by development. The loss of open views across open farmland to the east of Hermiston village and the north of the A71, would alter perceptions of the village's separate identity.

Whilst vehicular travellers generally have a reduced sensitivity to landscape change, it is considered that development of the site would impact adversely on large numbers of vehicular travellers. Development of the site would obstruct views across the site's simple, open foreground towards the City skyline and backdrop of the Pentland Hills from strategic approaches to and from the City, including the A71, City Bypass and main route to Currie via Riccarton Mains Road. Travelling southwards from the A71 to Currie on Riccarton Mains Rd, development would be perceived as a continuous built up area with Currie, Baberton and Juniper Green.

Development would also impact adversely on northward views experienced by local residents, path users and rail travellers from the south, where development would obstruct northward views to the city skyline and Corstorphine Hill to the northeast and northwards to the coastal margin, Forth Estuary, Forth Road and Rail Bridges and distant hills beyond.

Whilst the majority of development would be screened by perimeter tree belts surrounding Riccarton Campus, development would impact adversely on open views to the east from the main avenue approach.

Due to the scale of visual change, development would have some adverse impact on views from the northern slopes and summits of the Pentland Hills. Development would be prominent in the middle ground of views, sited to the north of Juniper Green and Baberton, where it would read as an extension of Wester Hailes, bounded by woodland at Riccarton and Gogar.

In addition to residential development, the siting and design of a stadium facility would have to be justified in terms of its use and positive contribution to the skyline of the City. Its proposed location on the local ridgeline of the A71 would make it prominent in views from the surrounding roads and Pentland Hills to the south. The existing flattened blocks at Wester Hailes provide some indication with regard to the visibility of tall buildings in this location.

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

Through its adverse effect on the rural landscape of rolling farmland to the west of the city, which provides an open foreground to views to Edinburgh's built skyline and backdrop Pentland Hills from strategic approaches to and from the City and recreational resource of the Union Canal, development of the site would undermine green belt objectives. Development would also result in a continuous built up area to the west of the city, which would impact on the separate identities of Edinburgh, Hermiston village, Barberton, Currie and Juniper Green. The overall spatial strategy for the City would be altered by development in this location, given the existing settled corridor along Lanark Road West and the Water of Leith to the southwest and focus of development within the West Edinburgh Strategic Development Area to the north.

Would the site enable clear and defensible Green Belt boundaries to be formed?

The existing green belt boundary is clearly formed by the City Bypass and its wooded cutting to the east.

Whilst the railway to the south provides a strong physical boundary feature, development of the site would have implications for the role of land within the greenbelt to the north of Currie, Juniper Green and Baberton. To the west, the greenbelt boundary would lie to the south and west of the Riccarton Campus, with the University and Research Park being removed from the greenbelt through the LDP, in line with national policy. To the north, the M8 provides a clear physical boundary but the site lacks a strong edge to Gogar Station Road to the south of the Canal, where it adjoins part of the wider 650 acre Edinburgh Garden District Proposal.

**EDINBURGH GARDEN DISTRICT WEST
Housing Site Assessment**

Who made representation(s) relating to the assessment area? Murray Estates (Holder Planning)

Site assessment criteria		YES / NO	Comments / mitigation potential
Appropriate Locations			
Is the site located on brownfield land?		Y/N	Majority of the site is arable farmland but does include clusters of existing housing to the north and south and industrial uses in the north east corner of the site.
Can the site be made available for development?		Y	Representation received during MIR consultation, and Proposed Plan representation promoting the site for residential development. Part 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	Majority of site has a score of A. Accessibility improves towards the south east corner of the site with scores of B up to E in the corner of the site next to the park and ride site.
1. Does the site have good infrastructure capacity?	2. Would sufficient enhancements be feasible?	Y/N Y	No measures available to increase accessibility for majority of this site without large scale rerouting of public transport services. <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> Revised Education Appraisal identifies the educational infrastructure required to support housing growth. 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 addendum identifies the transport infrastructure required to support housing growth. 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.
Landscape setting and identity			
Would the site, if developed, affect the wider landscape setting of the city?		Y	Through its effect on the rural setting to and visual amenity from the Union Canal, City Bypass, M8 and A71, development would impact adversely on perceptions of Edinburgh and its wider landscape from an important recreational resource and strategic approach roads to the west of the city. The concentration of relatively intact designed landscapes and rolling arable land on the western edge of the city has also been recognised as of city-wide landscape value through the Council's Review of Local Landscape Designations. The land within the site to the east of the Gogar Burn has been found to be consistent with the visual qualities and characteristics proposed for designation.
Would the site enable clear and defensible green belt boundaries to be formed?		N	The existing green belt boundary is clearly formed by the City Bypass and its wooded cutting to the east. The A71 and adjacent policy woodland at Riccarton and Dalmahoy to the south, the wooded ridge of Gogarbank to the north and policies of Addistoun to the west form physical and visual features capable of forming an alternative green belt boundary. The site lacks a defensible boundary to the northwest, where it is bounded by hedgerows.

<p>Can the site be integrated into and in keeping with the character of the settlement and local area?</p>	<p>N</p>	<p>Development of the site would introduce urban residential development across rolling, arable farmland to the south of Gogarbank and north of the A71. Development would impact adversely on the open character of the landscape, which presently provides a rural setting to over 2 km of the Union Canal to the west of the city and setting to several non-Inventory designed landscapes. Development would enclose the historic village of Hermiston Conservation Area, which benefits from an open, rural setting and relationship to the Union Canal to the north. The M8, City Bypass and A71, provide a physical barrier to the close integration between the site and existing city townscape to the east and in the case of the M8, the land to the north and south of the site. Whilst a number of crossings to the Canal exist, these would require to be supplemented to achieve a fully integrated site layout.</p> <p>These changes would impact adversely on views from recreational route of the Union Canal, altering the open views to Hermiston village and the Pentland Hills to the south and the wooded backdrop of Gogarbank to the north. The additional height of development would be prominent in views from the A71 to the south and sections of the M8 to the north, thereby impacting adversely on views from strategic approach roads, from which an impression of the City and its context can be understood by large numbers of vehicular travellers. Development would impact adversely on views from a number of minor roads within the greenbelt, many of which provide open views across the surrounding countryside and are used for a variety of local travel and informal recreation to the west of the city.</p>
<p>Countryside recreation</p>		
<p>Would development of the site avoid impacting upon existing access to countryside recreation?</p>	<p>N</p>	<p>A large stretch of the Union Canal is located within the centre of the site. Development would significantly effect the rural setting of the canal and its role in providing countryside recreation between Edinburgh and Ratho.</p>
<p>Overall assessment</p> <p>Not currently a reasonable site. Site has poor public transport accessibility with no scope for enhancements without major rerouting of public transport services. Development would impact on the landscape setting of the city, would not provide suitable green belt boundaries and would not be in keeping with the character of the settlement and local area. The proposal would also impact on existing access to countryside recreation.</p>		

Landscape and Visual Assessment

Site Location

The site lies to the north and south of the Union Canal to the west of the City. It is bounded by the Calder Rd (A71) to the south, Addistoun Farm Road to the west, Gogarbank Rd and the Edinburgh –Glasgow Queen St railway to the north and M8/Hermiston Junction and Gogar Station Rd to the east.

The site forms part of the wider 650 acre Edinburgh Garden District Proposal, promoted by Murray Estates, which includes land to the east of Hermiston and Riccarton and to the west of the City Bypass, in addition to land to the east of Millburn Tower within the West Edinburgh SDA.

Landscape/Townscape Character

The ridge line running along the Calder Road (A71) forms the southern edge of the site at approx 80 m above sea level, from which point landform gradually slopes to the north and east to approx 60 m above sea level, bounded by the ridge of Gogarbank to the north, which falls from 75 m – 60 m above sea level from west to east. The Gogar Burn crosses the site to the west, set within a narrow valley, before running eastwards along the southern edge of Gogarbank. To the west of the Gogar Burn, landform is relatively flat. The site is subdivided north-south by the east –west alignment of the Union Canal, which forms Core Path 15 and provides an important recreational route through the rural landscape to the west of the City. The Canal is a Scheduled Monument and crossed by several Listed bridges, which link farmland and serve minor roads such as Hermiston House Road and Addistoun Farm Rd/Gogarbank Road. Hermiston

House Rd forms part of the Riccarton Core Path, which leads south to the Water of Leith, with many of the other minor roads within the green belt providing for local access and informal recreation. The M8 runs to the north of the Canal set within a planted cutting, where it curves through the site to the northwest from Hermiston Gait to the east. Land cover comprises arable farmland, structured into relatively large linear fields by hedged field boundaries, with small parcels of semi-improved grassland on the banks of the Gogar Burn. The surrounding landscape is also relatively well wooded, with enclosure provided by several Inventory and non-Inventory designed landscapes. In addition to several detached rural dwellings, a group of non-Inventory designed landscapes are aligned upon the Gogarbank ridgeline to the north on Gogarbank Road, including Trefoil House (category B Listed), Suntrap Garden and Gogarbank House (category B Listed). To their north lies a further concentration of policy landscapes to the south of the A8 and west of the City Bypass, including Kellerstain, Gogar Mount, Hanley, Gogarburn, Gogar Park and Inventory site of Millburn Tower. A scrap yard and broiler farm lie to the northeast of the site along Gogar Station Road. To the southeast of the site and south of Canal, lies the Conservation Area of Hermiston village, characterised by its linear arrangement of single storey cottages with category B Listed Hermiston House set to its west in wooded grounds of its non-Inventory designed landscape. To the south of the A71 enclosure is provided by perimeter tree belts to the non-Inventory designed landscape of Heriot-Watt University's Riccarton Campus and Research Park, together with the Inventory Site of Dalmahoy. To the west of the site lies the non-Inventory designed landscape of Addistoun, with Ratho Park and Ashley to its northwest. To the west of Gogarbank and northwest of the site, lie the headquarters and crop trial land of Science and Advice for Scottish Agriculture (SASA) and rural office premises at Roddinglaw Farm. Due to the particular concentration of well managed farmland and designed landscapes to the south of the A8, west of the Bypass and north of the A71, the site forms part of proposed Gogar Special Landscape Area within the LDP.

Views and Visibility

From the A71 to the south, views to the site are enclosed to the southwest by policy planting at Addistoun and the wooded valley surrounding the Gogar Burn. Further to the east along the A71, there are glimpsed views through gaps in hedging, across the large scale arable field on the southern edge of the site. It is viewed against the backdrop of woodland along the Canal and Gogarbank to the north, at Corstorphine Hill to the northeast and at Hermiston House to the east, whilst the skyline to the northwest is formed by the hills to the north and south of Ratho. Views to the south are enclosed by woodland at Riccarton and Dalmahoy, whilst northward views to the east of the site are contained by Hermiston village.

The site provides the rear aspect to properties on the north side of Hermiston village. Travelling northwards along Gogar Station Road, there are open views across the field to the south of the Canal and linear settlement of Hermiston village on the ridge-top, set against the backdrop of the Pentland Hills. A similar outlook can be gained by recreational receptors on the Union Canal and towpath to the north.

Travelling north on Gogar Station Rd, views to the east are enclosed by planting, whilst to the west there are open views across arable fields to the north of Hermiston and the Canal, set against the wooded backdrop of Gogarbank, within which nestles Gogarbank House and Trefoil House to the northwest, with distant views to the backdrop of with the Ochils to the north and Forth Road and Rail Bridges. To the west the tree-lined skyline of Tormain Hill is visible. The M8 is largely screened from view by planted cuttings.

Southward views from Gogarbank Rd are enclosed by the wooded grounds of properties lining the Gogar Burn, with views focussed northwards to Kellerstain and westwards to Roddinglaw. There are views across the site from Hermiston House Road, from which the slopes and wooded ridges to the north and south create the impression of a valley landscape, with views eastward to the skyline of Corstorphine Hill, The Castle and Arthur's Seat.

Views to the site from the Canal and towpath are filtered by trees and hedgerows along its margins, providing a rural setting along its route to the west of the City, which would be experienced by a wide range of recreational receptors including boaters, walkers, cyclists and joggers, with an interest in their surroundings and high susceptibility to changes to visual amenity. To the west of Ratho, views to the north are constrained by rising ground and the wooded ridgeline of the Calder Rd, with glimpsed views to the Pentland summits. To the south there are views over the M8 to the wooded ridge of Gogarbank, with woodland on the horizon at Ratho Park to the west and skyline of Corstorphine Hill to the east. Hermiston House Rd (Riccarton Core Path) crosses the Canal to provide more elevated views across these surroundings.

From the flatter land to the west, there are open views across the site from Gogarbank Road between Ratho Park and the M8. These feature an open foreground of arable land, set against a wooded middleground of the Canal, Riccarton and Dalmahoy and skyline of the Pentland Hills to the south. To the east, the urban edge is generally concealed by woodland, with views to flattened blocks in Wester Hailes and Arthur's Seat, whilst westwards views extend across open farmland to the backdrop of Tormain Hill.

Similar views exist from the west end of the Canal towpath which is less enclosed by tree planting and from the main entrance to Ratho Park Golf Course to the west, with views from the fairways enclosed by perimeter tree belts. Open views across the arable land to the south of the Canal exist to the east of Addistoun Farm Rd, with Arthur's Seat and the Pentland Hills visible on the skyline.

Much of the site is concealed by wooded cuttings along the route of the M8. However, the broad field to the north of the A71, east of the Gogar Burn and west of Hermiston is partly visible across roadside hedgerow and post and rail fencing, set against the backdrop of the Pentland Hills.

Aside from Hermiston village, the site is overlooked by relatively few residential receptors. To the west, there are views across the site from three detached properties along Addistoun Farm Rd. Some of the larger country houses have vistas across the site to the Pentland Hills, including Ashley and Gogarbank.

Can the site be integrated into and in keeping with the character of the settlement and local landscape?

Development of the site would introduce urban residential development across rolling, arable farmland to the south of Gogarbank and north of the A71. Development would impact adversely on the open character of the landscape, which presently provides a rural setting to over 2 km of the Union Canal to the west of the city and setting to several non-inventory designed landscapes. Development would enclose the historic village of Hermiston Conservation Area, which benefits from an open, rural setting and relationship to the Union Canal to the north. The M8, City Bypass and A71, provide a physical barrier to the close integration between the site and existing city townscape to the east and in the case of the M8, the land to the north and south of the site. Whilst a number of crossings to the Canal exist, these would require to be supplemented to achieve a fully integrated site layout. The Canal provides an important connection back to the urban area, however, to the east of the Bypass this is formed by industrial and commercial uses, with the existing residential area of Sighthill lying further to the south.

In addition to residential development it is understood, this area of the Garden District Proposal would incorporate an 18 hectare exhibition garden. The development of a horticultural show garden would not be out of keeping with the wider landscape character to the west of the city, where designed landscape influences are prevalent. However, the associated access, car parking and ancillary development associated with a contemporary visitor attraction would alter the rural landscape to the west of the City.

These changes would impact adversely on views from recreational route of the Union Canal, altering the open views to Hermiston village and the Pentland Hills to the south and the wooded backdrop of Gogarbank to the north. Southern views from the Canal are enclosed beyond the site by woodland at Ratho Park, prior to arrival within the village of Ratho, which could give rise to perceptions from the Canal of a continuous built up area to the west of the City. The additional height of development would be prominent in views from the A71 to the south and sections of the M8 to the north, thereby impacting adversely on views from strategic approach roads, from which an impression of the City and its context can be understood by large numbers of vehicular travellers. Development would impact adversely on views from a number of minor roads within the greenbelt, many of which provide open views across the surrounding countryside and are used for a variety of local travel and informal recreation to the west of the city. A number of recreational receptors would also be affected by development of the site, including properties at Hermiston village and detached houses to the north and west of the site.

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

Through its effect on the rural setting to and visual amenity from the Union Canal, M8 and A71, development would impact adversely on perceptions of Edinburgh and its wider landscape from an important recreational resource and strategic approach roads to the west of the city, thereby undermining greenbelt objectives. The concentration of relatively intact designed landscapes and rolling arable land on the western edge of the city has also been recognised as of city-wide landscape value through the Council's Review of Local Landscape Designations. The land within the site to the east of the Gogar Burn has been found to be consistent with the visual qualities and characteristics proposed for designation.

Would the site enable clear and defensible Green Belt boundaries to be formed?

The existing green belt boundary is clearly formed by the City Bypass and its wooded cutting to the east.

Notwithstanding adverse landscape and visual effects, the A71 and adjacent policy woodland at Riccarton and Dalmahoy to the south, the wooded ridge of Gogarbank to the north and policies of Addistoun to the west form strong physical and visual features capable of forming an alternative green belt boundary. The site lacks a defensible boundary to the northwest, where it is bounded by hedgerows.

**SOUTH OF RATHO PARK ROAD
Housing Site Assessment**

Who made representation(s) relating to the assessment area? Stewart Milne Homes (Holder Planning)

Site assessment criteria		YES / NO	Comments / mitigation potential
Appropriate Locations			
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 the site for residential development.
1. Does the site have good accessibility to existing public transport?	2. Would sufficient enhancements be feasible?	Y/N	N The eastern half of the site has a score of A with the western half having a score of B. No measures available to increase accessibility for this site.
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> Revised Education Appraisal identifies the educational infrastructure required to support housing growth. 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 addendum identifies the transport infrastructure required to support housing growth. 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.
Landscape setting and identity			
Would the site, if developed, affect the wider landscape setting of the city?		Y	Development of the site would impact on the local landscape setting of Ratho. It would also adversely affect panoramic views to the City skyline of Corstorphine Hill, Castle Rock and Arthur's Seat from the recognised viewpoint at Tormain.
Would the site enable clear and defensible green belt boundaries to be formed?		N	The existing green belt boundary is formed by back garden boundaries and planting along the southern edge of Ratho, which follow the settlement's east-west ridge top location. Development of the site would require to establish a new planted boundary along the fenced field boundary to the south over the short to medium term, with a lack of features on the ground to distinguish this position from the surrounding arable land. Woodland at Ratho Park provides a strong landscape feature to the east, with the low walled boundary to Dalmahoy Rd to the west, lacking strong definition. Development of the site would require to be considered in the context of the small field to the northeast on the south bank of the Canal (Ratho Park Road).
Can the site be integrated into and in keeping with the character of the settlement and local area?		N	Development would impact adversely on the local character of the settlement, introducing large scale urban residential development across rolling farmland to the south of Ratho, extending development beyond Ratho's characteristic east-west settled southern ridge and away from its

		<p>relationship to the Union Canal, Ratho Hall and St Mary's Church to the north.</p> <p>The relatively small scale of the village and site access to Dalmahoy Road and Ratho Park Road, would enable the site to integrate physically with the local pattern of built form, streets and open spaces. Development to the east side of Dalmahoy Road, would create a south-eastward bias to the settlement's linear form and provision of a new planted green belt boundary to the south of the site, would introduce an uncharacteristic woodland edge to the village's southern aspect.</p> <p>These changes would impact adversely on views from the main southern approach and entrance to the village and Conservation Area via Dalmahoy Road. New development would be prominent within the open arable farmland to the southeast of Ratho, in particular as landform rises up to the ridgeline of Main St. Panoramic views across the surrounding farmland to the skyline of Edinburgh from the public viewpoint of Tormain Hill to the west, would be adversely affected by large scale development in the middle ground of views. The presence of new built form along the site's western boundary with Dalmahoy Road would be prominent in views and alter the eastern portion of Ratho's townscape.</p>
<p>Countryside recreation</p>		
<p>Would development of the site avoid impacting upon existing access to countryside recreation?</p>	<p>Y</p>	
<p>Overall assessment</p> <p>Not currently a reasonable site. Eastern part of site has poor public transport accessibility with no scope for enhancements. Development would impact on the landscape setting of the city, would not provide suitable green belt boundaries and would not be in keeping with the character of the settlement and local area.</p>		

Landscape and Visual Assessment

Site Location

The site lies to the southeast of Ratho. The site is bounded by Dalmahoy Road to the west; to the north its boundary follows the existing southern edge of Ratho and west approach track to Ratho Park Golf Course. The site's eastern edge adjoins Ratho Park Golf Course and properties at Ratho Park Gardens. To the south, the site boundary follows an east-west aligned fenced field boundary approx 160 m to the south of the settlement boundary.

