

City Plan 2030

Housing Study, January 2020

Part 1

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Executive Summary

1. The Housing Study has been undertaken to inform the preparation of Edinburgh's main issues report [Choices for City Plan 2030](#). It sets out the approach to meeting the Outcome of City Plan 2030 to achieve a city in which everyone lives in a home they can afford. The study identifies mechanisms to deliver new homes and provides an assessment of urban brownfield sites and greenfield sites.
2. In the absence of a Strategic Development Plan which sets approved Housing Supply Targets for Edinburgh for the period of the plan housing supply targets for market and affordable housing are proposed based upon the updated housing need and demand assessment ([HNDA2](#)) prepared for the [Proposed SDP2](#).
3. A target of 22,600 units of market housing and 20,800 affordable homes in the period 2019-2032 is proposed. This would meet the market demand and deliver the Council commitment to deliver 20,000 affordable homes by 2027.
4. A total housing land supply of 47,000 units is identified. This includes land currently within the Housing Land Audit and 16,900 units of potential urban area land identified in this study.
5. Current land supply indicates that there is in principle enough current and potential supply within the urban area to deliver new affordable homes without releasing greenbelt land. However much of the land for affordable homes is delivered through market housing. To deliver 20,000 affordable homes in the next 10 years will require more land.
6. An increased affordable housing requirement of 35% is set out.
7. Three options are considered to deliver new homes in the most sustainable way. Risks are identified with each option. Delivery by the Council and its partners within the Urban Area to minimise the amount of new homes needed with no greenbelt release is preferred. This may not be financially viable for the Council and its partners to deliver or may not achieve an annual completions delivery rate sufficient to prevent the release of further greenfield land.
8. Potential greenfield allocation areas have been identified which could together with Urban Area land be used to make up either a Blended or a Market-led approach to deliver new homes.
 - **South East Edinburgh** – supported by both the Environmental Report and the Transport Study.
 - **West Edinburgh** (Norton Park, the International Business Gateway and Crosswinds) - supported by both the [Environmental Report](#) and the [Edinburgh Strategic Sustainable Transport Study](#).

- **Kirkliston** – supported to deliver current Council priorities for the delivery of new education infrastructure.
- **East of Riccarton** - supported to deliver current Council priorities for the delivery of new education infrastructure.
- **Calderwood**—supported to link with current development in West Lothian.

Introduction

- 1.0 As set out in the [monitoring statement](#) Edinburgh's population has grown by 13% in the last 10 years. According to the National Records of Scotland population projections, Edinburgh's population will continue to grow at an annual average of around 3,500 per year during the period to 2032 taking the total population of the city to 563,600
- 1.1 Such growth places a demand on the city to continue to provide good quality housing for an expanding population. Edinburgh has smaller households than the Scottish average. The number of single person households is projected to increase more than any other household type. The decreasing household size in the city means that household growth will be even higher than the population growth. By 2032, the number of households is projected to increase by 18% - a growth of 41,400.
- 1.2 In City Regions, the requirements for new housing are set by a Strategic Development Plan. Edinburgh's current Strategic Development Plan is the [South East Scotland Strategic Development Plan \(SDP 1\)](#) approved in 2013. Housing targets are identified at local authority level. SDP1 identifies a need for additional housing sites to serve the housing needs of Edinburgh in the period of the plan to 2024. Scottish Planning Policy (Para 118) expects that the development plan will meet the requirement in full.
- 1.3 A key outcome of City Plan 2030 is to achieve a city in which everyone lives in a home which they can afford. This study provides the evidence base specifically for our choices on delivering new homes for Edinburgh. It is supported by a The [Monitoring Statement](#), [Environmental Report](#) and [Financial Resources Appraisal](#).

2.0 Mechanisms to achieve a city in which everyone lives in a home which they can afford

Providing new homes will require more than the allocation of land. Mechanisms to deliver the new homes required are set out below.