Landscape/Townscape Character

From the ridge top location of Ratho's east-west alignment, land falls from approx 80-75 m above sea level from northwest to southeast. The site forms a rectangular strip, comprising open arable farmland. It is bounded to the north by private garden boundaries and plantings along Dalmahoy Rd, Ludgate Shot and Ratho Park Road. The village's historic core lies along Ludgate and Main St to the northwest of the site, with the immediate townscape to the north of the site formed by two storey detached housing from the 1970-80s set around Ludgate Shot, Ratho Park Playing Field and amenity greenspace at East Croft. However, some 19th century development along Dalmahoy Rd forms part of the Ratho village Conservation Area on the northwest edge of the site. To the northeast it is bounded by hedging along the track which forms the west approach to the non-inventory designed landscape at Ratho Park¹ Golf Course. The north side of the track is edged by a hedgerow and hedgerow trees and adjoins a small field on the south bank of the Union Canal. To the east, the site is bounded by the perimeter tree

¹ Ratho Park Golf Course is designated as an Area of Outstanding Landscape Quality (AOLQ) in the Rural West Edinburgh Local Plan, though it was not identified for designation as a Special Landscape Area in the Council's Review of Local Landscape Designations (2010)

belt of Ratho Park (Ancient Woodland of Long Established Plantation Origin), adjacent to which lies a cluster of detached cottages at Ratho Park Gardens and the West Lodge to Ratho Park. The west edge of the site adjoins Dalmahoy Rd, which is largely bounded by a low stone wall but with an open grass verge to the southwest. The southern boundary of the site is formed by a post and wire fence, beyond which open fields extend to Ransfield Farm and Ransfield Rd to the south, with single –storey Ransfield Cottages set to the southwest. A track runs north-south across the middle part of the site from Ratho Park Rd to Ransfield Farm, with a sewage tank set to its east.

The site forms part of the wider pattern of arable farmland and policy woodland to the west of the City, which rises gradually southwards from the coastal margin in the north towards the foot slopes of the Pentland Hills to the south, across a series of east-west ridges, where settlement is limited to dispersed farmsteads and cottages. To the west of the site, the prominent farmed slopes and wooded ridgeline of Tormain and Craw Hill, together with the ridgeline to the north of Ratho surrounding Ratho Hall, form part of the proposed Ratho Hills Special Landscape Area. This local landscape designation is proposed due to the hills distinctive character and contribution to the rural landscape to the west of the city. The Union Canal to the northeast of the site forms Core Path 15, between Lin's Mill Aqueduct across the River Almond to the west and Lochrin Basin within the city centre. The west drive to Ratho Park is also used informally for local recreation.

Views and Visibility

The rural landscape surrounding Ratho is open in character and generally prominent in views from a wide number of transport and recreational routes which pass through the area. The site is principally viewed from the south and west, in both short and longer range views.

From Dalmahoy Rd to the south, the fields form part of the open approach to Ratho from the Calder Rd (A71). The road is bounded by hedging and hedgerow trees to the south and walling to its north. Roadside views gradually reveal the townscape of Ratho as the road undulates northwards, with the wooded ridgeline of Tormain set to its west. Ratho is visible set against the wooded backdrop of the ridgeline surrounding Ratho Hall aligned from east-west across the horizon. To the north of Ransfield Cottages, the site's south facing slopes come into view over field boundary walling where they form a simple, open foreground to views of the settlement. To the north west of the site, housing nestles within mature tree planting at Ludgate Shot, whilst to the east, housing on Ratho Park Road is set against wooded hills on the coastal margin. Exiting the village to the south, the site forms part of the open expanse of arable farmland, which stretches southwards across the wooded policies of Dalmahoy in the middle ground to the skyline of the Pentland Hills.

From the southeast, views to the site are contained by woodland at Ratho Park Golf Course. From the south, there are oblique views to the site from Ransfield Rd to the west of Ransfield Farm and remnant shelterbelt planting, however, roadside views tend to focus on the wooded ridgeline of Tormain Hill to the west.

From Wilkieston Rd on the approach to Ratho from the southwest, views to the site are screened by the linear east-west form of the existing built up area. There open and expansive views across the surrounding landscape from Tormain Hill to the west. These feature open arable land to the south of Ratho, set against woodland at Ratho Park to the east and the skyline of the City, including Corstorphine Hill, Castle Rock and Arthur's Seat. The Pentland Hills are visible to the southeast and Forth Estuary to the north and east.

The site is overlooked by residential receptors to the north including Hillview Cottages, Dalmahoy Road, Ludgate Shot and Ratho Park Road, which enclose views to the site from the wider residential area. The site is also overlooked from Ratho Park Rd to the northeast, which provides vehicular access to the Ratho Park Gardens and West Lodge, and secondary access to the golf course. The track is also used for informal recreation. Views over open farmland extend southwards beyond Ransfield Farm to the backdrop of the Pentland Hills. The hedge and tree line on northeast edge of the site, also feature in open views to the south from the Union Canal towards the Pentland Hills.

Other residential and workplace visual receptors include Ransfield Farm and Ransfield Cottages to the south and Ratho Mains Farm and Ratho Mains Cottages to the west.

Can the site be integrated into and in keeping with the character of the settlement and local landscape?

Development of the site would impact adversely on the local character of the settlement and landscape. It would introduce large scale urban residential development across rolling farmland to the south of Ratho, extending development beyond Ratho's characteristic east-west, settled, southern ridge and away from its relationship to the Union Canal, Ratho Hall and St Mary's Church to the north. The relatively small scale of the village and site access to Dalmahoy Road and Ratho Park Road, would enable the site to integrate physically with the local pattern of built form, streets and open spaces. Development to the east side of Dalmahoy Road, would create a south-eastward bias to the settlement's linear form and provision of a new planted green belt boundary to the south of the site, would introduce an uncharacteristic woodland edge to the village's southern aspect.

These changes would impact adversely on views from the main southern approach and entrance to the village and Conservation Area via Dalmahoy Road. New development would be prominent within the open arable farmland to the southeast of Ratho, in particular as landform rises up to the ridgeline of Main St. However, due to the fall of land to the south, it is likely that some residential views from existing properties to the northwest of the site would be retained across new development, though housing would enclose such views at the flatter eastern end of

the site. Development fronting the track to the northeast of the site, would also impact adversely on recreational receptors, restricting views to the south to the backdrop of the Pentland Hills. Panoramic views across the surrounding farmland to the skyline of Edinburgh from the public viewpoint of Tormain Hill to the west, would be adversely affected by large scale development in the middle ground of views. The presence of new built form along the visual site's western boundary with Dalmahoy Road would be prominent in views and alter the eastern portion of Ratho's townscape.

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

Development of the site would impact on the local landscape setting of Ratho. It would also adversely affect panoramic views to the City skyline of Corstorphine Hill, Castle Rock and Arthur's Seat from the recognised viewpoint at Tormain.

Would the site enable clear and defensible Green Belt boundaries to be formed?

The existing green belt boundary is formed by back garden boundaries and planting along the southern edge of Ratho, which follow the settlement's east-west ridge top location. Whilst these features lack the physical qualities of a green belt boundary as outlined in Scottish Planning Policy, it is considered that the present boundary line, reinforced by the break in slope to the south, is appropriate in scale and context to a rural settlement.

Notwithstanding landscape and visual effects, development of the site would require to establish a new planted boundary along the fenced field boundary to the south over the short to medium term, with a lack of features on the ground to distinguish this position from the surrounding arable land. Woodland at Ratho Park provides a strong landscape feature to the east, with the low walled boundary to Dalmahoy Rd to the west, lacking strong definition. Development of the site would require to be consider in the context of the small field to the northeast on the south bank of the Canal (Site 48).

**RATHO PARK ROAD
Housing Site Assessment**

Who made representation(s) relating to the assessment area? Stewart Milne Homes (Holder Planning)

Site assessment criteria		YES / NO	Comments / mitigation potential
Appropriate Locations			
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 the site for residential development.
1. Does the site have good accessibility to existing public transport?	2. Would sufficient enhancements be feasible?	N	The majority of the site has a score of A with a small strip of land on the western boundary of the site having a score of B. No measures available to increase accessibility for this 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. <i>Water supply/storage:</i> Adequate capacity (new Glencorse WTW, along with existing Marchbank WTW). <i>Primary and Secondary schools:</i> Revised Education Appraisal identifies the educational infrastructure required to support housing growth. 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 addendum identifies the transport infrastructure required to support housing growth. 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.
Landscape setting and identity			
Would the site, if developed, affect the wider landscape setting of the city?		Y	Through its effect on the setting of and visual amenity from the Union Canal, development of the site would impact on views to features of the City's wider landscape setting from an important recreational viewpoint.
Would the site enable clear and defensible green belt boundaries to be formed?		Y	The existing green belt boundary is formed by back garden boundaries along East Croft. Woodland at Ratho Park and the Union Canal form strong landscape features. To the south of the site, the break in slope between the settlements ridge top location and surrounding farmland is less pronounced and tree planting along the access track to Ratho Park to the south would require substantial enhancement.
Can the site be integrated into and in keeping with the character of the settlement and local area?		N	The proposal would introduce urban residential development into the rural landscape to the east of existing settlement. Whilst these changes would continue the ridge-top alignment of Ratho's settlement pattern, they would impact adversely on the existing open setting to the Union Canal and the separate identities of Ratho village and the designed landscape of Ratho Park. Design mitigation could reduce impacts to some degree, though temporary construction impacts and permanent loss of the existing rural character and open aspect would impact adversely of the visual amenity of Canal users, restricting views to the south towards the backdrop of the Pentland Hills. There would be no significant impacts on views from the M8 or railway due to the lower

		sensitivity of receptors and scale of development proposed.
Countryside recreation		
Would development of the site avoid impacting upon existing access to countryside recreation?	Y	
Overall assessment		
Not currently a reasonable site. Site has poor public transport accessibility with no scope for enhancements. Development would impact on the landscape setting of the city and would not be in keeping with the character of the settlement and local area.		

Landscape and Visual Assessment

Site Location

The site lies to the east of Ratho. It is bounded by housing at East Croft to the west, the Union Canal to the north, Ratho Park Golf Course to the east and Ratho Park Rd to the south.

Landscape/Townscape Character

The site lies at approx. 75 m above sea level and comprises a relatively open, flat and rectangular arable field. To the north, rough grass margins adjoin the semi-natural corridor of the Union Canal, with farmland set beyond the towpath on its northern bank. As a Scheduled Monument, the Canal is of national importance and has a rural setting to the west of the City on its approach to Ratho, the waterway and towpath are also Core Paths. To the east, the site is bounded by mature tree belts (Ancient Woodland) enclosing the non-Inventory designed landscape of Ratho Park Golf Course.² A group of cottages sit along its wooded edge to the southeast of the site at Ratho Park Gardens. The western edge of the site is formed by rear garden boundaries of semi-detached dwellings along East Croft and has an urban influence on the site. Recent land use change to the northwest of the site, at Freelands Rd on the north side of the Canal, has added to the site's urban edge context. The site is part of the wider rural landscape of well managed, rolling farmland to the west of the city, which rises southwards from the margins of the Forth to the upland fringe of the Pentland Hills and is characterised by hedged arable fields, policy woodland, scattered farmsteads and cottages. Aside from the Union Canal, the main local landscape feature is the ratho hills³, which rise as an undulating ridge to the west of the settlement, incorporating a footpath and viewpoint at Tormain. The landscape is traversed by a number of east-west communication routes: the main Edinburgh – Glasgow railway line and M8 to the north, Calder Rd to the south (A71). Several secondary north-south routes converge upon the settlement, including Baird Rd, Freelands Rd, Dalmahoy Rd and Wilkieston Rd.

Views and Visibility

The rural landscape surrounding Ratho is open in character and generally prominent in views from the wide number of transport and recreational routes which pass through the area, however the site is principally viewed from its immediate context to the south and east.

The site and housing at Freelands Rd can be glimpsed from the M8 between roadside planting and Ratho Byres farmstead. A clearer view is available from the Edinburgh-Glasgow Railway line to the north. These views occur at high speed, over a short duration, to those with a passing interest in their surroundings.

There are limited views of the site from the main approach roads to Ratho from the north and east. Views from Freelands Rd feature the wooded boundary of Ratho Park and trees lining Ratho Park Rd across rising farmland but are restricted to a short section of road between Freelands Farm to the east and the new urban edge to the west. There are no views to the site from Baird Rd and the Conservation Area to the northwest. Views to the site from the west, via Wilkieston Rd, are restricted by the tree-lined ridge of Tormain Hill and angle of approach to the east-west aligned Main St.

² Ratho Park Golf Course is designated as an Area of Outstanding Landscape Quality (AOLQ), though it was not identified for designation as a candidate Special Landscape Area in the Review of Local Landscape Designations (2010).

³ A candidate Special Landscape Area in the Review of Local Landscape Designations (2010).

Road users approaching the settlement from the A71 to the south, have greater viewing opportunities towards the site across open, rolling arable farmland. Ratho is visible strung out from east-west along its low-lying, southern ridge, set above south-facing farmed slopes and the backdrop of tree cover surrounding Ratho Hall to the west and Edinburgh's coastal margins, the Firth of Forth, Forth Rail Bridge and Fife coastline to the east. At the eastern extremity of the view, the southern edge of the site is delineated by a line of trees, which extend between the east end of the settlement and wooded boundary of Ratho Park, with the steading of Ransfield Farm in the foreground. Views from Ransfield Rd, which join Dalmahoy Rd from the east, tend to focus westwards towards the ratho hills.

The ridge-top recreational footpath at Tormain Hill, offers elevated views over the settlement, and the backdrop of the Forth coastline to the north and striking panorama to Edinburgh skyline of Corstorphine Hill, Edinburgh Castle and Arthur's Seat to the east. The southern edge of the settlement is visible stepping down the east-west ridge. Due to foreshortening of the view, the site appears as narrow horizontal band of farmland between housing and tree cover to the west and wooded grounds of Ratho Park to the east.

The Union Canal and its towpath are a popular recreational resource and their users have an interest in appreciation of the surrounding landscape and would be sensitive to landscape change. The open views between the wooded edge of Ratho Park Golf Course and built up edge of Ratho, assist in establishing the separate identity of Ratho as a small settlement and provide an open context to the non-inventory designed landscape of Ratho Park. As a contour canal passing through open countryside to the west of the City, wide ranging views from the Canal and towpath reveal features of the City's wider landscape setting including the Forth Estuary to the north. To the south, the site rises up towards the trees lining Ratho Park Rd and is set against the backdrop of the Pentland Hills.

The site provides a similar outlook to the Pentlands across open farmland to the south of the site, whilst to the north, the agricultural landscape is set against the backdrop of the Forth Rail Bridge, Craigie Hill, Dalmeny and Airport Control Tower. Views are enclosed by perimeter tree belts to Ratho Park to the east, whilst to the west the settlement edge at East Croft and Freeland Rd is revealed, set against the wooded slopes surrounding Ratho Hall and Hillwood to the north of the M8.

The site is overlooked by residential receptors from the rear elevations of properties at East Croft to the west of the site and to a lesser extent by cottages at Ratho Park Gardens to the southeast. Those using Ratho Park Rd to access the Golf Course also pass by the site; however the main entrance gate for golfers is via Ransfield Rd to the southeast.

Can the site be integrated into and in keeping with the character of the settlement and local landscape?

The proposal is small in scale and would introduce urban residential development into the rural landscape to the east of existing settlement. Whilst these changes would continue the ridge-top alignment of Ratho's settlement pattern, they would impact adversely on the existing open setting to the Union Canal and the separate identities of Ratho village and the designed landscape of Ratho Park. Design mitigation could reduce impacts to some degree, though temporary construction impacts and permanent loss of the existing rural character and open aspect would impact adversely of the visual amenity of Canal users, restricting views to the south towards the backdrop of the Pentland Hills. Local residential receptors would experience temporary construction impacts and permanent change to views, though these would not be from their principal elevation. Eastward extension of Ratho would be visible from Freeland Rd but could be successfully mitigated through planting. From Dalmahoy Rd and Tormain Hill, small scale change, which fits with the composition of Ratho's east-west settlement profile, would not have a significant impact upon visual receptors given distance from the site and wide scope of existing views. There would be no significant impacts on views from the M8 or railway due to the lower sensitivity of receptors and scale of development proposed.

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

Through its effect on the setting of and visual amenity from the Union Canal, development of the site would impact on views to features of the City's wider landscape setting from an important recreational viewpoint, thereby undermining Green Belt objectives.

Would the site enable clear and defensible Green Belt boundaries to be formed?

The existing green belt boundary is formed by back garden boundaries along East Croft, which lack the qualities of a robust green belt boundary. Whilst woodland at Ratho Park and the Union Canal form strong landscape features, development to these extents would impact upon the open context and views to the east of the village. To the south of the site, the break in slope between the settlement's ridge-top location and surrounding farmland is less pronounced and tree planting along the access track to Ratho Park to the south would require substantial enhancement.

**SOUTH OF FREELANDS ROAD
Housing Site Assessment**

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

Mr & Mrs Paton & Messrs J&J Muir (PPCA)

Site assessment criteria		YES / NO	Comments / mitigation potential
Appropriate Locations			
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 the site for residential development.
1. Does the site have good accessibility to existing public transport?	2. Would sufficient enhancements be feasible?	N	The entire site has a score of A. No measures available to increase accessibility for this 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. <i>Water supply/storage:</i> Adequate capacity (new Glencorse WTW, along with existing Marchbank WTW). <i>Primary and Secondary schools:</i> Revised Education Appraisal identifies the educational infrastructure required to support housing growth. 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 addendum identifies the transport infrastructure required to support housing growth. 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.
Landscape setting and identity			
Would the site, if developed, affect the wider landscape setting of the city?		Y	Through its effect on the setting of and visual amenity from the Union Canal, development of the site would impact on views to features of the City's wider landscape setting from an important recreational viewpoint.
Would the site enable clear and defensible green belt boundaries to be formed?		N	The existing green belt boundary is clearly formed by broad hedgerow planting and steep banking to the east of Ratho. The Union Canal, Ashley policies and M8 form strong landscape features to the south, east and north. However, the site lacks a robust boundary to Freeland Road to the north which is generally formed by a grassed verge and post and wire fencing.
Can the site be integrated into and in keeping with the character of the settlement and local area?		N	The proposal would introduce large scale development across rolling farmland to the east of Ratho, altering Ratho's established ridge top settlement pattern to the south of the Union Canal. Due to rolling farmland to the north of the Canal and steep banking to the west, there is limited potential to integrate the site with the existing built form. The site is remote from the existing built up area and almost double the extent of the existing settlement. These changes would impact adversely on views from the Union Canal and towpath, enclosing views across the open landscape to the north and providing an urban context to the Canal and its rural setting between Herrmiston and Ratho.

Countryside recreation		
Would development of the site avoid impacting upon existing access to countryside recreation?	Y	Access to the Union Canal towpath would not be affected by the proposal.
Overall assessment		
Not currently a reasonable site. Site has poor public transport accessibility with no scope for enhancements. Development would impact on the landscape setting of the city and significantly alter Ratho's established settlement pattern.		

Landscape and Visual Assessment

Site Location

The site lies to the east of Ratho village. It is bounded by the existing urban edge to the west, Freeland's Road and the M8 to the north, the Union Canal to the south and grounds of Ashley House to the east.

Landscape/Townscape Character

The site forms part of the rolling farmland landscape which lies to the north, south and east of Ratho, bounded by the undulating ridge of the Ratho hills to the west of the settlement. The character of the local landscape sits within the context of the wider rural farmland to the west of the City, which rises gradually from the coastal margin in the north towards the upland fringe of the Pentland Hills to the south.

The main part of the site comprises a broad swathe of open, arable farmland, subdivided by a farm track and set to the north of the Union Canal. From the highpoint of the towpath and its outgrown hedgerow at approx 73.5 m above sea level, farmland to the north falls by over 10m depth to a landform hollow. This is bounded to the west by a steep banking to made ground (a former landfill site) and topped by a hedgerow and tree planting to the west. The Union Canal is a Scheduled Monument, Site of Importance for Nature Conservation and forms Core Path 15 between the Lin's Mill Aqueduct and Lochrin Basin. The townscape to the west embraces a realigned and widened section of Freeland's Road and comprises two-storey detached and semi-detached properties with public open space to the Canal, a marina and care home adjacent Baird Rd to the southwest. To the north of the hollow, landform rises to form flatter ground along the unaltered, narrow section of Freeland's Rd, which has the character of a country lane, with a wide hedgerow and tree planting continuing along the west boundary of the site. Several properties lie to the east of the settlement to either side of Freeland's Road, including, Freeland's Farm, its converted steading and Three Elms to the south, with The Forge, Ratho Byres and Byres Cottage on the north side of the Rd. At the east end of Freeland's Rd, The Cottage and The Bilbie terminate the tree-lined west drive to Ashley House, a category B listed building with B listed orangery, stable and kennels. Ashley House, is enclosed by modest wooded policies, sited on rising ground to the south and west of the Gogar Burn. A tree lined hedgerow continues southwards from Ashley to the Canal to form the southeast boundary of the site. A smaller elongated field lies to the northeast of the site, gradually falling to the north from wooded driveway to Ashley towards the planted cuttings of the M8 to the north. On the north side of the M8, woodland marks the low ridge surrounding Hillwood Quarry and encloses the grounds of Norton House to the west, extending eastwards across the slope where the Edinburgh-Glasgow Queen St railway crosses arable farmland to the south of the A8. To the south of the Union Canal, open arable land extends to the south and east of the village at Ratho Park Road at New Croft, with the wooded policies of Ratho Park Golf Course⁴ set to the south and east.

Views and Visibility

The rural landscape surrounding Ratho is open in character and generally prominent in views from the transport and recreational routes passing through the landscape, however, the site is principally viewed from its immediate context of the Union Canal to the south and Freeland's Rd to the north.

⁴ Ratho Park Golf Course is designated as an Area of Outstanding Landscape Quality (AOLQ) in the Rural West Edinburgh Local Plan, though it was not identified for designation as a Special Landscape Area in the Council's Review of Local Landscape Designations (2010)

The site is directly overlooked by recreational receptors from the Union Canal to the south, through dormant hedgerow cover in winter and gaps in summer foliage. As a contour canal, passing through open countryside to the west of the City, views from the Canal and towpath reveal features of the City's wider landscape setting and recreational receptors would be expected to have a strong interest in the appreciation of the surrounding landscape and be highly susceptible to landscape change. Views extend northwards across the rural landscape to the wooded ridge at Norton Park to the northwest and backdrop of hills on coastal margin to the north, the M8 being mainly screened from view within a cutting. Westward views towards the urban edge of Ratho are framed by the perimeter woodland belt of Ratho Park to the south and hedgerow lining the towpath to the south. Views across the open field to the east of the village include the backdrop of the Pentland Hills to the south and establish a sense of arrival at Ratho. From the towpath to the east, there are views to Ashley's southern facade and parkland. Outward views from the Golf Course are generally enclosed by perimeter tree belts.

The site provides similar outward views, including the skyline of the Pentland Hills beyond the Canal to the south, Arthur's Seat and Corstorphine Hill, beyond Ashley to the east and wooded coastal margin to the north, encompassing features such as the Forth Rail Bridge, Craigie Hill, Dalmeny estate and Airport Control Tower.

From the Freeland Rd overbridge to the M8 on the westward approach to the settlement, there are open roadside views across the fields to the south, set against policy woodland at Ashley House and Ratho Park Golf Course. This provides a rural setting to the village, which comes into full view to the west of Freeland Farm. From the M8, there are brief views across the fields to the new housing at Freeland Rd, experienced at speed from the M8 but views from the motorway are generally enclosed by planted cuttings. Similar views are available over a short duration from the more elevated route of the railway to the north. From the southern approach to Ratho via Dalmaohy Rd, there are glimpsed views towards the open field to the east of the village, however, much of the site is screened by its low lying location and outgrown hedgerow cover along the towpath.

Residential receptors on the north boundary of the site along Freeland Road, directly overlook the site, whilst the cottages to its east, overlook the smaller field to the northeast of the site. Views from the grounds of Ashley House are enclosed by perimeter tree planting. The main vistas from Ashley House, lie to the south and east of the house, across tree studded parkland toward the backdrop of the Pentland Hills.

Can the site be integrated into and in keeping with the character of the settlement and local landscape?

Development would impact adversely on the character of the local settlement and landscape. It would introduce large scale urban residential development across rolling farmland to the east of Ratho, altering Ratho's established ridge-top settlement pattern to the south of the Union Canal. Due to the rolling landform to the north of the Canal and steep banking to made ground to the west, there is limited potential to integrate the site with existing layout of built form, streets and open space. The plateau along Freeland Road to the north of the site provides terrain more suited to urban development. Whilst recent development off Freeland Road has extended Ratho's footprint to the east of St Mary's Church and north of the Canal, this related to the scale and historic core of the settlement. Large scale urban development, further along Freeland Road to the east would be remote from the existing built up area and almost double the extent of the existing Ratho townscape.

These changes would impact adversely on views from the Union Canal and towpath, enclosing views across the open landscape to the north and providing an urban context to the Canal and its rural setting between Hermiston and Ratho. Development would also result in a loss of open setting on the approach to Ratho via Freeland Road to northeast. Development is unlikely to affect views from Dalmaohy Road to the south or glimpsed views from the railway to the north. Development would be discernible from the M8 to the north but less likely to impact adversely on views from the motorway due to roadside screening, speed of travel and vehicular traveller's reduced susceptibility to change. Existing residential receptors along Freeland Road would be adversely affected by enclosure of new urban development.

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

Through its effect on the setting of and visual amenity from the Union Canal, development of the site would impact on views to features of the City's wider landscape setting from an important recreational viewpoint, thereby undermining Green Belt objectives.

Would the site enable clear and defensible Green Belt boundaries to be formed?

The existing green belt boundary is clearly formed by broad hedgerow planting and steep banking to the east of Ratho. Notwithstanding landscape and visual effects, the Union Canal, Ashley policies and M8 form strong landscape features to the south, east and north. However, the site lacks a robust boundary to Freeland Road to the north, which is generally formed by a grassed verge and post and wire fencing, with a hedged field boundary to the north.

**SOUTH OF NORTON PARK
Housing Site Assessment**

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

Park Lane & Allison Trustees (Nathaniel Lichfield & Partners)

Site assessment criteria		YES / NO	Comments / mitigation potential
Appropriate Locations			
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 the site for residential development. Part 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
1. Does the site have good infrastructure capacity?	2. Would sufficient enhancements be feasible?	Y/N	Y
Landscape setting and identity			
Would the site, if developed, affect the wider landscape setting of the city?		Y	Through its effect upon on the rural setting to a prolonged stretch of the M8 to the west of Edinburgh, development would impact adversely on perceptions of the city and its wider landscape from a strategic approach road. Development would also lead to the loss of rolling farmland which maintains the separate identities of Ratho and Ratho Station.
Would the site enable clear and defensible green belt boundaries to be formed?		N	The existing green belt boundary is formed by property boundaries along Freelands Road on the north edge of Ratho. It then returns southwards to the Canal along the new planted boundary and embankment to the east of the recent Freelands Rd housing development.
Can the site be integrated into and in keeping with the character of the settlement and local area?		N	The wooded ridge at Norton Park provides a physical and visual boundary to the site to the northwest. However to the north and east, the physical barrier of the railway passes through open farmland to the west of the city and lacks the visual definition of woodland or landform enclosure. Development would introduce large scale urban development across rolling arable farmland to the north of Ratho, altering the rural character to the west of the city and north of Ratho. To the south of the M8, development would occupy arable land which slopes away from the village's historic core and being partly lined by existing development, lacks potential for the close integration with existing streets and open spaces. The land to the north of the M8 would be physically separated

		<p>from the southern half of the site by the motorway carriageway. Development would also impact adversely on the character of the relatively compact non-inventory designed landscape of Norton House, through development upon its north park. The scale of change would equate to more than double the extent of the existing Ratho townscape and would form a near continuous built up area between Ratho and Ratho Station, thereby affecting the separate identities of each settlement.</p> <p>These changes would impact adversely on views from the M8. Development would also be prominent in views from the railway line to the north, which would appear as an eastward extension of the built up area of Ratho Station. Whilst the strong framework of the wooded policies at Norton House would screen views to the parkland to the north and arable fields to the east in summer, in winter views, development would be perceptible through dormant tree cover.</p> <p>Development would also potentially coalesce with any future redevelopment at Norton Park, safeguarded in the WEPF (2008) for the potential relocation of Scotland's National Showground.</p> <p>Given the physical barriers of the railway and M8 within the landscape to the west of the city, development of the site is unlikely to create a sustainable settlement pattern.</p>
<p>Countryside recreation</p>		
<p>Would development of the site avoid impacting upon existing access to countryside recreation?</p>	<p>Y</p>	
<p>Overall assessment</p>		
<p>Not currently a reasonable site. Site has poor public transport accessibility with no scope for enhancements. Development would impact on the landscape setting of the city, would not provide suitable green belt boundaries and would not be in keeping with the character of the settlement and local area.</p>		

Landscape and Visual Assessment

Site Location

The site lies to the north of Ratho. It is bounded by the existing settlement edge and Freeland's Road to the south and east, Baird Road and Norton House Hotel to the west. The site then wraps around a linear arable field to its north before following the Edinburgh and Glasgow Queen St railway line eastwards to form its north boundary.

Landscape/Townscape Character

The site forms part of the wider landscape pattern to the west of the city, which includes arable farmland, structured by designed landscapes, which rise southwards across rolling terrain toward the foot slopes of the Pentland Hills, crossed by several major east-west transport routes. Landform comprises two opposing ridgelines set to either side of the M8 corridor. A steeper, more pronounced ridgeline lies to the north of the motorway, rising to 90 m above sea level at Hillwood Quarry, with a lower hilltop to the south of approx. 75 m above sea level situated to the north of Ratho Cemetery. Both ridges taper from west-east to reach 55 m above sea level at the east end of the site adjacent Freeland's Rd. Land cover comprises open, large scale, arable fields. Tree and woodland cover is limited to the margins of the site: lining the embankments of the motorway, clustering around dispersed farmsteads of Norton Mains, Ratho Byres and neighbouring cottages on Freeland's Rd to the east; cloaking the slopes surrounding Hillwood Quarry and forming the perimeter woodland belts and tree-lined north driveway to the non-inventory designed landscape of Norton House to the northwest. The linear field to the northwest of the site forms part of the north park to Norton House, which was truncated during construction of the railway in the 1840s. To the south of Hillwood Quarry, a number of detached properties are situated off Baird Rd. The southwest corner of the site adjoins the settlement edge of Ratho. This comprises the 19th century burial ground and a single row of mainly 20th century small detached and semi-detached houses along Freeland's Rd, set to the north of Ratho Manse. To the southwest, the recent Freeland's Rd housing development has expanded the settlement to the east of St Mary's Church and Baird Rd onto a former landfill site

to the north of the Canal. There are also a small number of detached properties along Baird on the west boundary of the site, set back from the hedged roadside within treed grounds, including the Pilton Retreat's hall and play area. To the west side of Baird Rd, lie arable fields and a former cement works with planning consent for a care home. There are no recorded path routes crossing the site.

Views and Visibility

The M8 runs within a rural setting between the River Almond and Hermiston Gait to the west of the City. The slopes to the north of the site are prominent views over a relatively prolonged stretch from the M8. The site has an open boundary to much of the motorway, with its verge set above post and rail fencing, arable slopes are visible rising up to the wooded ridgeline of Hillwood Quarry and Norton House to the northwest. The railway line is also visible on the horizon to the northeast and has outward views across the site, from which Ratho can be briefly glimpsed by passengers. Views from the M8 to the fields to the south are restricted by planted embankments at the west end of the site but are more open and at grade with the M8 at the eastern side of the site.

To the northeast, there are open roadside views to the site from Freeland Rd from the south side of the railway's embankments. These views become enclosed by hedged field boundaries on the approach to Ratho. The railway line encloses longer range views across the landscape from Roddinglaw to the east. There are westward views from Baird Rd across the open landscape as it crosses the M8, prior to entering the enclosure of roadside planting and existing dwellings on the approach to the village.

Though Ratho Cemetery is enclosed by high boundary walls, there are glimpsed views across the surrounding arable fields to the north and east, which provide an open skyline to the burial ground. The fields are also overlooked from the rear gardens of properties at the east and west end of Freeland Rd and detached properties situated off Baird Rd to the west of the site.

The site is generally contained from views from the grounds of Norton House Hotel to the northwest due to the enclosure of provided by the local ridgeline, which runs along its southern wooded boundary. However, there are views across the field to the east from a gateway along its north driveway, which is generally enclosed by bankings, avenue trees and understorey planting. Winter views toward the linear field to the west may also be possible.

Outward views from the site include Ratho and the Pentland Hills to the south, Blackford Hill and the Braids to the southeast, Arthur's Seat, Castle Rock and Corstorphine Hill to the east.

Can the site be integrated into and in keeping with the character of the settlement and local landscape?

Development of the site would introduce large scale urban development across rolling arable farmland to the north of Ratho. This would alter the rural character of the landscape to the west of the city and north of Ratho. To the south of the M8, development would occupy arable land which slopes away from the village's historic core and being partly lined by existing development, lacks potential for the close integration with existing streets and open spaces. The land to the north of the M8 would be physically separated from the southern half of the site by the motorway carriageway. Development would also impact adversely on the character of the relatively compact non-inventory designed landscape of Norton House, through development upon its north park. The scale of change would equate to more than double the extent of the existing Ratho townscape and would form a near continuous built up area between Ratho and Ratho Station, thereby affecting the separate identities of each settlement.

These changes would impact adversely on views from the M8. Despite being experienced at high speeds, the scale of change would affect a prolonged stretch of the motorway as experienced by high numbers of vehicular travellers, approaching and departing the city. Due to its proximity to the motorway, the additional height of housing would be prominent on the south side of the M8 across planted embankments but would be most noticeable across the open slopes to the north of the M8, particularly the rising ground to the west. Development would also be prominent in views from the railway line to the north, which would appear as an eastward extension of the built up area of Ratho Station. Whilst the strong framework of the wooded policies at Norton House would screen views to the parkland to the north and arable fields to the east in summer, in winter views, development would be perceptible through dormant tree cover.

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

Through its effect upon the rural setting to a prolonged stretch of the M8 to the west of Edinburgh, development would impact adversely on perceptions of the city and its wider landscape from a strategic approach road. Development would also lead to the loss of rolling farmland which maintains the separate identities of Ratho and Ratho Station. Given the physical barriers of the railway and M8 within the landscape to the west of the city, development of the site is unlikely to create a sustainable settlement pattern.

Would the site enable clear and defensible Green Belt boundaries to be formed?

The existing green belt boundary is formed by property boundaries along Freeland Rd on the north edge of Ratho. It then returns southwards to the Canal along the new planted boundary and embankment to the east of the recent Freeland Rd housing development.

**WEST OF BAIRD ROAD
Housing Site Assessment**

Who made representation(s) relating to the assessment area? Lafarge Tarmac (Yeoman McAllister)

Site assessment criteria		YES / NO	Comments / mitigation potential
Appropriate Locations			
Is the site located on brownfield land?		Y/N	Predominantly arable farmland but does include former cement works towards the north of the site.
Can the site be made available for development?		Y	Representation received during MIR consultation, and Proposed Plan representation promoting the site for residential development.
1. Does the site have good accessibility to existing public transport?	2. Would sufficient enhancements be feasible?	Y/N N	The northern part of the site where development is proposed has a score of A with the southern part having a score of B. No measures available to increase accessibility for this site.
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> Revised Education Appraisal identifies the educational infrastructure required to support housing growth. 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 addendum identifies the transport infrastructure required to support housing growth. 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.
Landscape setting and identity			
Would the site, if developed, affect the wider landscape setting of the city?		Y	Through its effect on the setting of and visual amenity from the Union Canal and weakening the essential characteristics of the Ratho Conservation Area, development would impact on valued characteristics and views to features which contribute to the wider landscape setting of the city. Development would also impact upon views to the Ratho Hills which are proposed as a Special Landscape Area in the plan.
Would the site enable clear and defensible green belt boundaries to be formed?		Y	The existing green belt boundary is clearly formed by the Union Canal and Baird Road to the east. The motorway and tree belts within the local landscape could provide alternative green belt boundaries.
Can the site be integrated into and in keeping with the character of the settlement and local area?		N	Proposal would introduce large scale urban residential development across the wooded ridge surrounding Ratho Hall, significantly altering Ratho's settlement structure. The scale of change would almost double the extent of the village townscape. The Union Canal and steep topography coupled with the enclosed nature of the settlement layout to the north, provides limited scope for the close integration of built form, streets and open spaces. Development on the slopes to the north of Ratho Hall would be physically and visually detached from the existing settlement and

		would adversely affect the essential characteristics of the Conservation Area and proposed Special Landscape Area.
Countryside recreation		
Would development of the site avoid impacting upon existing access to countryside recreation?	Y	The existing footpaths running through the site could be retained.
Overall assessment		
Not currently a reasonable site. Part of site where development is proposed has poor public transport accessibility with no scope for enhancements. Development would impact on the landscape setting of the city and significantly alter Ratho's settlement structure.		

Landscape and Visual Assessment

Site Location

The site lies to the north of Ratho. It is bounded by the M8 spur to the M9 to the north, Baird Road to the east, the Union Canal to the south and Edinburgh International Climbing Area at Ratho Quarry to the west.

Landscape/Townscape Character

The site forms a wooded ridgeline to the north of Ratho and Union Canal. From a low point of 70 m above sea level below the Union Canal to the southeast of the site, landform rises to form an east-west ridge, reaching a high point of 115 m across the west third of the site, before gradually falling to the west to the edge of Ratho Quarry at approx 95 m above sea level. To the northwest, the site boundary adjoins a steep rock face, formed by excavation of the M8 below. The arable slopes to the north and east of the site are subdivided by a north-south tree belt and fall relatively steeply down to the M8, which is bounded by timber post and rail fencing to the north and planted embankment to the northeast. A former cement works, with planning consent for a care home development, is located adjacent Baird Rd in the northeast corner of the site, set within scrub vegetation and hedging. On the southern slope of the ridge, land cover comprises the non-inventory designed landscape of category A Listed Ratho Hall, a 19th century, 2 storey and attic over raised basement, 5-bay, classical house. The slopes to the south are subdivided into four compartments by tree belts, some of which comprise Ancient Woodland of Long Established Plantation Origin and a Tree Preservation Order applies to woodland across the majority of the site between Ratho Hall and Ratho Quarry. Within the east compartment adjoining Baird Rd, lies category B Listed Kirkton Farm and former Maltings set on lower ground to the north of the Canal; the category A Listed St Mary's Church, Session Hall, graveyard and B Listed War Memorial are set further up the hillside; whilst to the north, the category B Listed Lodge and wooded drive to Ratho Hall occupy the ridgeline to the west of the junction of Baird Road and Freeland's Rd. Other buildings include 1 Baird Road (Kirktonhill) and 29A Baird Rd, adjacent the Category B Listed Baird Road canal bridge, with the category C Listed Bridge Inn to its south.

South-facing Ratho Hall is separated from the site's eastern edge to Baird Rd by woodland, which continues westwards along the southern face of the hillside to the Climbing Arena. Ratho Hall's category A Listed walled garden lies to its southwest on lower ground to the north of the Canal. Woodland to the west of Ratho Hall provides a setting to its category A Listed stables and category B Listed garden house, converted to a dovecot, beyond which lies an enclosed compartment of grazing land.

The west end of the site and its wider landscape environs have been subject to landscape change over time. Quarrying activity to the west of Ratho has been replaced by the Climbing Arena and consent for residential use and creation of a country park at Craigpark Quarry to the south; the hillside to the north has been excavated at Hillwood Quarry and during construction of the M8, whilst more recently a large timber dwelling house has been constructed on the high point of the site.

Core Path 15, the Union Canal and its towpath, runs along the southern boundary of the site between Lin's Mill Aqueduct in West Lofthian and Lochrin Basin at Tollcross. A local path from Baird Rd to Wiklie's Basin on the Union Canal, follows the main tree lined track across the ridge and skirts the edge of the M8 to the west. A local path also runs down the tree belt to the north of the site and turns eastwards to Baird Rd alongside the M8.

The Union Canal is a Scheduled Monument and provides an important division between the settled townscape on the ridge to the south and the semi-rural character of the wooded ridge to the north occupied by Ratho Hall and St Mary's Church. The Canal passes through Ratho within a semi-natural setting and its position between two ridgelines has the character of a wooded valley. The northern extent of Ratho's Conservation Area encompasses the Canal and immediate grounds of Ratho Hall and Listed Buildings on the hillside to the east of the site.

The hillside is also covered by a local landscape designation due to its value as a landscape feature within the rural landscape to the west of the City, constituting an Area of Outstanding Landscape Quality in the Rural West Edinburgh Local Plan, which is also proposed for designation as a Special Landscape Area in the LDP, alongside Tormain and Craw Hill to the southwest of Ratho. The combination of a local landscape designation and cultural heritage assets with a landscape setting gives the physical landscape a high susceptibility to change.

Views and Visibility

The rural landscape surrounding Ratho is open in character and generally prominent in views from the transport and recreational routes passing through the landscape.

The site is visible from the M8 to the north to road users with a reduced susceptibility to visual change. Its wooded ridgeline and north facing agricultural slopes form prominent topographical features in roadside views. The open ridge top to the west of the site can also be glimpsed beyond the rooftop of the Edinburgh International Climbing Area.

Travelling south on Baird Road towards Ratho, there are open views across the site's north facing arable slopes to its wooded ridgeline, which contains views to the settlement to the settlement. On the southern side of the ridge the Manse and St Mary's Church provide a gateway to the village. Roadside planting, detached properties, arable land to the east and the cement works to the west also feature in the sequence of roadside views. Views would be experienced at slower speeds by local road users approaching and departing from the village, with greater opportunity to appreciate their surroundings. Travelling northwards along this route, the site's northern slopes provide an open foreground when leaving the village, set against the backdrop of the wooded ridgeline at Hillwood and Norton Park to the north. The M8 is largely concealed within a cutting and by planting.

Similar views are experienced by local recreational receptors using the path routes to the north of Ratho Hall. From the west side of the site, there are more elevated views across the motorway, Ratho Quarry and Climbing Arena.