Protecting against the loss of Edinburgh's homes to other uses

- 2.1 The [Monitoring Statement](#) identifies a growth in short-stay commercial visitor accommodation in Edinburgh. [Research](#) commissioned by the Council in 2018 shows a correlation between the areas experiencing the highest short stay let usage and growth, and the downturn in rental supply for the traditional private rented sector. The study further concludes that housing stock in areas of the city popular with short term lets, has fallen by as much as 30%.
- 2.2 Growth in short-stay commercial visitor accommodation is not unique to Edinburgh, however the level of provision is particularly high in the city. There are also some areas that are more affected than others. [Research into the impact of short-term lets on communities across Scotland](#) published in October 2019 by the Scottish Government shows that 31% of all active Airbnb listing in Scotland were in the City of Edinburgh. Edinburgh's City Centre ward had more than double the total number

of entire property listings compared to any other ward in Scotland and a penetration rate of 12.8% for entire properties.

- 2.3 Visitors to Edinburgh bring many benefits however this must be balanced against the housing need which exists. Short-stay commercial visitor accommodation can have a negative impact on quality of life and well-being for residents. Sustainability of local communities could be an issue as resident population in some areas falls. A policy to determine when a material change of use from residential to short-stay commercial accommodation has occurred and when it will be acceptable could protect against loss of housing to this use.

Ensuring the better use of land

- 2.4 There is limited space within the city and demand from many uses. Development for purpose-built student housing, retail, leisure, hotels and other commercial developments is often at the expense of creating strong sustainable communities. There is potential for sites proposed for such uses to also deliver some homes. It is proposed that 50% of such sites should be delivered for homes and that the affordable housing policy of 35% would apply. This would prioritise homes on sites that are not allocated or designated within the plan for a specific use – i.e. business and industry land, safeguarded waste management sites, minerals sites, single school sites, our town and local centres, or sites covered by our office policy.
- 2.5 The demand for purpose-built student housing has been competing with other uses in Edinburgh. The [Monitoring Statement](#) shows the locations of applications for new purpose-built student accommodation decided over the last 5 years. The Council's [Student Housing Schedule](#) shows historic trends in student accommodation development activity.
- 2.6 A high student population can bring benefits, for example in supporting local services. However, the quantity of students can place pressures on the physical and social infrastructure of an area and change the area's character. The concentration of students, as a proportion of the transient population, can undermine the social and physical fabric which defines a community and place. In recent years the development of a significant number of larger student developments, in the Old Town, Southside and Fountainbridge have been on sites where much needed housing would previously have been delivered. A requirement to provide market and affordable housing alongside student housing could mitigate against this.
- 2.7 Ensuring that student housing is delivered at the right scale and in the right locations could create balanced communities and make efficient use of land.
- 2.8 Density of development can impact greatly on the efficiency of land. Higher density development helps maintain the vitality and viability of local services and community infrastructure. The density of current and recent housing sites in Edinburgh is presented in the [Monitoring Statement](#) and Appendix 1 of Part 2a to this study provides examples of recent Edinburgh developments and applications. The average density of development over the last 10 years was 65 dwellings per hectare. There are examples of densities significantly above this. Some areas are more appropriate

for denser development. A higher density of development in identified areas could provide and maximise the benefits of public transport, provided that the design is of high quality, respects amenity and is of an appropriate character.

- 2.9 A policy promoting the better use of single-use out of centre retail units and commercial centres, where their redevelopment for mixed use including housing would be supported could further increase efficiency of urban land.