The wooded slopes to the south of Ratho Hall, framing several listed buildings, are prominent in views from the Union Canal and towpath, where they contribute to its scenic quality. The Canal is a popular recreation resource, used both by many local residents for leisure and travel by bike to Edinburgh, in addition to forming an attraction to visitors from beyond the Council area, with the village acting as a hub for boaters, including residential moorings. Views are more enclosed by woodland to the west but open out to include views into the walled garden and feature Kirkton Farm and St Mary's Church. Views to the settlement to the south are contained by vegetation along the southern edge of the Canal, with only glimpsed views to rooftops to the south and Primary School set back from the water's edge. This gives the impression of a waterway set within a wooded valley. Towards the east end of the towpath, the townscape of Ratho Bridge, the Bridge Inn and buildings along Baird Road come into view.

The site's wooded southern hillside forms a backdrop to numerous views from the settlement of Ratho. This includes views from Wilkieston Rd and Hallcroft Park to the west, glimpsed between buildings along Main St and North St, viewed from the southern approach to the settlement along Dalmaohy Rd or experienced from the open space around the school and car park adjoining Baird Rd and the Bridge Inn.

Can the site be integrated into and in keeping with the character of the settlement and local landscape?

Development of the site would introduce large scale urban residential development across the wooded ridgeline surrounding Ratho Hall, much of which forms part of its non-Inventory designed landscape. This would alter Ratho's characteristic settlement structure, which comprises a settled ridge to the south, the central open valley landform lining the Union Canal and wooded ridgeline surrounding Ratho Hall and St Mary's Church to the north. The scale of change would almost double the extent of the existing settlement, through development of the village's northern hillside. The Union Canal, steep landform and wooded character of the site, provides limited scope for the close integration of built form, streets and open spaces. To the east of the site, closest to Baird Rd, development would alter spatial pattern of the Conservation Area and setting to several listed buildings, within the context of the Scheduled Monument of the Union Canal. Development on the slopes to the north of Ratho Hall would be both physically and visually detached from the existing settled area and would be restricted to some degree by steeper landform to the south. These changes would impact adversely upon essential characteristics of the Conservation Area and proposed Special Landscape Area.

Development on the north slopes of the site and elevated ridge to the west would be noticeable in glimpsed views from the M8, however, it would be unlikely to impact adversely on vehicular travellers due to their speed of travel and more passing interest in their surroundings. Impacts could be reduced by supplementary planting.

Development on the north slopes of the site would impact adversely in views from the northern approach to the settlement on Baird Rd, where open fields which contribute to Ratho's Rural setting would be replaced in views by housing set below the wooded ridgeline to the north. Housing would also alter open views experienced upon exiting the village, beyond the threshold of the ridgeline.

Development would impact on recreational receptors from the local paths to the north of Ratho Hall, where despite the nearby presence of the M8, climbing centre and quarrying to the north, open views across wooded farmland would be replaced by residential development.

Development on the upper slopes and lower lying ground to the south of the site adjacent the towpath, would impact adversely on open views experienced by many recreational receptors from the Core Path of the Union Canal, where the presence of development is currently unobtrusive in views. This would be replaced by a built up area to the north of the Canal, impacting adversely upon recreational receptors and additionally affecting perceptions of the Conservation Area, setting of a Scheduled Monument and Special Landscape Area.

Development on the upper slopes of the ridgeline would be partly enclosed by woodland in summer but prominent on the skyline in winter views through dormant tree cover. This would impact adversely on views from the settlement to the south with high susceptibility to visual change, including identified views from the Conservation Area to the south and perceptions of the Special Landscape Area from the wider landscape setting.

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

Through its effect on the setting of and visual amenity from the Union Canal, and by fundamentally weakening the essential characteristics of Ratho Conservation Area, development of the site would impact on valued characteristics and views to features which contribute to the wider landscape setting of the City, thereby undermining Green Belt objectives. Development would also impact upon characteristics of and views to the Ratho Hills, which have been recognised as of value beyond the immediate local and proposed for designation in the LDP as a Special Landscape Area.

Would the site enable clear and defensible Green Belt boundaries to be formed?

The existing green belt boundary to the north of the settlement runs along property boundaries on the southern edge of the Union Canal and is defined by Baird Road to the east, which provide clear boundary features appropriate to the scale and context of Ratho. Notwithstanding landscape and visual effects, the M8 and tree belts within the local landscape could provide alternative green belt boundaries.

**HARVEST ROAD EAST
Housing Site Assessment**

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

Deveron Homes (Halliday Fraser Munro) * MIR representation

Site assessment criteria		YES / NO	Comments / mitigation potential
Appropriate Locations			
Is the site located on brownfield land?		N	Arable farmland.
Can the site be made available for development?		Y/N	Representation received during MIR consultation. No representation received at Proposed Plan stage but still assumed site could be made available if allocated for development.
1. Does the site have good accessibility to existing public transport?	2. Would sufficient enhancements be feasible?	N N	The majority of the site has a score of A with accessibility increasing to the north and west with a score of B and the western boundary of the site having a score of C.
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> Revised Education Appraisal identifies the educational infrastructure required to support housing growth. 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 addendum identifies the transport infrastructure required to support housing growth. 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.
Landscape setting and identity			
Would the site, if developed, affect the wider landscape setting of the city?		N	The proposal would not impact significantly on the wider landscape setting of the city due to the sites low-lying elevation, aspect and perimeter woodland.
Would the site enable clear and defensible green belt boundaries to be formed?		N	The existing boundary to the south of Ratho Station, in the form of the woodland and railway, provides a strong physical and visual green belt boundary. The site would have woodland enclosure to the south and west but has an open boundary to an adjacent field to the north east of the site.
Can the site be integrated into and in keeping with the character of the settlement and local area?		N	Development of the site could not be effectively integrated with the existing settlement. It is separated from Ratho Station by the main Edinburgh-Glasgow railway line, wooded banking and terraced housing with no opportunity to connect with the pattern of existing streets. Landscape and visual effects would not be significant.
Countryside recreation			
Would development of the site avoid impacting upon existing access to countryside recreation?		Y	

Overall assessment

Not currently a reasonable site. Site has poor public transport accessibility with no scope for enhancements. Development would not provide suitable green belt boundaries and would not be in keeping with the character of the settlement and local area.

Landscape and Visual Assessment

Settlement context

The settlement originated as a former railway station, sited at the junction of the main Edinburgh-Glasgow railway line and now disused South Queensferry branch line. By the late 19th century, development lined the east side of Station Rd, between the railway to the south and Glasgow Rd (A8) to the north. The station closed to passenger traffic in the mid 20th century with its footprint and sidings now used for materials storage, separated from the village to the north by a wooded slope. In the 1950s cottages were erected along the A8, whilst the 1960s and 70s saw the establishment of the main residential area of Hillwood to the east of Station Rd and Lochend Industrial Estate to its west. In 2011, consent was granted for further residential expansion and care home to the east of the main public park.

Site Location

The site is located on the south side of main Edinburgh-Glasgow railway line, to the south of Ratho Station, east of Harvest Road and north of Norton House Hotel.

Landscape character

The site slopes from approximately 75 – 60 m above sea level from north to south, and its separated by the railway line and wooded banking from housing at Ratho Station to the north, which lies at between 55 to 40 m AOD. The site is part of the non-inventory designed landscape of Norton House, a compact country estate set around a small mid 19th century mansion (now operating as a hotel) forming its North Park, which was divided by the railway in the 1840s. It comprises rough grassland bordered by scrub along its northern boundary to the railway and is enclosed by a tree belt and detached villas along Harvest Wynd to the west. To the south and east, mature woodland, including some Ancient Woodland of plantation origin, adjoins the west drive and encircles Norton House, though the site has an open boundary to adjacent field to the northeast. An informal mown path leads through the long grass of North Park between Harvest Wynd and Norton House, connecting via Harvest Wynd to a footbridge over the railway, which doubles back toward Ratho Station to the north. The gardens and woods are accessible to hotel residents but the level of public use is unknown. A tram safeguard and Right of Way runs along the northern edge of the railway and nearest Core Path follows the A8. The wider landscape is characterised by the flat, low-lying plain of River Almond to the north and lowland farmland and policy woodland to the south and east, which rises southwards to the upland fringe of the Pentland Hills. This setting is fragmented by the transport infrastructure of M8, City Bypass, Edinburgh-Glasgow railway line, Edinburgh International Airport and Industrial land use at Lochend and Newbridge.

Views and Visibility

The site is not prominent in views from the wider landscape due to its low-lying elevation, aspect and perimeter woodland. There are no views to the site from M8, Station Rd or Harvest Road, with a wooded banking to the north of the railway restricting views to and from Ratho Station. Residential receptors at Harvest Wynd are set in partial seclusion of woodland, though have some views over the site from rear windows, which can be observed from the site. Views to the site from the west driveway to Norton House are restricted by woodland.

There are glimpsed views experienced at speed to the site's open grassland slopes the main Edinburgh to Glasgow railway line. Train passengers would have a passing interest in these surroundings and lower sensitivity to change.

Due to enclosure by woodland to the south, east and west, the main views from the site are to the north. A wide view is afforded across the railway to the Airport the Almond valley, low hills and designed landscapes on the coastal margins, the Forth bridges and backdrop of the Fife coast and hills. Guests and local residents passing between Norton House and Ratho Station

along the informal path would be the main visual receptors, though less sensitive to visual change to the informal outlook from the site. The Norton House stable block conference centre can be glimpsed through woodland to the southeast of the site.

Can the site be integrated into and in keeping with the character of the settlement and local landscape?

The proposal is small in scale and would permanently introduce urban residential development into a discrete area of designed landscape, which is low-lying and enclosed by woodland. The scale of change would impact adversely or the relatively compact designed landscape, by altering the historic character of its northern parkland. Whilst non-inventory sites contribute to the diversity and character of Edinburgh's landscape setting, these changes would not affect the wider lowland farmland to the west of the City. Visual impacts would be restricted to local residents and guests passing between Ratho St and the Norton House Hotel. The site is separated from Ratho Station by the main Edinburgh-Glasgow Railway, former station sidings and wooded banking, physically preventing the close integration of built form and residential streets.

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

The proposal would not significantly affect designated sites, characteristics or views recognised as of value to the wider landscape setting of the city.

Would the site enable clear and defensible Green Belt boundaries to be formed?

The existing green belt boundary is clearly defined by woodland along the disused railway to the north of the main Edinburgh-Glasgow railway line. Though the site has an open boundary to the northeast, the woodland belts at Norton House are of a size which could form the basis of a green belt boundary; however they are remote from the existing settlement and physical barriers to the integration of the built up area exist.

**CALDERWOOD
Housing Site Assessment**

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

Site assessment criteria		YES / NO	Comments / mitigation potential
Appropriate Locations			
Is the site located on brownfield land?		N	Arable farmland.
Can the site be made available for development?		Y	Proposed Plan representation promoting the site for residential development.
1. Does the site have good accessibility to existing public transport?	2. Would sufficient enhancements be feasible?	N N	The entire site has a score of A. No measures available to increase accessibility for this site.
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> Revised Education Appraisal identifies the educational infrastructure required to support housing growth. 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 addendum identifies the transport infrastructure required to support housing growth. 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.
Landscape setting and identity			
Would the site, if developed, affect the wider landscape setting of the city?		Y	Development of the lower lying parts of the site would result in a loss of rolling farmland to the west of the city and some localised visual impacts; however, it would also alter the rural context of the River Almond, an important landscape feature within the Council area. Development of the slopes surrounding the Bonnington ridge would impact adversely on the character of a prominent topographical feature and non-inventory designed landscape, which contribute to the landscape setting of the city in views from the A71 and Cliftonhall/Bonnington Rd.
Would the site enable clear and defensible green belt boundaries to be formed?		N	The Bonnington policies provide strong landscape features to the southeast of the site. The site lacks a defensible boundary to the north of the Bonnington ridge, where hedged field boundaries define the site to the northeast along Clifton Road.
Can the site be integrated into and in keeping with the character of the settlement and local area?		N	The site does not form an extension to an existing settlement, rather an expansion of a consented new settlement within West Lothian, on the boundary of the City of Edinburgh Council's administrative area. As such, within the LDP period, it would appear unlikely that the proposal would be in keeping with the character of an existing built up area. Development of the site would introduce urban residential development into an area of rolling farmland of strong rural character, situated to the south of the River Almond and to the west of the

		Bonnington ridge. These changes would impact adversely on views across the rural landscape and policy landscape of the Bonnington ridge, as experienced on the western approach to the city from the A71 and Bonnington Road/Cliftonhall Road.
Countryside recreation		
Would development of the site avoid impacting upon existing access to countryside recreation?	Y	
Overall assessment		
Not currently a reasonable site. Site has poor public transport accessibility with no scope for enhancements. Development would impact on the landscape setting of the city, would not provide suitable green belt boundaries and would not be in keeping with the character of the settlement and local area.		

Landscape and Visual Assessment

Site Location

The site lies to the south of the River Almond on the administrative boundary of the City of Edinburgh Council and West Lothian Council. The site's north boundary traces the southern bank of the River Almond, Linwater Caravan Park and Cliftonhall Rd. Its east boundary follows a track southwards from West Clifton Cottages to Bonnington House, where it skirts the west edge of policy woodland to the Council's administrative boundary. The southern and western edge of the site follows field boundaries and drainage ditches which demarcate the Council's administrative area.

Landscape/Townscape Character

The west part of the site is relatively flat sitting at between 110-100 m above sea level. The eastern half of the site rises from the north and south to a central ridge at approx 150-120 m above sea level, where policy woodland forms a wooded knoll surrounding Bonnington House at approx 125 m elevation. The site forms part of the wider pattern of rolling farmland to the west of the City, which gradually rises southwards from the coastal margin and wide wooded valley of the River Almond toward the footslopes of the Pentland Hills. The ridgeline extends to the east, to merge with the hills to the west of Ratho at Tormain and Craw Hill, which define the edge of the Almond basin. Land cover comprises arable farmland with small stands of coniferous plantation and larger areas of broadleaf woodland lining the River Almond to the north and forming the policies to Bonnington House to the east. This non-inventory designed landscape dates from the 17th century but was fashioned into an extensive 18th century formal landscape, which gradually naturalised and declined with changes in ownership. The landscape today, functions as a sculpture park. Field boundaries are hedged along Clifton Rd but tend to be subdivided by fencing to the west, with stone walling prevalent in fields surrounding Bonnington House to the east. Settlement is limited to dispersed farmsteads and cottages at Overshiel and West Clifton and West Clifton Cottages. The ridgeline to the east of Bonnington House is settled, mid-way along its length lies West Bonnington Farm and Cottage and to its east Bonnington village. Bonnington Mains Farm lies to the east of Cliftonhall Rd, the main north-south road through the landscape, which connects the Glasgow Rd (A8) to the north with the Calder Rd (A71) to the south. To the south of the site, the B7015, leads westwards from the A71 to East and Mid Calder. There is no formal public access to Bonnington House, however the sculpture park provides a trail through the designed landscape, experienced by seasonal visitors and educational groups alike. The River Almond to the north forms the main Core Path through the landscape, which connects to Almondell and Calderwood Country Park in West Lothian, whilst the distinctive, wooded gorge of the Almond's upper course has been recognised as of city-wide landscape value through the Council's Review of Local Landscape Designations.

There is no immediate townscape adjoining the site at present. The site is proposed as an extension to the Calderwood master plan, which has planning permission in principle for 2,300 homes across some 219 ha of land to the east of East Calder and to the north and south of the B7015. The residential component of the masterplan will be delivered to the north of the B7015, in addition to a local centre, two primary schools, two local parks, a neighbourhood park and land for a cemetery. South the B7015, development will include new landscape proposals, a new high school and employment land. The development will provide an expanded Park and Ride facility at Kirknewton railway station for 300 cars.

Views and Visibility

The site is not prominent in views from much of the Council area, as it lies to the west of Tormain and Craw Hill to the south of Ratho, which form the edge of the Almond basin and natural viewshed. The ridgeline designed landscape of Bonnington House makes an important contribution to the rural landscape on the western approach to the city from the Calder Rd (A71) and Bonnington Road/Cliftonhall Road, which forms a busy link between the Glasgow Road (A8) and A71. There are elevated outward views from the paths within its policies, southwards across

Dalmahoy to the Pentland Hills and northward across Kirkkliston and the Almond valley to the Firth of Forth. In addition to the planned nature of the designed landscape, due to the presence of the sculpture park at Bonnington House, these views would be experienced by recreational receptors with high susceptibility to landscape change. The site is overlooked from Clifton Road, a minor within the greenbelt, which passes through the site, providing access to residences at Overshiel Farm, West Clifton Farm and West Clifton Cottages. Other visual receptors with sensitivity to landscape change would include agricultural workers, staff and visitors at the Linwater Caravan Park to the northeast of the site. From lower ground, outward views include the Ratho Hills to the east, Pentland Hills to the south, with views to the north enclosed by the wooded course of the River Almond. Views from the River Almond Core Path are channelled along its enclosed valley setting, contributing to a strong sense of naturalness and scenic value.

Can the site be integrated into and in keeping with the character of the settlement and local landscape?

At present, the site does not form an extension to an existing settlement, rather an expansion of a consented new settlement within West Lothian, on the boundary of the City of Edinburgh Council's administrative area. As such, within the LDP period, it would appear unlikely that the proposal would be in keeping with the character of an existing built up area. Development of the site would introduce urban residential development into an area of rolling farmland of strong rural character, situated to the south of the River Almond and to the west of the Bonnington ridge. These changes would impact adversely on views across the rural landscape and policy landscape of the Bonnington ridge, as experienced on the western approach to the city from the A71 and Bonnington Road/Cliftonhall Road. Development would also be likely to impact adversely on views from the policies of Bonnington House, as experienced by large numbers of recreational receptors visiting the sculpture park with high sensitivity to landscape change. The rural aspect from Cliftonhall Rd and as by local residential receptors would also be adversely affected by development of lower-lying agricultural land.

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

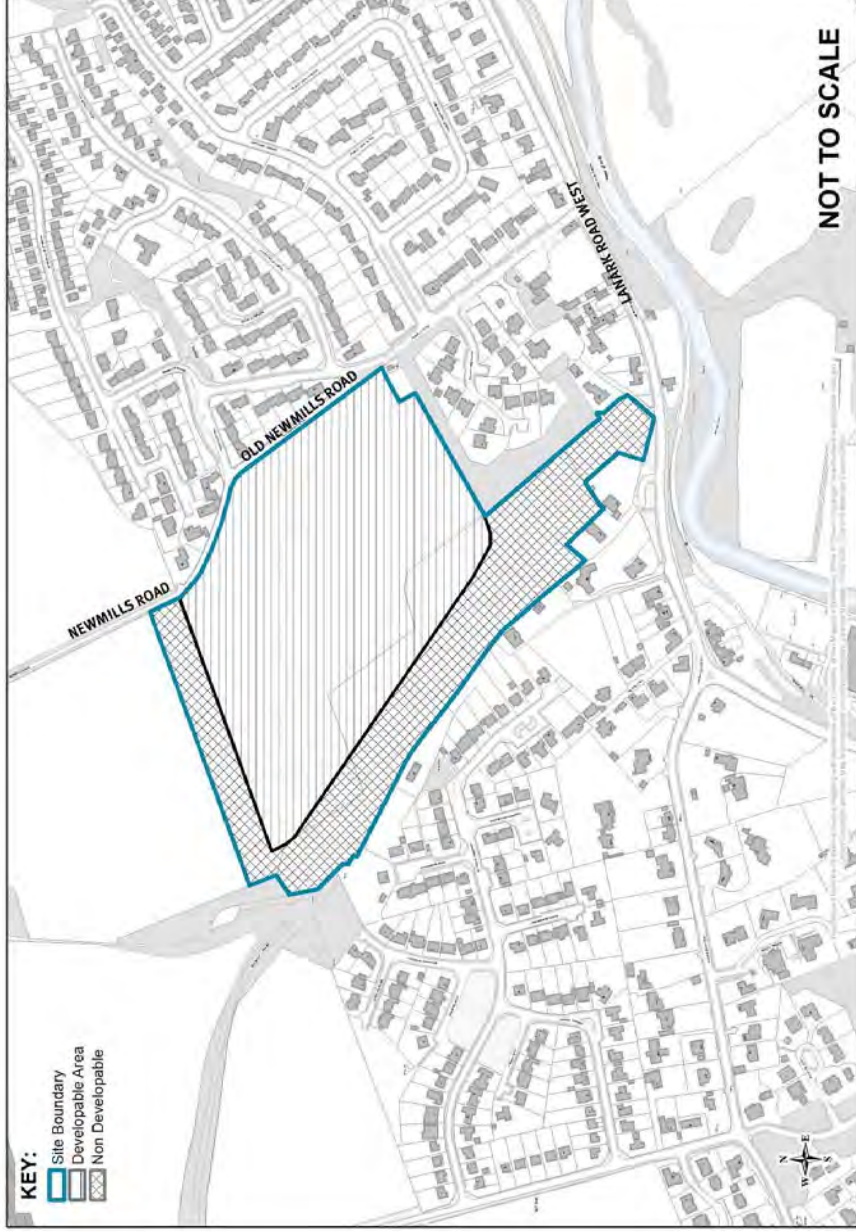
The site lies outwith the Edinburgh Green Belt within an area of Countryside Policy, however, similar landscape setting considerations apply. Development of the lower lying parts of the site would result in a loss of rolling farmland to the west of the city and some localised visual impacts; however, it would also alter the rural context of the River Almond, an important landscape feature within the Council area. Development of the slopes surrounding the Bonnington ridge would impact adversely on the character of a prominent topographical feature and non-inventory designed landscape, which contribute to the landscape setting of the city in views from the A71 and Cliftonhall/Bonnington Rd.