Delivering more affordable homes

- 2.10 Affordable housing is defined broadly as housing that is for sale or rent, to meet the identified needs of people who cannot afford to buy or rent housing generally available on the open market.
- 2.12 Historically, around half of the affordable homes in Edinburgh are provided through the Council's own affordable housing programme, and, half through the affordable housing policy (AHP) in the current LDP requiring market housing developments to deliver 25% percent of their sites for affordable housing. Current LDP policy applies to residential development, including conversions, consisting of 12 or more units. The policy does not apply to student accommodation. The [Monitoring Statement](#) includes analysis of affordable houses delivered over the last 5 years and a report to Planning Committee on 7 August 2019 sets out [Affordable Housing Policy Delivery](#) and its importance to achieving the Council's affordable housing commitment.
- 2.13 The Council's [Strategic Housing Investment Plan](#) (SHIP) sets out the approach by the Council and housing association partners to investing in affordable housing in the city over a five-year period (2020-2025). The Affordable Housing Policy (AHP) contributes 63% of Affordable Housing Supply sites funded through the SHIP. For housing associations the AHP is vital to ensuring land supply, with 85% of their programme being provided through the AHP.
- 2.14 A Housing Need and Demand Assessment ([HNDA2](#)) carried out to support the [Proposed Strategic Development Plan 2](#) (SDP2) identifies a high level of demand for housing and an even higher need for affordable housing for Edinburgh
- 2.15 [Scottish Planning Policy](#) (para 129) states that "Planning authorities should consider the level of affordable housing contribution which is likely to be deliverable in the current economic climate, as part of a viable housing development. The level of affordable housing required as a contribution within a market site should generally be no more than 25% of the total number of houses." Across Scotland the level of affordable housing required by planning authorities varies. There are some existing examples of requirements above 25% including Stirling Council which has a policy requiring 33% affordable housing provision in highly pressured areas.
- 2.16 The plan must be deliverable therefore there must be a balance between the desire to maximise the amount of affordable housing provided through the market and the viability for developers to provide this. The Council instructed the District Valuer to model the impact of changes to affordable housing policy on development viability in Edinburgh. The conclusions of this work suggest that land values in Edinburgh are high enough to support a much higher affordable housing requirement than the current 25%. An analysis suggests that 35% could be achievable.

- 2.17 There is high demand for housing of all tenures in Edinburgh. Around a quarter of Edinburgh households are living within the private rented sector (PRS). [Planning Advice](#) encourages Planning Authorities to provide a positive approach in particular to the Build to Rent PRS sector (BTR) to expand housing development. BTR offers significant opportunities to complement existing housing delivery models, provide affordable housing and help to increase the overall rate of delivery of housing. Speed of delivery is crucial if housing targets are to be met and supporting a mix of housing types and tenures could provide increased delivery of homes critical to housing targets being achieved.
- 2.18 BTR can take a variety of forms, from high to low density developments. Typically, residents will have access to on-site amenities that extend beyond the traditional boundaries of an individual housing unit. BTR developments may include the conversion of existing buildings as well as new build.
- 2.19 Developments in the sector have different economics from build for sale as financing is longer-term and relies on a stable rental income stream. The pace of delivery of new homes is likely to be quicker than build for sale, since units are not sold to individual buyers at a constrained sales rate.
- 2.20 The BTR sector has become more diverse over recent years with some developers targeting the lower and middle rather than upper end of the market. In Edinburgh, affordable housing led BTR has been delivering professionally managed homes at below market rents for nearly ten years. Council officers are in discussions with a number of BTR developers with a potential to deliver over 3,000 homes across the city over the next few years. A policy framework to support the growth of BTR aligned to the delivery of Council objectives is in preparation.

3.0 Building Our New Homes

3.1 How many homes does Edinburgh need?

- 3.2 [SDP1](#) sets out a housing requirement for Edinburgh to 2024 based upon evidence from a housing need and demand assessment (HNDA1). A Housing Need and Demand Assessment is a technical document which sets out the total additional future housing estimate by tenure over a 20 year period, covering owner occupation; private rent; below market rent and social rent. HNDAs are designed to give broad, long-run estimates of what future housing need might be, rather than precision estimates. They provide an evidence-base to inform land allocation decisions in Development Plans. The HNDA is just the first step in this housing-planning process and HNDA housing estimates derived get refined (higher or lower) in the Housing Supply Targets. Factors such as housing policies, available finance and capacity of the construction sector are used to translate the HNDA estimates into the HST. In Development Plans a generous supply of land for housing is based on the HST not the HNDA figure. The background to the SDP1 targets is set out in the [SEsplan Housing Land Technical Note September 2011](#).

3.3 A new Strategic Development Plan ([Proposed SDP2](#)) was prepared by SESplan, informed by an up to date assessment of housing need and demand ([HNDA2](#)). The HNDA2 provided three different scenarios of future need and demand based upon different potential economic futures:

- Steady Recovery (lower scenario)
- Wealth distribution (medium scenario)
- Strong economic growth (highest scenario)

Table 1 below shows need and demand for the City of Edinburgh for 2012-2032 adjusted for 2019-2032 based upon known completions to date.

Table 1 – Scenarios of Need and Demand 2019-2032 (HNDA2)

Steady Recovery	2012-2032	Annual Average	Completions 2012 - 2019	Need/Demand 2019-2032
Social Rent	34,836	1,742		
Below market rent	9,590	480		
Total Affordable	44,426	2,221	5,327	39,099
Private rent	7,407	370		
Owner occupied	16,133	807		
Total Market	23,540	1,177	9,184	14,356
Total Housing	67,966	3,398	14,511	53,455
Wealth Distribution	2012-2032	Annual Average		
Social Rent	36,969	1,848		
Below market rent	12,944	647		
Total Affordable	49,913	2,496	5,327	44,586
Private rent	12,125	606		
Owner occupied	19,647	982		
Total Market	31,772	1,589	9,184	22,588
Total Housing	81,685	4,084	14,511	67,174
Strong Economic Growth	2012-2032	Annual Average		
Social Rent	43,507	2,175		
Below market rent	11,722	586		
Total Affordable	55,229	2,761	5,327	49,902
Private rent	15,219	761		
Owner occupied	25,947	1,297		
Total Market	41,166	2,058	9,184	31,982
Total Housing	96,395	4,820	14,511	81,884

- 3.4 In 2013, Oxford Economics carried out a [study](#) to assist SESplan in selecting the most appropriate scenario upon which to base its Housing Supply Targets. The study concluded that either of the two lower forecasts of need/demand set out above may be suitable but that the higher scenario was unrealistic.
- 3.5 The [Proposed SDP2](#) set out a housing supply target by tenure for Edinburgh based upon the HNDA2 and a policy view of view of the number of homes SESplan consider that will be delivered in the housing market area over the period of SDP2 (2018-2030) taking into account wider economic, social and environmental factors, issues of capacity, resource and deliverability. The Proposed SDP2 was submitted to Scottish Ministers for approval in June 2017 but rejected in May 2019 on transport grounds. The housing targets set out in Proposed SDP2 therefore have not been endorsed.
- 3.6 Following approval of the Planning (Scotland) Act 2019 requirements to prepare a new Strategic Development Plan will be superseded. In future, housing targets will be set out in the National Planning Framework, though this is not expected to be approved until late 2021.
- 3.7 City Plan is required to set out an effective land supply (Housing Land Supply) for the number of new dwellings which should be built (Housing Supply Target) and [Scottish Planning Policy](#) (Para 115,) which was published following SDP1 in 2014, requires that this is separated into a target for market housing and a target for affordable housing. The should reflect the HNDA estimate of housing demand in the market sector and must be reasonable.
- 3.8 Following the rejection of the proposed SDP2 by Scottish Ministers, there are no approved housing supply targets for Edinburgh for the entire period of City Plan 2030 (2019-2032). The [HNDA2](#) carried out by SESplan remains the most up to date assessment of future housing need and demand for City of Edinburgh over this period.
- 3.9 SDP1 provides an all tenure housing supply target. This extends to 2032 but does not provide a breakdown by local authority beyond 2024. It is proposed to use the updated housing need and demand assessment (HNDA2) prepared for the SDP2 to determine how much of the remaining regional housing supply target from SDP1 should be met within Edinburgh.
- 3.10 In setting targets Scottish Planning Policy requires that wider economic, social and environmental factors, issues of capacity, resource and deliverability are taken into account.
- 3.11 The Council has made a [commitment](#) to deliver 20,000 social and affordable homes by 2027. To meet this commitment will require a significant increase on historical rates. Current programmed delivery of affordable housing is around 900 units a year.