Would the site enable clear and defensible Green Belt boundaries to be formed?

Notwithstanding landscape and visual effects, the Bonnington policies provide strong landscape features to the southeast of the site. The site lacks a defensible boundary to the north of the Bonnington ridge, where hedged field boundaries define the site to the northeast along Clifton Road.

Indicative areas available for new housing

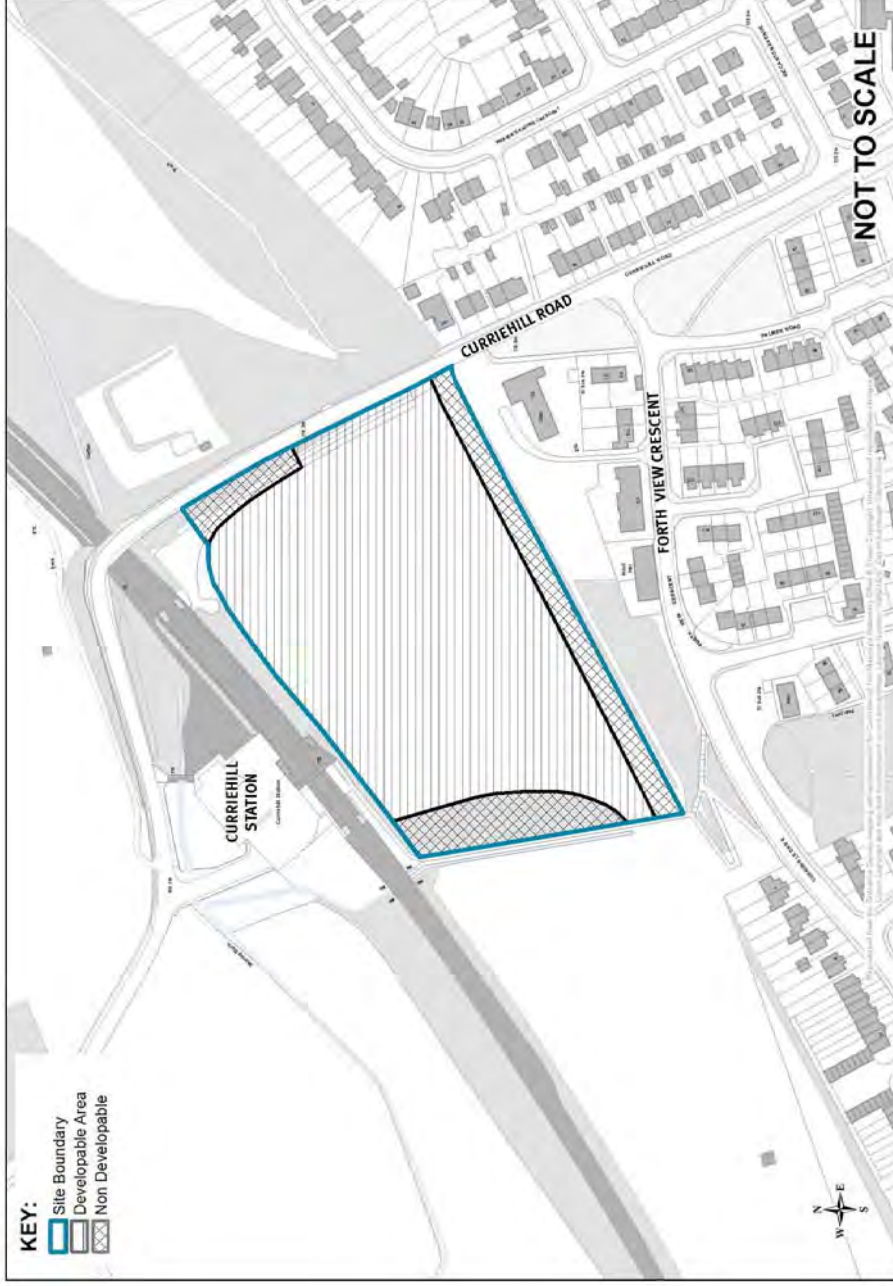
Indicative area available for new housing are based on the below map and table



Name: Newmills, Balerno	
Site area:	11 ha
Non-developable area:	1 ha
New greenbelt boundary	3 ha
Large greenspace, multiuser path	
Indicative Area available for new housing:	7 ha

Indicative areas available for new housing

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



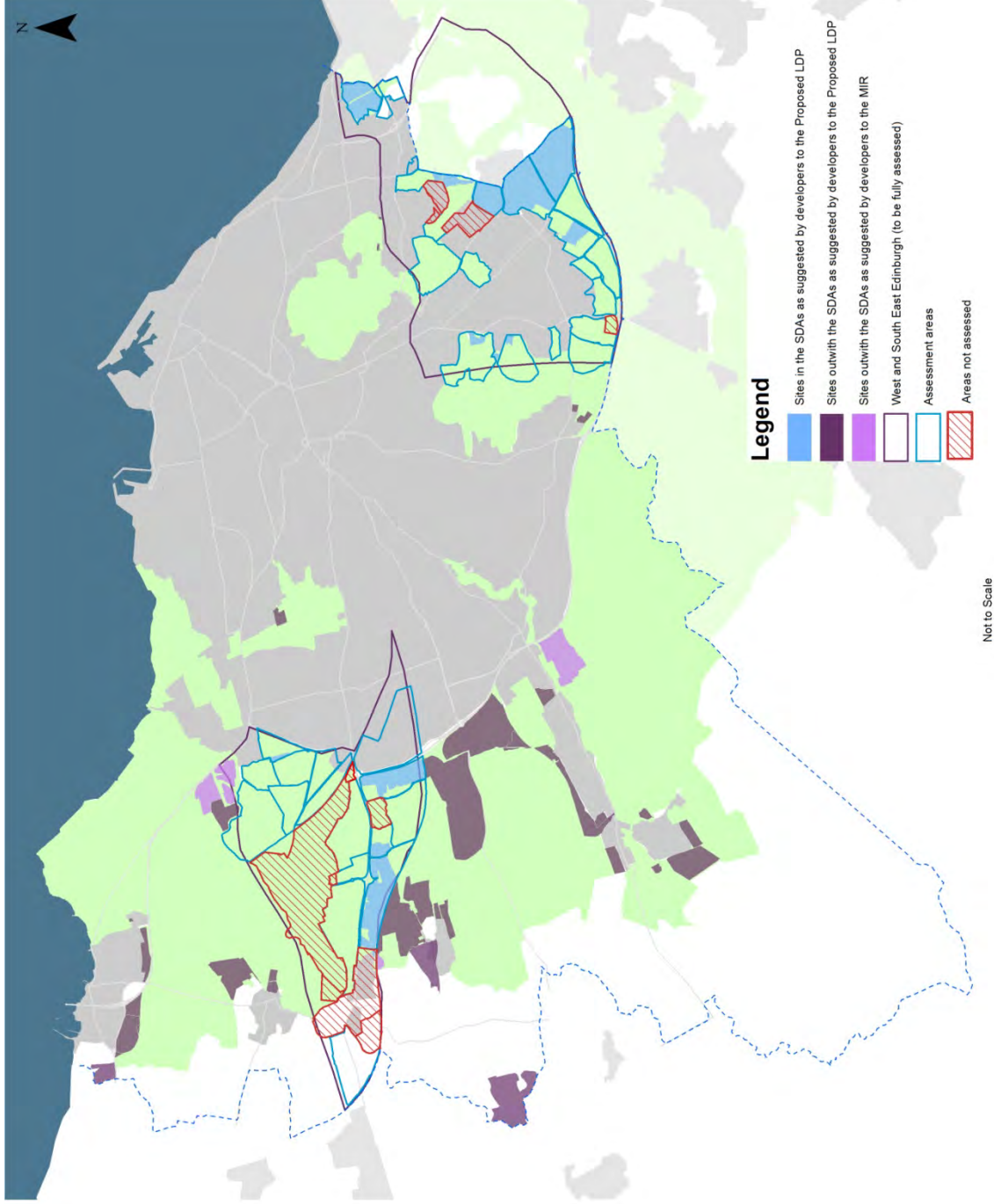
Name: Curriehill Road, Currie	
Site area:	2.5 ha
Non-developable area: Existing woodland/hedgerow	0.5 ha
Indicative Area available for new housing:	2 ha

APPENDIX 9: Other, Citywide

All Proposed Plan representations promoting land for housing as illustrated in figure 7 (Environmental Report, Second Revision, Volume 1) have been assessed. Sites promoted during the Main Issues Report consultation and not during the representation period on the Proposed LDP have also been assessed. Where site boundaries and developers' interests in the same local area differ between MIR and Proposed Plan representations, the Proposed Plan sites have been assessed, as they provide the latest intentions of the developer.

A housing site assessment has been completed for all submissions and consideration has been given to parts of sites deemed suitable for new housing development. An evaluation of the potential effects of the representations to the Proposed LDP upon landscape, townscape and visual amenity has been undertaken. The landscape and visual assessments describes the general characteristics, visibility and views relating to each site, reviewed by means of site assessment and desk study, to assess their potential for meeting development needs.

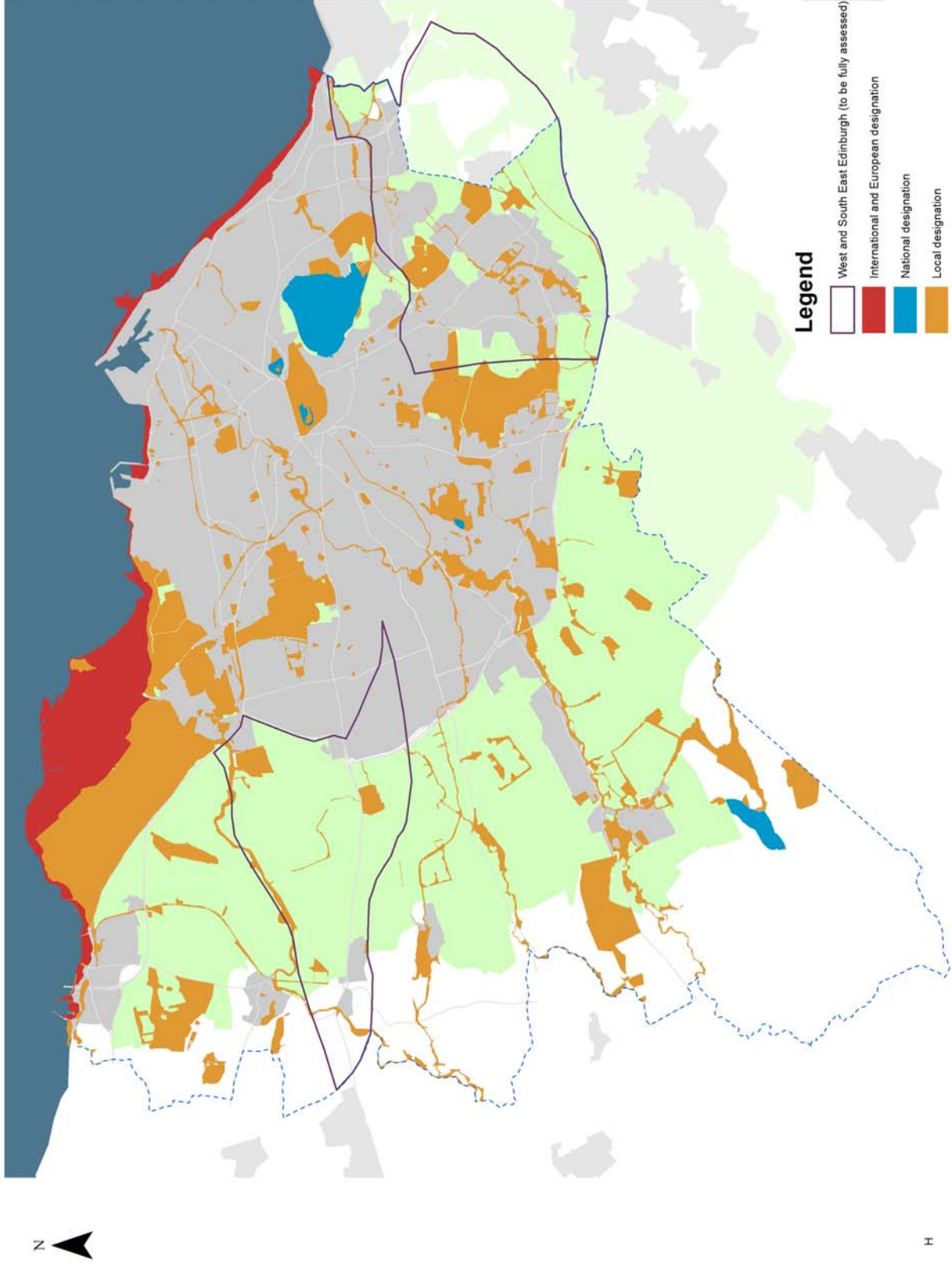
Environmental constraints have been identified and mapped and further background information collated to inform the assessments that have been undertaken. Areas considered not suitable for development at this time have not been subject to SEA at this stage. If any sites are subsequently considered for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



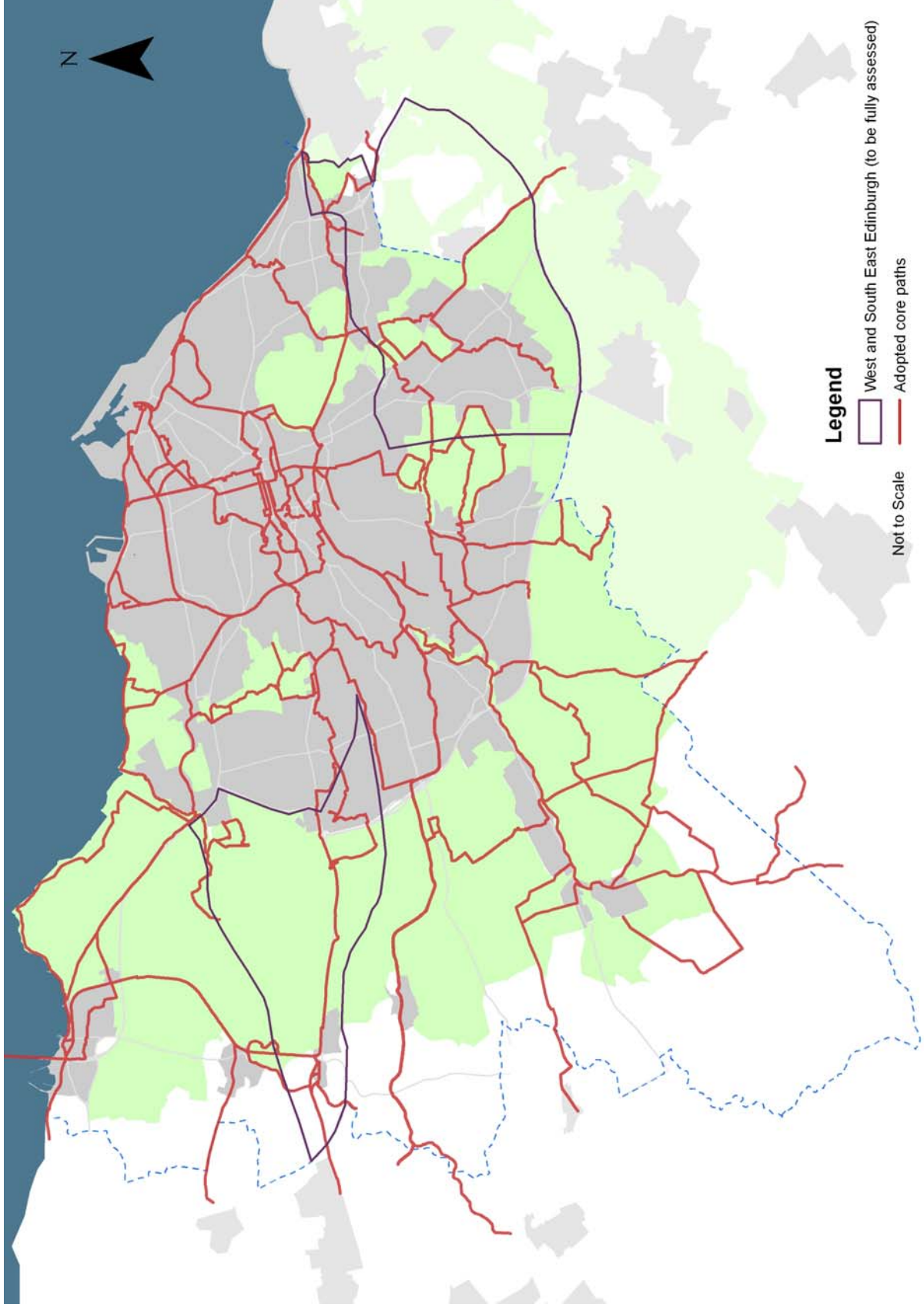
Assessment areas in West Edinburgh and South East Edinburgh and site outwith SDAs suggested by developers



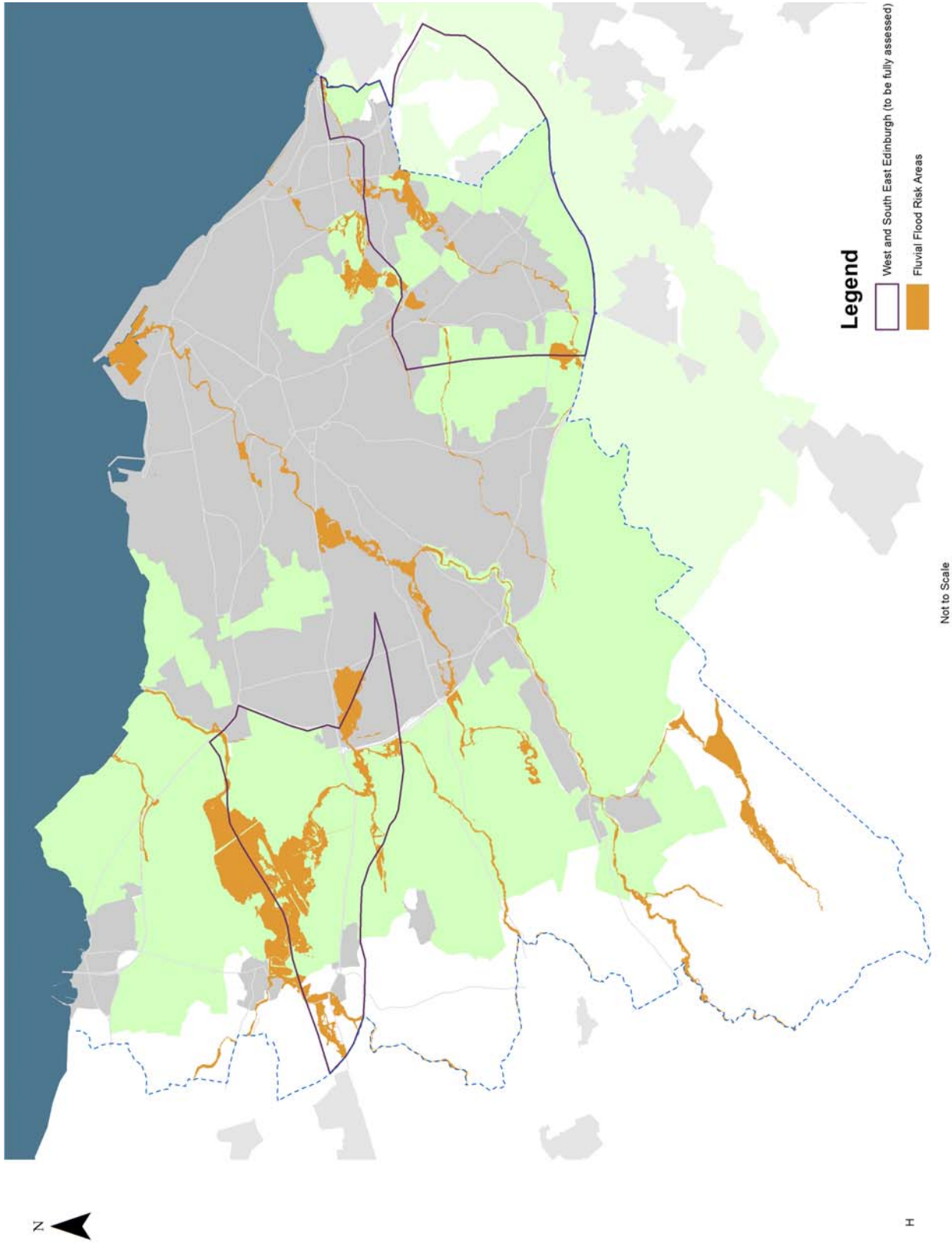
Other, Citywide developer submissions



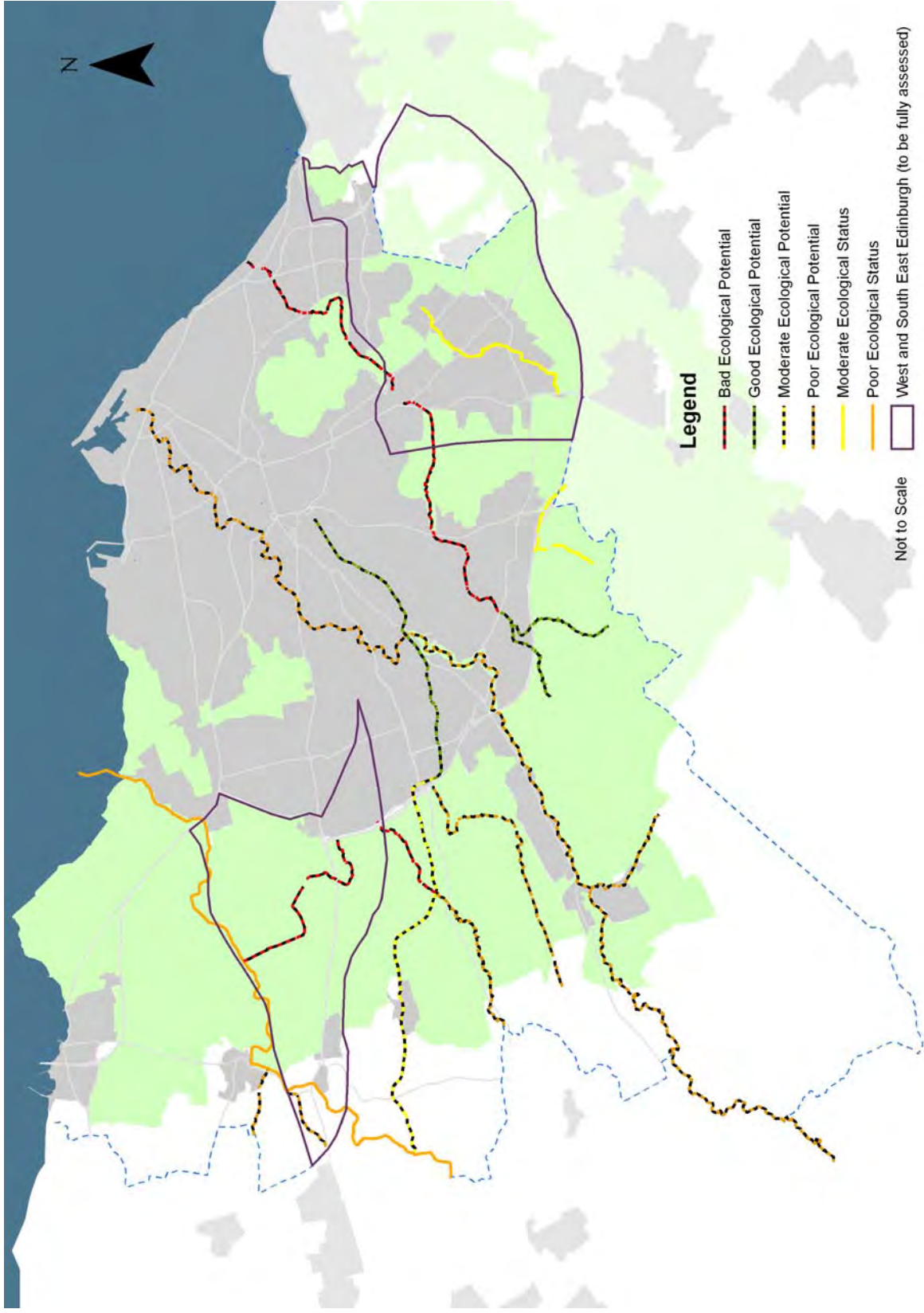
Biodiversity, Fauna and Flora



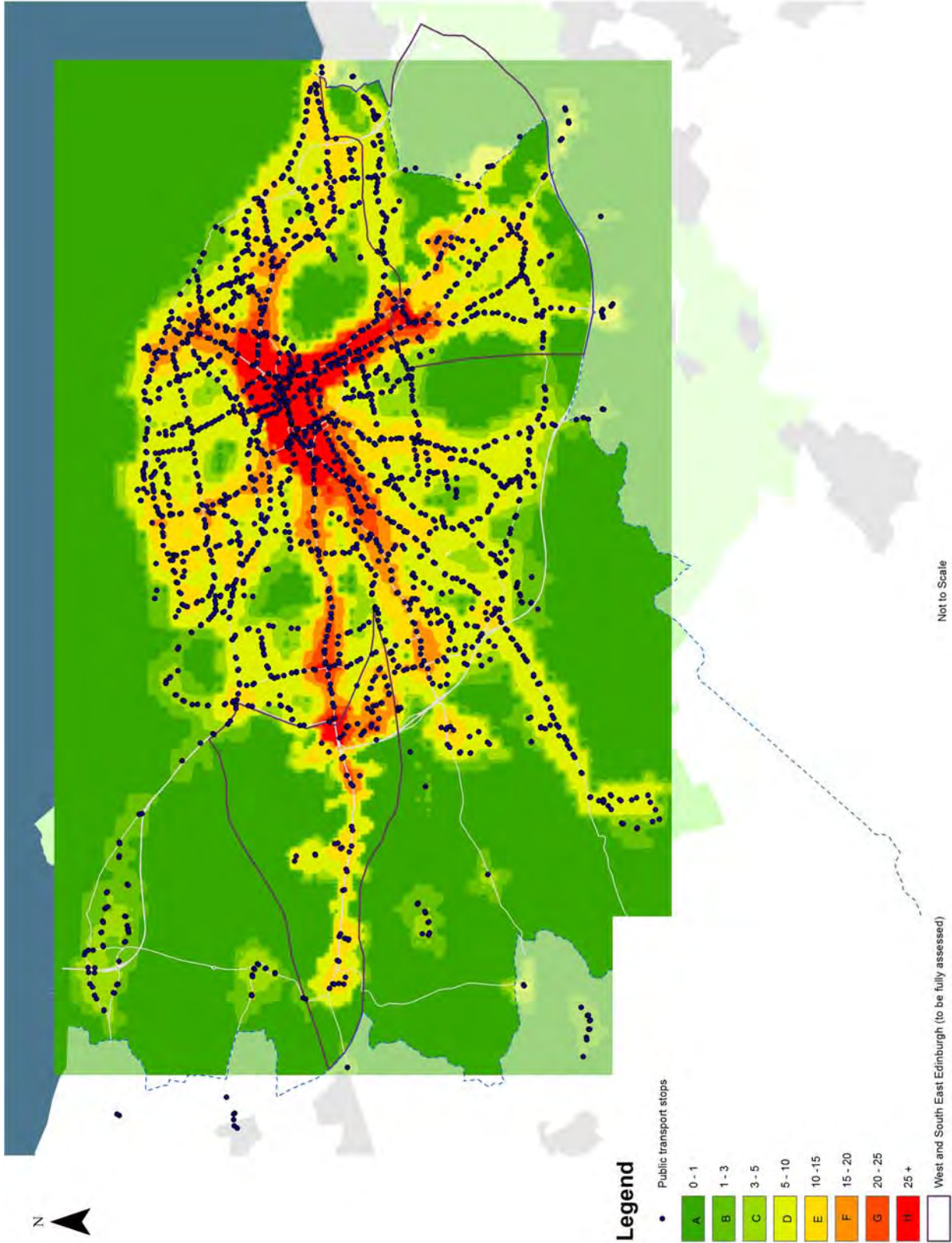
Active travel



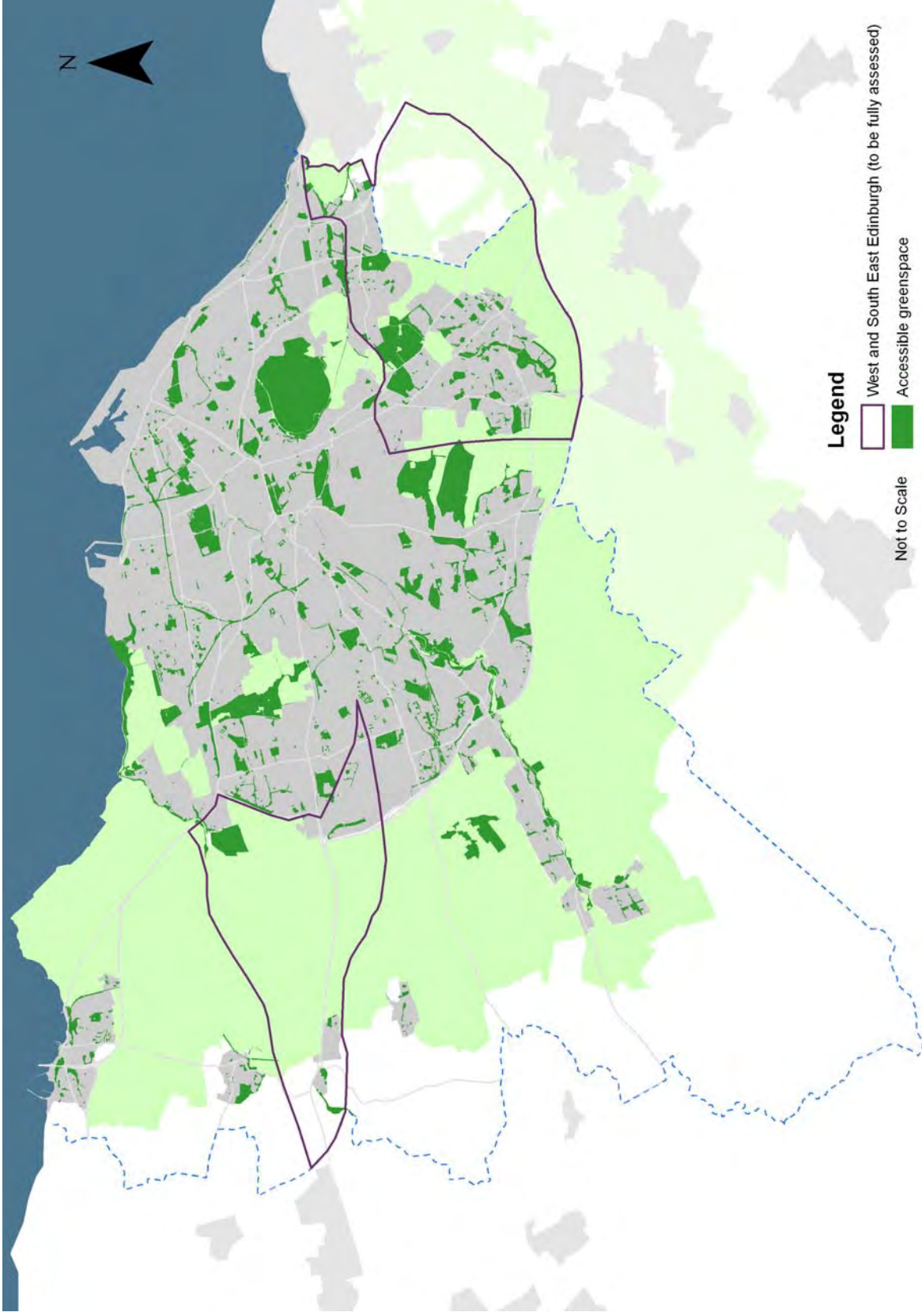
Fluvial Flood Risk Areas (updated using SEPA mapping, January 2014)



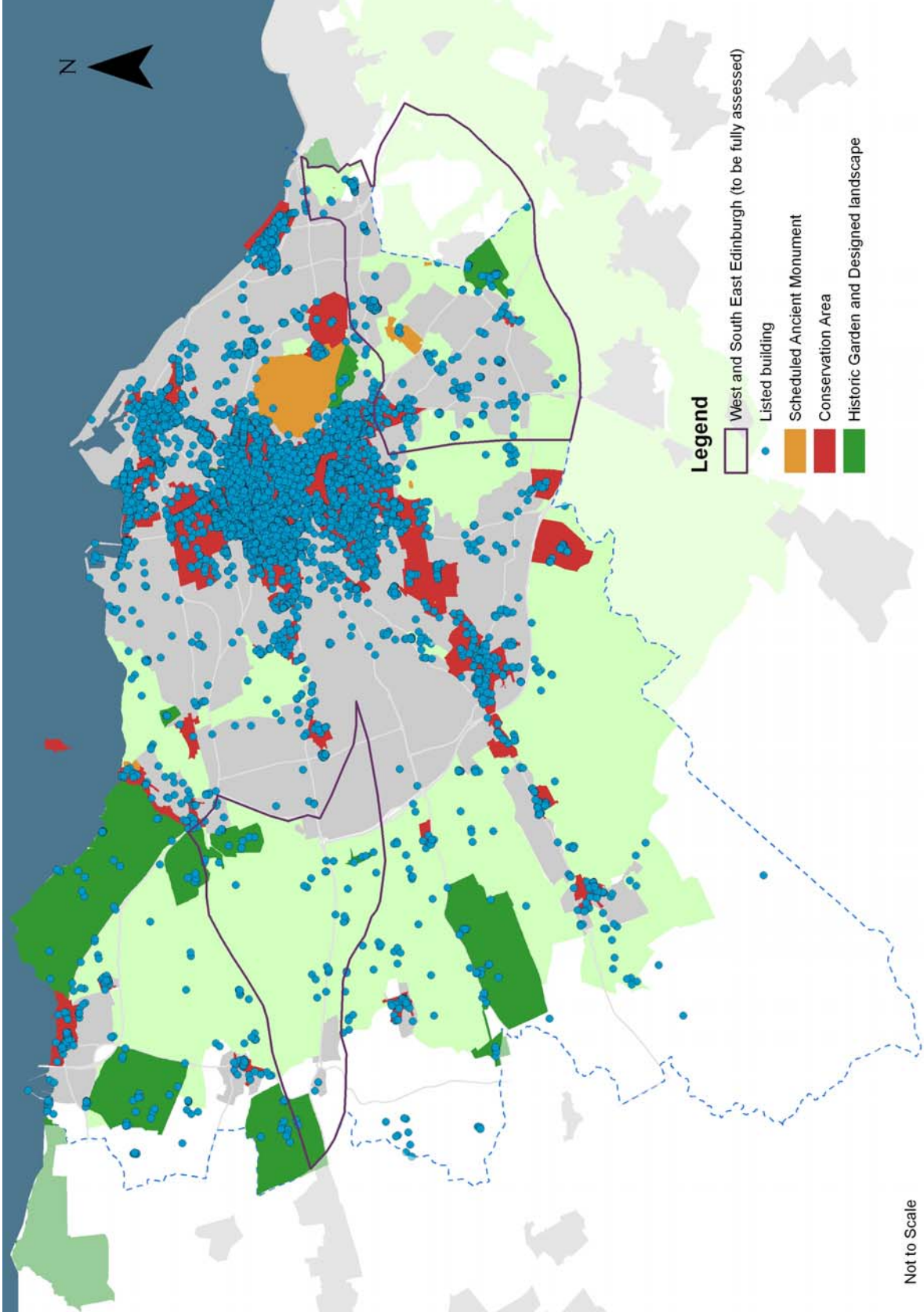
Quality of the Water Environment



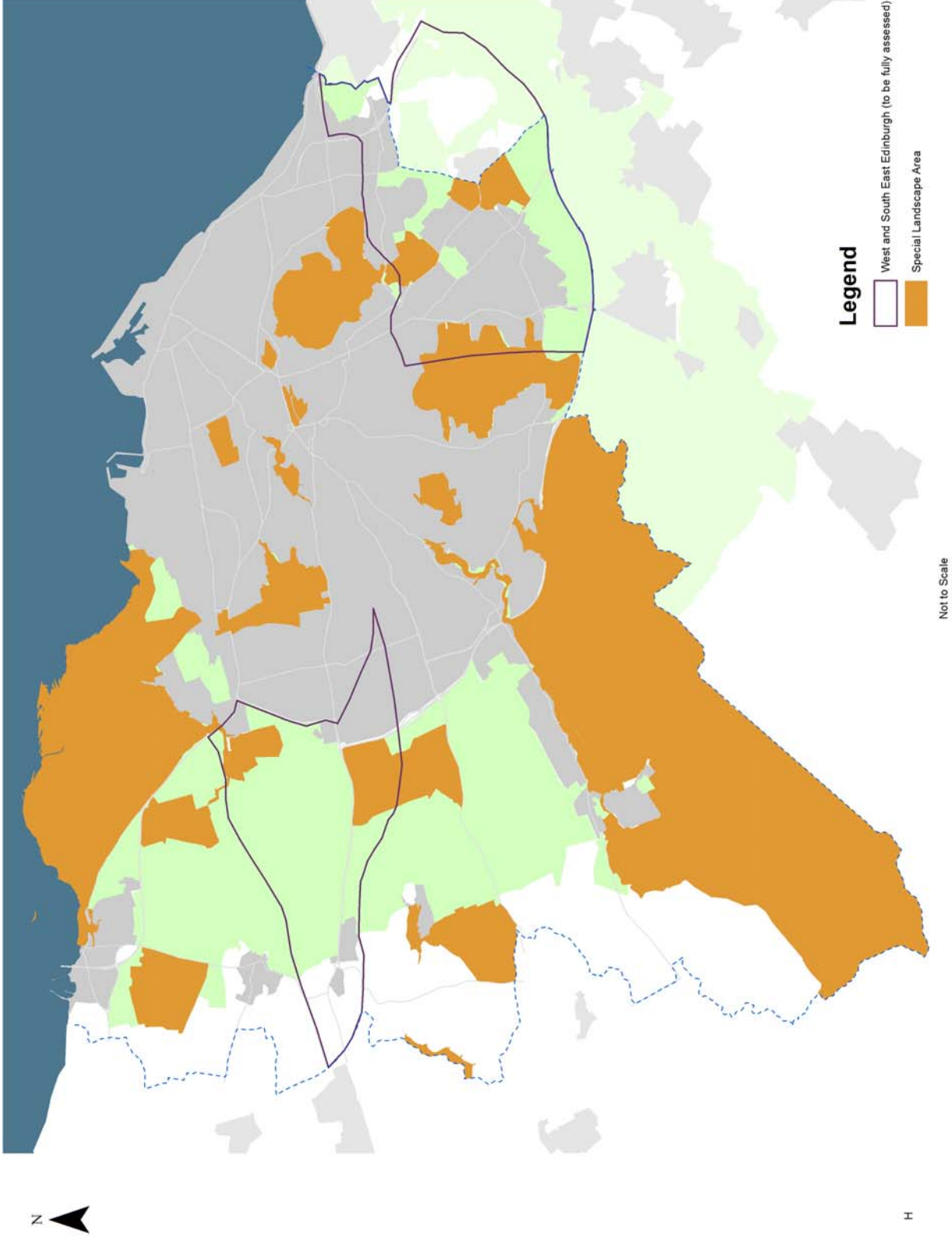
Public transport accessibility



Open Space



Edinburgh's cultural heritage



Edinburgh's landscape designations

**CRAIGCROOK ROAD
Housing Site Assessment**

Who made representation(s) relating to the assessment area? CALA Management (Ryden)

Site assessment criteria		YES / NO	Comments / mitigation potential
Appropriate Locations			
Is the site located on brownfield land?		N	Arable farmland.
Can the site be made available for development?		Y	Proposed Plan representation promoting the site for residential development.
1. Does the site have good accessibility to existing public transport?	2. Would sufficient enhancements be feasible?	Y	Accessibility increases to the east with the majority of the site having a score of B or C. The western edge of the site has a score of A.
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.</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> Revised Education Appraisal identifies the educational infrastructure required to support housing growth. 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 addendum identifies the transport infrastructure required to support housing growth. 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>
Landscape setting and identity			
Would the site, if developed, affect the wider landscape setting of the city?		Y	Corstorphine Hill comprises a distinctive and scenically attractive, low wooded ridge which forms an important landmark across the City. Its lower slopes include villa grounds and recreational open space of designed landscape origin, which contribute to its wooded character and provide a valuable foreground to important views to the hill from the immediate locale. The Hill and its surrounding slopes have been a long standing Area of Great Landscape Value and are proposed for designation as a Special Landscape Area in the LDP. Through its impact on the distinctive parkland character of the hillside and views to and from Corstorphine Hill, development would impact adversely on the wider landscape setting of the City.
Would the site enable clear and defensible green belt boundaries to be formed?		Y	The existing green belt boundary is clearly formed by Craigcrook Road to the east and boundary walling to Hillpark Brae and Hillpark Rise to the north, reinforced by mature parkland trees within the site.
Can the site be integrated into and in keeping with the character			Woodland to the north of Murrayfield and Ravelston golf courses and the east edge of Corstorphine Hill LNR, would provide features capable of forming an alternative green belt boundary. Development would introduce urban residential development onto the eastern slopes of

<p>of the settlement and local area?</p>	<p>N</p>	<p>Corstorphine Hill. This would reflect the pattern of 20th century urban development, which extended across the open farmed slopes to the east of the hill, however, it would introduce housing not into open fields but wooded pasture, which forms the remnant policies of Craigcrook Castle, a category B Listed building. This would impact adversely on the landscape character of policy parkland and specimen trees at Craigcrook, which alongside many non-inventory villa grounds and public parks, contribute to the setting of Corstorphine Hill's wooded ridgeline.</p> <p>The loss of the site's open pasture would alter the setting available to appreciate specimen trees subject to a TPO. The integration of new residential development including roads, on a sloping site, could pose potential challenges in terms of achieving an urban layout compatible with long-term retention or replacement of trees of parkland stature, whilst avoiding disturbance to existing drainage and soil water. Development of adjacent land at Hillpark Rise has required substantial platforms and retaining walls. Loss of mature trees across the site would contribute to a reduction in the Hill's overall woodland cover.</p> <p>Development would enclose views across the site's open foreground to Corstorphine Hill's wooded ridgeline from Craigcrook Rd, as experienced by vehicular travellers and local residential receptors, impacting on views to an important landscape feature within the City. Development would also impact adversely on views from Hillpark to the north, however, providing it was contained to the lower slopes of the site, it would not impact adversely on longer range views from across the City.</p> <p>Ongoing woodland management at Corstorphine Hill Local Nature Reserve will increase permeability of views from the site's eastern paths, whereby development could impact adversely on the seclusion experienced by recreational receptors using the Hill's path network to the west of the site.</p>
<p>Countryside recreation</p>		
<p>Would development of the site avoid impacting upon existing access to countryside recreation?</p>	<p>N</p>	<p>Despite there being no existing footpaths within the site, development would enclose views across the site's open foreground to Corstorphine Hill's wooded ridgeline from Craigcrook Rd, impacting on views to an important landscape feature within the City.</p> <p>Development could also impact adversely on the seclusion experienced by recreational receptors using the Hill's path network to the west of the site.</p>
<p>Overall assessment</p> <p>Not currently a reasonable site. Development would affect the landscape setting of the city and could not be integrated or be in keeping with the character of the existing settlement.</p>		

Landscape and Visual Assessment

Site Location

The site lies to the west of Edinburgh city centre. It is bounded by Craigcrook Road to the east, Corstorphine Hill Local Nature Reserve to the west, Hillpark Rise and Hillpark Brae to the north, Craigcrook Castle and the golf courses of Murrayfield and Ravelston to the south.