- 3.12 It would not be realistic to expect that that the market could deliver sufficient affordable housing through the AHP to meet the commitment of delivering 20,000 affordable homes by 2027. This would require market housing to be delivered at a rate significantly above demand and would not have regard to those issues (wider economic, social and environmental factors, capacity, resource and deliverability) required by Scottish Planning Policy. In order to deliver this commitment, the Council will have to significantly increase the amount of affordable housing delivered through other means.
- 3.13 Scottish Planning Policy requires that the target should be reasonable and should properly reflect the HNDA estimate of housing demand in the market sector. To meet the market demand and set a target for the amount of affordable housing which could realistically be brought forward in the period of the plan Table 2 sets out proposed Housing Supply Targets

Table 2-Proposed Housing Supply Targets

Market Housing (HNDA 2 middle economic scenario)	Affordable Housing (Council commitment to 2027)
22,600	20,800*

* The Council objective is to deliver 20,000 affordable homes by 2027. Affordable housing will continue to be delivered beyond 2027 but at a reduced rate

The targets would provide for the Council commitment to deliver 20,000 affordable homes by 2027. Taking account of completions HNDA2 identifies a need for around 44,500 affordable homes in the period 2019-2032. As set out above this must be translated into HST based upon a number of factors. The Council consider that 20,000 is the maximum amount that can be committed to with regard to those factors.

How we will deliver new homes

- 3.9 We monitor the amount of housing land we have through our annual Housing Land Audit and Completions Programme. The latest land supply position is set out in the [2019 Housing Land and Completions Programme](#), reported to the Council’s Planning Committee on 2 October 2019. This shows that we have an established land supply which could provide over 30,000 new homes. This is land that has received planning permission or is allocated in the current Local Development Plan. Table 3 below summarises the current land supply according to how much land is identified for market and affordable housing. For sites with no consent but where an application has been submitted, the market/affordable breakdown is assumed to be in accordance with the application.

Table 3 – Edinburgh’s Potential Housing Land 2019

Land identified in housing land audit for affordable housing	6,100
Land identified in housing land audit for market housing	14,800
Other land in housing land audit	9,200
Potential urban area land identified through Housing Study	16,900
Total potential land available for housing	47,000

3.10 Numerically the capacity of potential land with consent and within the urban area is sufficient to deliver our new affordable homes without releasing new greenbelt land or allocating much more land for market housing. However much of our land for affordable homes is delivered through market housing development and much of our available land already has consent to deliver affordable housing, but at 25%. Permissions cannot be revisited to get more affordable homes out of this land, nor can we retrospectively apply our new higher policy requirement of 25% set out in para 2.16. To reach our targets and create mixed, balanced sustainable communities by building affordable homes on a range of mixed use, mixed tenure sites across the city we either need to deliver much of the land ourselves, or, we can allocate much more market housing to deliver the affordable housing for us. To deliver one affordable home through market delivery, roughly two market homes need to be built.

3.11 The following options for delivery are considered below:

- Option 1 - delivery by Council and its partners
- Option 2 - delivery through market housing

Option A- Delivery by Council and its partners

3.12 The market target would be set at the level to meet market demand in full. The affordable housing policy would be set at 35% but the affordable target increased to meet 20,000 affordable homes by 2027, taking into account the number of affordable homes already delivered since 2017. Beyond 2027, the affordable target is reduced to 500 per year. This is to reflect a fall-off in directly delivered affordable homes beyond 2027. Table 4 below sets out the housing supply targets and the additional land that would need to be found under Option A.