Landscape/Townscape Character

The site lies on the eastern slopes of Corstorphine Hill and falls as a prominent ridge from 115 m above sea level to its west to approximately 55 m above sea level to its east, dipping also to its southern boundary. Whilst Corstorphine Hill has a characteristic north-south ridge rising to some 162 m above sea level, its eastern slopes taper gradually towards Ravelston Woods. The main ridgeline of Corstorphine Hill is formed by the Local Nature Reserve and natural heritage park, which represents the City's largest urban woodland. However, a number of non-inventory designed landscapes situated on the side slopes of the Hill's landform mass contribute to its wooded character, including: Davidson's Mains public park to the north, Murrayfield and Ravelston golf courses to the south; Ravelston Woods and the grounds of Craigcrook Castle to the east, the villas of Clerwood and Hillwood to the west; Beechwood and Beechmount along Corstorphine Road to the south, in addition to the late 18th century villa of Corstorphinehill House, laid out as Edinburgh Zoo in the early 20th century.

The site forms part of the parkland of the non-inventory designed landscape of Craigcrook Castle, a mid 16th Century tower house with extensive 19th Century additions and category B Listed Building, which sits to the southeast of the site within a treed enclosure and 20th century single storey pavilion within its walled garden to the south. The plantings surrounding the Castle are noted as heritage trees and include Monkey Puzzle, Deodar Cedar, Wellingtonia, Corsican Pine, Cypressus and Yew.

The site is currently used for horse grazing and comprises just under 8 ha of unimproved grassland, identified as semi-natural greenspace in the Council's Open Space Audit. The site is laid out with mature parkland trees and their setting in open pasture provides for their appreciation. The trees are subject to a Tree Preservation Order and specimens include Oak, Sycamore and Lime, with most in good condition but some showing signs of decline. The density of tree cover intensifies to the west of the site, where they coalesce with woodland on Corstorphine Hill, separated by a post and wire fence. The southwest boundary of the site is formed by broadleaf woodland on the northern slopes of the golf courses of Murrayburn and Ravelston.

The site boundary to the north is formed by walling to two storey post-war housing along Craigcrook Rd to the east, where the site is bounded by a wall, field gate and broad grassed verge. To the northwest of the site, a more recent extension to the Hillpark residential estate at Hillpark Rise, includes a mix of two storey housing and flattened development, set into the . The site has a semi-rural character owing to its proximity to residential areas and close association with the more wooded and secluded character of Corstorphine Hill.

Craigcrook Road forms an important vehicular link through the urban area between Murrayfield, Queensferry Rd and Cramond. A network of path routes also traverse Corstorphine Hill Local Nature Reserve, including the Corstorphine Hill Core Path, which runs north-south across the main ridgeline, linking to Queensferry and Craigeith to the north and to the south, Core Paths between Sighthill and Carrick Knowe and along the Water of Leith. A branch of the Corstorphine Hill Core Path also leads between the fairways of Murrayfield Golf Course to the southeast, via a track from Ravelston Dykes Road.

The path route along the eastern edge of the Corstorphine Hill Local Nature Reserve connects between Queensferry Rd and the Rest and Be Thankful viewpoint to the south. A branch from this path leads eastwards to Craigcrook via a series of steps. The Craigcrook path connects northwards to Hillpark Rise before leading eastwards via a series of terraced greenspaces to Craigcrook Rd. The path also appears to link with informal desire lines across the site. The hill provides for a wide range of recreational activity, including observing nature, walking, dog exercise, jogging and cycling.

Views and Visibility

Corstorphine Hill is an important landmark from western approaches to the city by road and rail. Its wooded ridge forms the backdrop to many views across the City, including from The Mound, Calton Hill, Blackford Hill, the Braid Hills and Salisbury Crags. Clearings in its woodland cover permit elevated northward views towards Ben Lomond in the west, the forth estuary and Fife to the north; to the east, central Edinburgh, the Lammermuir Hills and flatter terrain of East Lothian and the Pentland Hills to the south. Scheduled openings of the 19th century Corstorphine Tower, a memorial to Sir Walter Scott sited on the hilltop, enable visitors to experience this 360° panorama. To the south of the site, there are protected views from the path between Ravelston Dykes Rd to the Rest and Be Thankful viewpoint to the northeast of Edinburgh Zoo. This features a dramatic view including the Forth Estuary, the Old and New Towns set against Arthur's Seat, with Blackford Hill and the Pentland Hills to the south.

The site is prominent in views from Craigcrook Rd to high numbers of vehicular travellers, travelling between Murrayfield via Ravelston Dykes Road to Queensferry Rd and Cramond. It forms a prominent sweep of open parkland on the bend of Craigcrook Rd, which is visible in both directions of travel and aligns with east-west and north-south sightlines. At closer range, the site's open east facing slopes are visible, whilst in middle distance views its parkland trees give the impression of a wooded hillside extending down to Craigcrook Rd. The site provides a break in development, enabling foreground views to the Hill, with the site's parkland trees merging with woodland on the ridgeline of Corstorphine Hill and plantings surrounding Craigcrook Castle. In addition to two telecoms masts, Corstorphine Tower is visible on the hilltop to the west. In absence of summer foliage cover on the site's parkland trees, housing on the north side of the site is prominent in northward views.

In roadside views, the land to the west of Craigcrook Castle is partly screened by its perimeter planting when travelling north. However, the southwest part of the site is overlooked from the Listed Building and its grounds and is clearly visible in southward direction of travel from Craigcrook Road. The Castle's turreted roof and coloured render can also be glimpsed through dormant tree cover from Craigcrook Rd.

The site's open slopes and parkland trees are also visible on a daily basis to local residents with a high sensitivity to visual change within the Blackhall and Craigleith community, with the site lying close to Blackhall Primary and local shops on Craigcrook Road.

The site is overlooked by residential receptors at Hillpark to the north, with many properties having an open aspect to the site to the south from rear/side elevations, in addition to properties fronting onto Craigcrook Rd to the east, all of whom would have high susceptibility to landscape change.

The path on the east edge of Corstorphine Hill is somewhat enclosed by Salmonberry at present; however, it is understood that this is a transient issue and subject to ongoing woodland management objectives, more open views back to the City skyline to the east beyond would be restored to recreational receptors. Path users are visible from within the site, using the route on the perimeter of the Hill, which leads to Craigcrook.

Descending the path to Craigcrook, the site forms a green backdrop to views through winter woodland. Views from the elevated western edge of the site between parkland trees reveal Craigcrook Castle, set against the backdrop of Edinburgh Castle, Arthur's Seat and Calton Hill. To the west, outward views across Blackhall reveal the central tower of Fettes College, Forth Estuary and North Berwick Law, whilst to the northeast; there are views across housing to the Fife coast, where the development at Hill Park Rise is prominent in the foreground. The proximity of development intrudes on the Hill's wooded character further along the path to the north, in particular flattened development at Hill Park Rise.

The site is largely screened by existing woodland in views from Murrayfield and Ravelston golf courses, though there are filtered views to the site from the fairways through dormant woodland in winter.

Can the site be integrated into and in keeping with the character of the settlement and local landscape?

Development would introduce urban residential development onto the eastern slopes of Corstorphine Hill. This would reflect the pattern of 20th century urban development, which extended across the open farmed slopes to the east of the hill, however, it would introduce housing not into open fields but wooded pasture, which forms the remnant policies of Craigcrook Castle, a category B Listed building. This would impact adversely on the landscape character of policy parkland and specimen trees at Craigcrook, which alongside many non-Inventory villa grounds and public parks, contribute to the setting of Corstorphine Hill's wooded ridgeline.

The loss of the site's open pasture would alter the setting available to appreciate specimen trees subject to a TPO. The integration of new residential development including roads, on a sloping site, could pose potential challenges in terms of achieving an urban layout compatible with long-term retention or replacement of trees of parkland stature, whilst avoiding disturbance to existing drainage and soil water. Development of adjacent land at Hillpark Rise has required substantial platforms and retaining walls. Loss of mature trees across the site would contribute to a reduction in the Hill's overall woodland cover.

Development would enclose views across the site's open foreground to Corstorphine Hill's wooded ridgeline from Craigcrook Rd, as experienced by vehicular travellers and local residential receptors, impacting on views to an important landscape feature within the City. Development would also impact adversely on views from Hillpark to the north, however, providing it was contained to the lower slopes of the site, it would not impact adversely on longer range views from across the City.

Ongoing woodland management at Corstorphine Hill Local Nature Reserve will increase permeability of views from the site's eastern paths, whereby development could impact adversely on the seclusion experienced by recreational receptors using the Hill's path network to the west of the site.

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

Corstorphine Hill comprises a distinctive and scenically attractive, low wooded ridge which forms an important landmark across the City. Its lower slopes include villa grounds and recreational open space of designed landscape origin, which contribute to its wooded character and provide a valuable foreground to important views to the hill from the immediate locale. The Hill and its surrounding slopes have been a long standing Area of Great Landscape Value and are proposed for designation as a Special Landscape Area in the LDP. Through its impact on the distinctive parkland character of the hillside and views to and from Corstorphine Hill, development would impact adversely on the wider landscape setting of the City.

Would the site enable clear and defensible Green Belt boundaries to be formed?

The existing green belt boundary is clearly formed by Craigcrook Road to the east and boundary walling to Hillpark Brae and Hillpark Rise to the north, reinforced by mature parkland trees within the site.

Notwithstanding landscape and visual effects, woodland to the north of Murrayfield and Ravelston golf courses and the east edge of Corstorphine Hill LNR, would provide features capable of forming an alternative green belt boundary.

**WINTON GARDENS
Housing Site Assessment**

Who made representation(s) relating to the assessment area? Miller Homes (Holder Planning)

Site assessment criteria		YES / NO	Comments / mitigation potential
Appropriate Locations			
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 the site for residential development.
1. Does the site have good accessibility to existing public transport?	2. Would sufficient enhancements be feasible?	Y	Majority of site has a score of C with the north west corner of the site having a score of D.
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.</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> Revised Education Appraisal identifies the educational infrastructure required to support housing growth. 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 addendum identifies the transport infrastructure required to support housing growth. 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>
Landscape setting and identity			
Would the site, if developed, affect the wider landscape setting of the city?		Y	Development of the site would impact upon the essential character of the Morton Mains Conservation Area and a green wedge of open landscape between Blackford Hill and the Pentlands, recognised as of value to the wider landscape setting of the City.
Would the site enable clear and defensible green belt boundaries to be formed?		N	The green belt boundary to the north is formed by a robust woodland belt. Whilst garden boundaries of homes to the west of the site lack the qualities of a defensible green belt boundary, the surrounding agricultural fields are open in character and lack strong physical features capable of forming an alternative urban edge treatment.
Can the site be integrated into and in keeping with the character of the settlement and local area?		N	Development of the site could not be effectively integrated with the character of the settlement and local landscape. Development could continue the pattern of the settlement to the west of the site, however it would impact upon the open setting to the Morton Mains Conservation Area and its seclusion from urban activity to the west.
Countryside recreation			
Would development of the site avoid impacting upon existing access to countryside recreation?		Y	

Overall assessment

Not currently a reasonable site. Development would affect the landscape setting of the city, would not enable suitable green belt boundaries to be formed and could not be integrated or be in keeping with the character of the existing settlement.

Landscape and Visual Assessment**Settlement context**

A group of buildings set within woodland on a low ridge between Hillend and the Braid Hills, centred on the mansion of Morton House and its compact designed landscape of avenues and parkland enclosures. The mansion was remodelled in the 18th century is set within a walled courtyard and garden, defined by entrance pavilions and east-west woodland allées laid out with vegetable gardens to the west and open lawn to the east façade, with a belvedere tower located on a grassed knoll to the southeast. South of the house, lie Morton Mains farmhouse and steading, whilst former early to mid 19th century agricultural workers cottages (Morton Mains Cottages) are set within a plantation to the southwest. A further 18th century cottage lies to the northwest of Morton House.

Access historically led southwards from a lodge on Frogston Rd, via a private drive (Winton Drive), turning east along a tree lined avenue (Winton Loan), with Morton House, set just around a slight bend. The route continues as an unlit country track to the south of the house, serving Morton Mains and the cottages and today returns northwards along the east boundary of the designed landscape to Frogston Rd West. A ramped access track is also recorded from the late 19th century, running through open parkland between estate boundary walls on Frogston Rd West and Morton House.

By the 1950s and 60s post-war housing had been developed in the northwest parkland enclosure along Frogston Rd West. During the latter part of the 20th century, residential development in-filled farmland to the east of Biggar Rd and west of Winton Gardens. The open land and seclusion provided by woodland retain the rural setting and character of the original estate and provides separation from the city's outer suburbs to the north and west. In 2012 a planning application to develop the open farmland to the east of Winton Gardens was refused.

Morton House is historically associated with the Mortonhall estate to the northeast (Inventory of Gardens and Designed Landscapes), which served as a dower house and possibly a home farm in late 18th/early 19th century. The environs of Mortonhall contains a wide number of publicly accessible path routes and these link to the south of Frogston Rd. A local path follows field margins to the north of the Bypass and Swanston Burn, connecting from Winton Gardens in the west, eastwards to Broomhills Rd with a northward connection via Morton Mains to Frogston Rd.

The area is designated as a Conservation Area for its special architectural and historic interest and is a candidate Special Landscape Area, due to its physical and visual association with the Mortonhall estate. The site is recorded as a garden and designed landscape of local and regional interest. A Tree Preservation Order applies to the majority of the existing tree and woodland cover.

Site Location

The site lies to the east of Winton Gardens, south of a woodland belt on Winton Loan and north of the City Bypass. The representation to the Proposed LDP extends the site promoted at the MIR stage to include land previously proposed for retention in agricultural use. The representation site has been expanded eastwards to the track between Morton Mains Cottages and City Bypass, comprising some 4.3 hectares agricultural land.

Landscape character

The site comprises an arable field, which slopes from 160 – 150 m above sea level from north to south. It is bounded by woodland belts to the north and east along Winton Loan, associated with the designed landscape of Morton House. Its eastern edge is formed by a hedge and hedgerow trees, beyond which lie paddocks to the south of Morton Mains farm. To the south, rough grassland, wooded copses and scrub woodland adjoin the margins of the Swanston Burn and City Bypass. The western edge of the site is formed by back garden boundaries of housing along Winton Gardens, which together with the proximity of the bypass, exerts an urban influence upon the more rural character of open farmland and policy woodland to the north and east.

Views and Visibility

From the northern slopes and summits of the Pentlands, there are elevated views across the designed landscape and surrounding farmland, which forms part of a green wedge extending into the city, in combination with Mortonhall, the Braid Hills and Blackford Hill. The broad bands of policy woodland in the foreground form a distinct edge between the urban area to the north and open countryside to the south. Landform and tree cover, restrict views to the site from Frogston Rd to the north and east.

The site is principally overlooked from the rear elevations and gardens of properties on Winton Gardens, which has an open boundary/gateway to the field to the southeast of the main street. Residential receptors adjoining the site would be sensitive to landscape change. On the northeast boundary of the site, views to the site from the paddock adjoining Morton mains cottages are filtered through boundary planting.

A footpath runs to the south of the housing estate, aligned along field boundaries to the north of the Swanston Burn and City Bypass, connecting to Morton Mains to the north and Broomhills Rd to the east. Recreation path users have open views to the north, across the rising arable field set against a backdrop of policy woodland. To the west, Winton Gardens form the urban edge of housing at Fairmilehead. To the southwest, the Pentland Hills dominate views over the Bypass, whilst eastward views are focussed along the farmed margins of the City Bypass.

There are glimpsed views to the site from a short section of the City Bypass and brief views from the Biggar Rd (A702) at Lothianburn on the approach to Edinburgh from the south. The wooded ridge of the Conservation Area is visible across open farmland, with the City Bypass in a cutting, set against the backdrop of woodland at Galachlaw to the north.

Can the site be integrated into and in keeping with the character of the settlement and local landscape?

The proposal is small in scale and would permanently introduce urban residential development into an area of open farmland. Development could continue the pattern of settlement to the west of the site, which exerts some urban influences upon the site; however, it would impact upon the open setting to the Morton Mains Conservation Area and its seclusion from urban activity to the west. These changes would result in temporary construction impacts and permanent landscape change in views from properties on Winton Gardens. The views from recreational path network following the southern edge of the field would be affected by both construction works and loss of views across open farmland to the wooded backdrop along Winton Loan. In views from the Pentland Hills, the urban edge would extend to the south and east towards the City Bypass, narrowing the broad green swathe of land extending from the open countryside to the south side of the city.

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

The proposal would impact upon the essential character of the Morton Mains Conservation Area and distinctive green wedge of open landscape extending between Blackford Hill and the Pentlands, features of value to the wider landscape setting of the city.

The extension of the site to the southeast would introduce built form to westbound views from the City Bypass, from which the wooded ridge of the Conservation area is accentuated by surrounding lower lying fields. To the east of Morton Mains cottages, there are open views across the site to the Pentland Hills, which would also be adversely affected by the eastward extension of urban development. In views from the slopes of the Pentlands to south, such as the summits of Hillend Hill and Caerketton, the site forms a prominent foreground feature. These views are seen in the context of panoramic views to the city and its suburbs. The site forms part of a green wedge extending into the city, in combination with Mortonhall, the Braid Hills and Blackford Hill.

Development of the site would impact on these local landscape characteristics and reduce the effectiveness of the existing green belt boundary. As a result, it would adversely affect the setting of the city when viewed from the south.

Would the site enable clear and defensible Green Belt boundaries to be formed?

The existing Green Belt boundary to the north is clearly marked by a woodland belt along Winton Loan, which then returns northwards along estate boundary walls to Frogston Rd West. The garden boundaries to the west of the site lack the strong physical features required of a defensible green belt boundary.

The surrounding agricultural fields are open in character and lack features capable of forming an alternative green belt boundary. Any development, justifiable in terms of its impact on the setting of the Conservation Area, would require to establish a substantial planted boundary to the south and east of the site, which would not be effective in the short – medium term. Overhead powerlines to the southeast corner of the site may also pose some constraint on development and structure planting.