Table 4 - Housing Supply Targets - Option A

	Market	Affordable	Total	Affordable Housing Delivery	
				Consented and new AHP	Other delivery
Housing Supply Target	22,600	20,800	43,400	10,300	10,500
<i>Annual Completion rate</i>	<i>1,740</i>	<i>1,600</i>	<i>3,340</i>		
Current land supply			30,164		
<i>Effective</i>			<i>22,696</i>		
<i>Constrained</i>			<i>7,468</i>		
Additional land to find (assumes 10% flexibility)			17,600		

- 3.13 Option A will require the allocation of new land for 17,600 units, with overall delivery from all land at 3,340 units a year. The [Monitoring Statement](#) shows recent completions rates. We currently deliver housing at around 2,500 units a year.
- 3.14 There is a risk that if the Council and its partners are not able to deliver the required amount of new housing per annum then this could result in further market housing land being released.

Option B – Delivery through market housing

- 3.15 Assumes that demand for market housing is better represented by the highest ‘Strong Economic Growth’ scenario from [HNDA2](#). The market target is set to meet the higher estimate of demand in full. As with Option A, the affordable target is set to a level that will deliver 20,000 homes by 2027 and 500 per year thereafter. It assumes that the AHP is 35% with any additional affordable homes required to meet the target being delivered through other means. Table 5 below sets out the housing supply targets and the additional land that would need to be found under Option B.

Table 5 - Housing Supply Targets - Option B

	Market	Affordable	Total	Affordable Housing Delivery	
				Consented and new AHP	Other delivery
Housing Supply Target	32,000	20,800	52,800	15,300	5,500
<i>Annual Completion rate</i>	<i>2,460</i>	<i>1,600</i>	<i>4,060</i>		
Current land supply			30,164		
<i>Effective</i>			<i>22,696</i>		
<i>Constrained</i>			<i>7,468</i>		
Additional land to find (assumes 10% flexibility)			27,900		

3.16 There are risks from Option B:

- Delivery of 4,060 units a year is significantly higher than has ever been achieved in Edinburgh.
- If housing is not delivered at the rate of 4,060 a year, this could result in further unplanned market greenfield release.
- Latest assessment of housing need and demand ([HNDA2](#)) indicates that there is not sufficient market demand to deliver this level of housing.

4.0 Delivering our new homes in the most sustainable way

4.1 [Scottish Planning Policy](#) (SPP) para 2 states that planning should promote the most efficient use of land and buildings. Para 40 sets out principles for spatial strategies in LDPs which include:

- considering the re-use or re-development of brownfield land before new development takes place on greenfield sites;
- optimising the use of existing resource capacities, particularly by co-ordinating housing and business development with infrastructure investment including transport, education facilities, water and drainage, energy, heat networks and digital infrastructure;
- using land within or adjacent to settlements for a mix of uses;
- locating development where investment in growth or improvement would have most benefit for the amenity of local people and the vitality of the local economy.

4.2 [SPP](#) (Para 48) states that “strategic and local development plans should be based on spatial strategies that are deliverable, taking into account the scale and type of

development pressure and the need for growth and regeneration. An urban capacity study, which assesses the scope for development within settlement boundaries, may usefully inform the spatial strategy, and local authorities should make use of land assembly, including the use of compulsory purchase powers”.

- 4.3 An assessment of the capacity for new homes within the urban area has been carried out. This is set out at Part 2a of this study. The assessment demonstrates that there is potential for 16,900 units over 142 sites.
- 4.4 [SDP1](#) sets out a spatial strategy for Edinburgh and the South East to 2032. It steers housing growth to sustainable locations where there is infrastructure capacity or which minimise the requirement for additional investment. New housing development is focused on brownfield land and land within thirteen Strategic Development Areas (SDAs). Within Edinburgh 4 SDAs are identified - West Edinburgh, South East Edinburgh, Edinburgh City Centre, and Edinburgh Waterfront.
- 4.5 Policy 7 of [SDP1](#) allows sites for greenfield housing development proposals either within or outwith SDAs to be allocated in LDPs to maintain a five years’ effective housing land supply subject to the following criteria:
- a) The development will be in keeping with the character of the settlement and local area;
 - b) The development will not undermine green belt objectives; and
 - c) Any additional infrastructure required as a result of the development is either committed or to be funded by the developer.

Three options are set out at Table 6 below.