**FROGSTON ROAD WEST
Housing Site Assessment**

Who made representation(s) relating to the assessment area? Catchelaw Trust (Strutt & Parker)

Site assessment criteria		YES / NO	Comments / mitigation potential
Appropriate Locations			
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 the site for residential development.
1. Does the site have good accessibility to existing public transport?	2. Would sufficient enhancements be feasible?	Y	The entire site has a score of C.
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.</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> Revised Education Appraisal identifies the educational infrastructure required to support housing growth. 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 addendum identifies the transport infrastructure required to support housing growth. 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>
Landscape setting and identity			
Would the site, if developed, affect the wider landscape setting of the city?		Y	Development would impact upon the essential character of the Morton Mains Conservation Area and a green wedge of open landscape between Blackford Hill and the Pentlands, recognised as of value to the wider landscape setting of the City.
Would the site enable clear and defensible green belt boundaries to be formed?		N	The existing green belt boundary is clearly marked by a woodland belt along Winton Loan and returns northwards along tree lined estate boundary walls to Frogston Road West. Whilst the site has woodland enclosure to the south, it lacks a defensible green belt boundary to the east.
Can the site be integrated into and in keeping with the character of the settlement and local area?		N	Development of the site could not be effectively integrated with the character of the settlement and local landscape. Whilst residential development could continue the settlement pattern to the north and west, it would alter the remaining open setting to the Conservation Area from the north, an essential characteristic of the Conservation Area. Development would also divide the estate from neighbouring Inventory Designed Landscape of Mortonhall, with which it is historically associated.
Countryside recreation			
Would development of the site avoid impacting upon existing access to countryside recreation?		Y	

Overall assessment

Not currently a reasonable site. Development would affect the landscape setting of the city, would not enable suitable green belt boundaries to be formed and could not be integrated or be in keeping with the character of the existing settlement.

Landscape and Visual Assessment

Settlement context

A group of buildings set within woodland on a low ridge between Hillend and the Braid Hills, centred on the mansion of Morton House and its compact designed landscape of avenues and parkland enclosures. The mansion was remodelled in the 18th century is set within a walled courtyard and garden, defined by entrance pavilions and east-west woodland allées laid out with vegetable gardens to the west and open lawn to the east façade, with a belvedere tower located on a grassed knoll to the southeast. South of the house, lie Morton Mains farmhouse and steading, whilst former early to mid 19th century agricultural workers cottages (Morton Mains Cottages) are set within a plantation to the southwest. A further 18th century cottage lies to the northwest of Morton House.

Access historically led southwards from a lodge on Frogston Rd, via a private drive (Winton Drive), turning east along a tree lined avenue (Winton Loan), with Morton House, set just around a slight bend. The route continues as an unlit country track to the south of the house, serving Morton Mains and the cottages and today returns northwards along the east boundary of the designed landscape to Frogston Rd West. A ramped access track is also recorded from the late 19th century, running through open parkland between estate boundary walls on Frogston Rd West and Morton House.

By the 1950s and 60s post-war housing had been developed in the northwest parkland enclosure along Frogston Rd West. During the latter part of the 20th century, residential development in-filled farmland to the east of Biggar Rd and west of Winton Gardens. The open land and seclusion provided by woodland retain the rural setting and character of the original estate and provides separation from the city's outer suburbs to the north and west. In 2012 a planning application to develop the open farmland to the east of Winton Gardens was refused.

Morton House is historically associated with the Mortonhall estate to the northeast (Inventory of Gardens and Designed Landscapes), which served as a dower house and possibly a home farm in late 18th/early 19th century. The environs of Mortonhall contains a wide number of publicly accessible path routes and these link to the south of Frogston Rd. A local path follows field margins to the north of the Bypass and Swanston Burn, connecting from Winton Gardens in the west, eastwards to Broomhills Rd with a northward connection via Morton Mains to Frogston Rd.

The area is designated as a Conservation Area for its special architectural and historic interest and is a candidate Special Landscape Area, due to its physical and visual association with the Mortonhall estate. The site is recorded as a garden and designed landscape of local and regional interest. A Tree Preservation Order applies to the majority of the existing tree and woodland cover.

Site Location

The site is located to the south of Frogston Rd West and north of Morton House. It lies to the east of housing on Winton Loan and Frogston Rd West and west of the access track from Frogston Rd West to Morton Mains farm.

Landscape character

The site lies at approx 160 m above sea level. It comprises a broadly square area of flat grassland currently used for grazing purposes. It is enclosed by estate boundary walls and forms part of the perimeter parkland of the designed landscape. To the south it adjoins the wooded garden ground of Morton House and garden planting within properties to the north and west, whilst to the east beyond estate walls and remnant avenue trees, lies open farmland and access track to Morton Mains farm, which is also used a recreational path. To the north boundary walls retain Frogston Rd west at a higher level. A ramped access track leads from curved gateway walling on Frogston Rd West, across the western third of the parkland to Morton House. The track is marked by a line of coniferous trees and formerly connected to the courtyard to the west of the house.

Views and Visibility

The local landscape has a strong visual relationship with the Pentland Hills, which form part of the city's regional landscape setting. From the main east-west route of Frogston Rd and secondary route of Broomhills Rd, the Conservation Area appears as a wooded ridge, set at the foot of the Pentland Hills. Similar views can be observed by westbound traffic on the City Bypass. In close range views from Frogston Rd West, the open parkland and estate boundary walls contribute to the setting of the Conservation Area and local townscape. The site is screened by woodland from Biggar Rd (A702).

From the northern slopes and summits of the Pentlands, there are elevated views across the designed landscape and surrounding farmland, which forms part of a green wedge extending into the city, in combination with Mortonhall, the Braid Hills and Blackford Hill. Whilst the southern half of the site is screened by woodland surrounding Morton House, the open land to the northern edge of the site retains continuity of the open landscape between Mortonhall and Morton House.

The site is not overlooked by residential receptors within the Conservation Area. Views from Morton Mains house are channelled east-west by wooded allées and enclosed from the site by walled and wooded boundaries with understorey planting to the north. The mansion and its grounds also separate the cottages and farm from the site.

Residential receptors to the west of the site on Frogston Rd West and Winton Loan are unlikely to have direct views into the site due to boundary walling and tree cover. The most sensitive residential receptors are likely to be from housing within the grounds of the former Princess Margaret Rose Hospital, which overlook the site from south facing slopes to the north Frogston Rd West and would be sensitive to landscape change.

Recreational path users following the route between Broomhills Rd to Frogston Rd West via Morton Mains, are afforded both middle distance and close range views of the site.

Can the site be integrated into and in keeping with the character of the settlement and local landscape?

The proposal is small in scale and would permanently introduce urban residential development into a discrete area of the Morton Mains Conservation Area and designed landscape. Whilst residential development could continue the settlement pattern to the north and west, it would alter the remaining open setting to the Conservation Area from the north, thereby affecting an essential characteristic of the Conservation Area. Development would also divide the estate from neighbouring Inventory Designed Landscape of Mortonhall, with which it is historically associated and shares designed landscape characteristics. This would result in temporary construction impacts and permanent adverse impacts on views of the Conservation Area as experienced by vehicular travellers on Frogston Rd, road and footpath users passing along the access track to the east of the site and from the wider which path route to the southeast of Morton Mains. The proposal would be overlooked by receptors to the north of the site from principal elevations, with some sensitivity to landscape change. In views from the Pentland Hills, residential development would break the continuity of open landscape between Morton House and Mortonhall, which form part of a broad green swathe of land extending from the countryside to the south side of the city. Development is unlikely to impact on views from the City Bypass.

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

The proposal would impact upon the essential character of the Morton Mains Conservation Area and the distinctive green wedge of open landscape extending between Blackford Hill and the Pentlands, features of value to the wider landscape setting of the city.

Would the site enable clear and defensible Green Belt boundaries to be formed?

The existing Green Belt boundary is clearly marked by a woodland belt along Winton Loan, and returns northwards along estate boundary walls to Frogston Rd West. The wooded grounds of Morton House would provide a recognisable physical feature to the south capable of forming an alternative greenbelt boundary. However to the east, the site lacks strong physical features, comprising the farm access track, walled field boundary and limited tree cover.

**DUDDINGSTON WEST
Housing Site Assessment**

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

Ogilvie Homes (Andrew Bennie Planning Ltd)

Site assessment criteria		YES / NO	Comments / mitigation potential
Appropriate Locations			
Is the site located on brownfield land?		N	Flat grassed area with young specimen trees to the south of Duddingston Golf Course.
Can the site be made available for development?		Y	Representation received during MIR consultation, and Proposed Plan representation promoting the site for residential development.
1. Does the site have good accessibility to existing public transport?	2. Would sufficient enhancements be feasible?	Y	The entire site has a score of D.
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. <i>Water supply/storage:</i> Adequate capacity (new Glencorse WTW, along with existing Marchbank WTW). <i>Primary and Secondary schools:</i> Revised Education Appraisal identifies the educational infrastructure required to support housing growth. 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 addendum identifies the transport infrastructure required to support housing growth. 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.
Landscape setting and identity			
Would the site, if developed, affect the wider landscape setting of the city?		Y	The proposal would impact adversely upon the character and views of designated sites of national and local importance, which contribute to the wider landscape setting of the city.
Would the site enable clear and defensible green belt boundaries to be formed?		N	Due to its isolation from existing built up areas, the site has no alternative defensible Green Belt boundaries.
Can the site be integrated into and in keeping with the character of the settlement and local area?		N	Development of the site could not be effectively integrated with the existing settlement. The site is separated by open landscape from the city to the north and cut off from the nearest residential neighbourhood at Craigmillar to the south by the railway, woodland cover and industrial premises.
Countryside recreation			
Would development of the site avoid impacting upon existing access to countryside recreation?		Y	The site does not form any functional part of the existing golf course.

Overall assessment

Not currently a reasonable site. Development would affect the landscape setting of the city, would not enable suitable green belt boundaries to be formed and could not be integrated or be in keeping with the character of the existing settlement.

Landscape and Visual Assessment

Settlement context

Duddingston Golf Course is a significant area open space to the southeast of Holyrood Park and east of Duddingston Loch. It is bounded by Duddingston village to the north, the A1 to the northeast, housing at Bingham to the east and to the south by the Innocent Railway path, Edinburgh South Suburban Railway, Peffermill Industrial Estate and neighbourhood of Craigmillar.

Site Location

The site is located in the southwest of Duddingston Golf Course, south of the Braid Burn and club house access road.

Landscape character

The site comprises a flat grassed clearing, with young specimen trees and established wooded margins. It is set to the south of the club house access road, between the tree-lined course of the Braid Burn to the north and woodland lining the Innocent Railway path and South Suburban Railway to the south. The site lies to the south of the boundary of the Inventory designed landscape of Duddingston House and may have historically been subject to landscape change. However its current woodland enclosure and rural character complement the Inventory Site and contribute to the spatial structure and appearance of Duddingston Conservation Area, the existing Area of Great Landscape Value and Green Belt.

The Inventory designed landscape and setting of Duddingston House, a category A listed building, is set upon low-lying ground to the southeast of Holyrood Park. Its 18th century landscape comprises perimeter woodland belts providing seclusion from the surrounding area, mature parkland trees and grassland, now supplemented by 20th century planting along 18 fairways. The Braid Burn has been canalised through the site from south west to northeast, with the southern part of the site providing natural flood water storage. In the late 1950s Holy Rood High School was built in the northwest of the grounds. In the 1960s, Duddingston House, at the core of the estate, was opened as a hotel, accessed via the main tree-lined driveway from the northeast. The southwest of the site is occupied by playing fields set on a former cavalry drill ground, with pavilion and parking and is used by Portobello Rugby Club. Recent landscape change includes the redevelopment of the school campus and development of townhouses to the north and west of Duddingston House at Cavalry Park Drive, as a means to enable its restoration. The house and grounds form part of Duddingston Conservation Area, are an Area of Great Landscape Value⁵, and much of the golf course is designated for its local biodiversity value. In combination with Holyrood Park, the low-lying ground at Duddingston and Prestonfield to the west, form part of a significant open swathe of grassland and woodland within the urban area, which extends across Peffermill, Craigmillar Castle Park and the South East Wedge to Midlothian. A strategic green link also leads to the northeast, via Jewel Park and the Niddrie/Brunstane Burn.

Views and Visibility

The site and Duddingston Golf Course merge in views to form part of the open foreground to spectacular, elevated views from the environs of Holyrood Park, a recreational destination for a residents and visitors throughout the year. These receptors would be highly sensitive to changes to the character of the designed landscape; the new high school buildings and housing at Cavalry Park Drive contrast with their semi-natural setting. From surrounding roads and the Innocent Railway, a Core Path and part of National Cycle Route 1, the site is screened by perimeter tree belts. The proposal would be visible from the playing fields to the north and to golfers travelling to and from the club house, however, those engaged in team sports and passing to and from the clubhouse may be less sensitive to changes in their surroundings. Whilst Duddingston House does not overlook the site, housing at Cavalry Park Drive is arranged front-back and has principal southward views across the site and residents would therefore be sensitive to landscape change.

⁵ A candidate Special Landscape Area in the Review of Local Landscape Designations (2010).

Can the site be integrated into and in keeping with the character of the settlement and local landscape?

The proposal is small in scale and would introduce urban residential development on the edge of a nationally important designed landscape. The proposal would alter the character and appearance of the designed landscape by developing along its perimeter woodland belts, which generally conceal views of the built up area and provide the secluded parkland setting to Duddingston House. From Queen's Drive, the proposal would intensify the presence of buildings in the foreground of views across the open parkland and Conservation Area. The proposal is unlikely to impact significantly upon those engaged in sports and is screened from the Innocent Railway path. The site is separated by open landscape from the city to the north and cut-off from the nearest residential neighbourhood at Craigmillar to the south by the railway, woodland cover and industrial estate. It therefore lacks the ability to be successfully integrated with the local townscape.

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

The proposal would affect the characteristic spatial structure and appearance of the Conservation Area and AGLV/proposed Special Landscape Area, recognised for its value to the wider landscape setting of the city. The proposal would also influence the wooded and secluded character of a nationally important designed landscape.

Would the site enable clear and defensible Green Belt boundaries to be formed?

The existing green belt boundary is clearly formed by the railway line to the south and reinforced by the perimeter woodland belts of Duddingston Golf Course. Due to its isolation from existing built up areas, the site has no clearly defined or defensible Green Belt boundaries.

**DUDDINGSTON EAST
Housing Site Assessment**

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

Ogilvie Homes (Andrew Bennie Planning Ltd)

Site assessment criteria		YES / NO	Comments / mitigation potential
Appropriate Locations			
Is the site located on brownfield land?		N	Scrub woodland and rough grassland to the south east of Duddingston Golf Course.
Can the site be made available for development?		Y	Representation received during MIR consultation, and Proposed Plan representation promoting the site for residential development.
1. Does the site have good accessibility to existing public transport?	2. Would sufficient enhancements be feasible?	Y	The entire site has a score of D.
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. <i>Water supply/storage:</i> Adequate capacity (new Glencorse WTW, along with existing Marchbank WTW). <i>Primary and Secondary schools:</i> Revised Education Appraisal identifies the educational infrastructure required to support housing growth. 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 addendum identifies the transport infrastructure required to support housing growth. 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.
Landscape setting and identity			
Would the site, if developed, affect the wider landscape setting of the city?		Y	The proposal would impact adversely upon designated sites of national and local importance, recognised as of value to the wider landscape setting of the City.
Would the site enable clear and defensible green belt boundaries to be formed?		N	The original perimeter tree belt has been lost in this location; though could be readily restored to align with adjacent woodland through landscape management. No suitable alternatives exist to depart from the strong context of the historic boundary.
Can the site be integrated into and in keeping with the character of the settlement and local area?		Y	The site is peripheral to the residential area of Bingham to the east and separated from existing streets by public open space. The railway to the south prevents integration of new development with housing in Craigmillar. Physical integration could be achieved if the site was developed as part of a wider scheme taking in existing open space to the east of the site.
Countryside recreation			
Would development of the site avoid impacting upon existing access to countryside recreation?		Y	The site does not form any functional part of the existing golf course.

Overall assessment

Not currently a reasonable site. Development would affect the landscape setting of the city and would not enable suitable green belt boundaries to be formed. Physical integration would be dependent on a wider proposal including land to the east outwith the representation site.

Landscape and Visual Assessment

Settlement context

Duddingston Golf Course is a significant area open space to the southeast of Holyrood Park and east of Duddingston Loch. It is bounded by Duddingston village to the north, the A1 to the northeast, housing at Bingham to the east and to the south by the Innocent Railway path, Edinburgh South Suburban Railway, Peffermill Industrial Estate and neighbourhood of Craigmillar.

Site Location

The site is located in the southeast of Duddingston Golf Course, south of the Braid Burn, north of the Innocent Railway Core Path and west of Bingham housing estate and Jewel Park.

Landscape character

The site comprises an area of scrub woodland and rough grassland located in the southeast corner of the golf course, to the south of the 1st fairway and Braid Burn. Further to the west lie the grounds maintenance depot and golf club house and the site appears to be used for tipping garden waste from the golf course. The site is enclosed from adjacent land use by security fencing. To the east the site adjoins housing set in amenity greenspace at Bingham and Jewel Park. Whilst to the south it borders woodland and scrub verges of the Innocent Railway Core Path.

It is part of the Inventory designed landscape and setting of Duddingston House, a category A listed building, set upon low-lying ground to the southeast of Holyrood Park. Its 18th century landscape comprises perimeter woodland belts providing seclusion from the surrounding area, mature parkland trees and grassland, now supplemented by 20th century planting along 18 fairways. The Braid Burn has been canalised through the site from south west to northeast, with the southern part of the site providing natural flood water storage. In the late 1950s Holy Rood High School was built in the northwest of the grounds. In the 1960s, Duddingston House, at the core of the estate, was opened as a hotel, accessed via the main tree-lined driveway from the northeast. The southwest of the site is occupied by playing fields set on a former cavalry drill ground, with pavilion and parking and is used by Portobello Rugby Club. Recent landscape change includes the redevelopment of the school campus and development of townhouses to the north and west of Duddingston House at Cavalry Park Drive, as a means to enable its restoration. The house and grounds form part of Duddingston Conservation Area, an Area of Great Landscape Value⁶, and much of the golf course is designated for its local biodiversity value. In combination with Holyrood Park, the low-lying ground at Duddingston and Prestonfield to the west, form part of a significant open swathe of grassland and woodland within the urban area, which extends across Peffermill, Craigmillar Castle Park and the South East Wedge to Midlothian. A strategic green link also leads to the northeast, via Jewel Park and the Niddrie/Brunstane Burn.

Views and Visibility

In general, the site location is not prominent in views from the wider landscape. The site is distant from Holyrood Park and its location in the southeast corner of the golf course is screened in views from Queen's Drive by woodland. Views to the site from the Innocent Railway tend to be channelled east-west by its tree lined margins, though vegetation cover is less dense at the path's emergence into Jewel Park and partial views to the site exist through palisade security fencing. Those using the park and path are likely to have an interest in the appreciation of their surroundings. Existing housing at Bingham forms a backdrop to views through boundary tree belts from the first fairway. Golfers are likely to have some sensitivity to landscape change, given the overall quality of the course's landscape setting. Whilst residential properties at Bingham do not directly overlook the site, there are open views to the wooded edge of Duddingston Golf Course from the main residential road (Bingham Medway), amenity green spaces and western end of Jewel Park.

Can the site be integrated into and in keeping with the character of the settlement and local landscape?

⁶ A candidate Special Landscape Area in the Review of Local Landscape Designations (2010).

The proposal is small in scale and would introduce urban residential development into an area of nationally important designed landscape. The proposal would alter the character and appearance of the designed landscape by developing along its perimeter woodland belts, which generally conceal views of the built up area and provide the secluded parkland setting to Duddingston House. These physical changes are unlikely to impact on users of the Innocent Railway or residents of Bingham due to the presence of existing housing in views. The proposal is likely to impact on golfers, given its position to the south of the first fairway and lack of planted boundaries to any development in the short to medium term. The site is set-back from existing housing at Bingham, restricting the physical integration of built form without loss of open space. The site is separated from Craigmillar to the south by the railway, though an underpass connects to Hays Avenue to the east.

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

The proposal would affect the character of a nationally important designed landscape, Conservation Area and proposed Special Landscape Area, recognised as of value to the wider landscape setting of the city. However, its discrete location would restrict visual impacts to local views from within the golf course.

Would the site enable clear and defensible Green Belt boundaries to be formed?

The existing green belt boundary to the south is formed by the railway line. To the east, it follows the perimeter woodland belts of Duddingston Golf Course and security fencing against Bingham housing estate. The density and condition of woodland along this edge is generally robust, though becomes sparse and poorly managed to the south of the Braid Burn and first fairway. The exposed security fencing does not contribute to the character of the designed landscape. Planting between fairways tends to be less substantial and a late 20th century addition to the designed landscape. As such, limited alternative boundary features or design rationale exists to divert from the strong context of the historic landscape boundary. Replacement planting could readily be addressed through landscape management.



online - www.edinburgh.gov.uk/localdevelopmentplan

email - localdevelopmentplan@edinburgh.gov.uk

Commenting on this document

Comments on the Environmental Report should be submitted
by 3 October 2014.

Written comments can be submitted:

by email to localdevelopmentplan@edinburgh.gov.uk

or by post to the Local Development Plan Team,
Waverley Court (G3), 4 East Market Street, Edinburgh, EH8 8BG.

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