Table 6 – Options to Deliver New Homes in the Most Sustainable Way

<p style="text-align: center;">Option 1 Delivery by the Council and its partners within the Urban Area</p>	<p style="text-align: center;">Option 2 Delivery through market housing by releasing Greenfield land</p>	<p style="text-align: center;">Option 3 A Blended Approach</p>
<p style="text-align: center;">17,600 units within the urban area</p> <p>We will rapidly intervene to deliver urban area, Council and partner’s</p>	<p style="text-align: center;">27,900 units on greenfield land</p> <p>We will identify a large planned green belt release</p>	<p>A mix of the urban area land (approx. 11,000 units) and greenfield land (approx. 6,600 units)</p>

<p>land for housing or mixed use development</p> <p>Will require new and significant changes to existing infrastructure – schools, healthcare and transport</p> <p>We will work with public sector partners to deliver this approach</p> <p>We will need to intervene to deliver 275 hectares of employment land as part of mixed-use redevelopment of sites and elsewhere</p> <p>This approach may require a significant CPO programme to ensure land comes forward</p>	<p>Will require a significant new infrastructure – schools, healthcare and transport</p> <p>Urban area land will come forward without intervention</p> <p>We will manage loss of employment land through other policy changes.</p>	<p>We will increase urban area delivery and identify some planned green belt release</p> <p>Will require a significant new infrastructure – schools, healthcare and transport</p> <p>We will Intervene to deliver significant housing in urban area</p> <p>This may require a CPO programme to ensure land comes forward</p> <p>We will need to deliver employment locations elsewhere and as part of mixed-use redevelopment of sites through other policy changes.</p>
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4.6 Option 1- Delivery by the Council and its partners within the Urban Area

New homes would be delivered by the Council and its partners within the Urban Area. This would minimise the number of new homes we need to build. It would not involve any greenfield release.

- The Council and its partners will need to rapidly intervene to bring forward the delivery of urban land for new homes. Delivery will need to start immediately to enable the Council to achieve an annual delivery rate of 3,340 units per year to prevent the release of further green belt land.
- Approach will require a significant step change in the delivery of urban land in Edinburgh including joint ventures with our partners and commercially, with the option of compulsory purchase where required, to deliver 275 hectares of current employment land for new homes.
- Of some 275 hectares of potential urban land sites land, only 11 hectares is vacant land ready for development, 30 hectares has planning consent (but with the current 25% affordable housing requirement) and the remainder is currently

in use as employment land, which includes land for small businesses and land owned by the MOD, Police, and NHS Lothian.

- The Council will need to provide alternative sites for businesses and work with existing users to find new premises.

4.7 **Option 2 - Delivery through market housing by releasing Greenfield land**

- The Council would release enough land from the green belt and identify the supporting infrastructure to meet the market and affordable housing targets, as a market-developer led approach.
- An approach which uses market housing to deliver affordable housing will require new greenfield land for 27,900 units.
- There is a significant risk in using a market housing/greenfield approach as it would require a delivery rate of 4,600 a year, far higher than the 2,500 a year we normally achieve in Edinburgh. This could result in further unplanned market greenfield release.
- Latest assessment of housing need and demand ([HNDA2](#)) indicates that there is not enough market demand to deliver this level of housing.

4.8 **Option 3 - We could use a Blended Approach**

The Council would intervene to deliver more housing in the existing urban area and release some land from the green belt where it can be supported by the [Environmental Report](#), and viable new infrastructure required to support it.

- The Council and its partners will still need to rapidly intervene to bring forward the delivery of brownfield land for housing. Brownfield and other urban area land currently comes forward at around 850 units per year. Therefore, we can assume there would be delivery of 11,000 units on brownfield land over the next 13 years (2019-2032).
- Approach will require a compulsory purchase programme to deliver employment land for housing. Delivery will still need to start as soon as possible to enable the Council to achieve an annual delivery rate of 3,340 units per year to prevent the release of further green belt land. To meet the 17,600 target we would need to release green belt land for around 6,600 units.

4.9 **Delivering Option 2 and 3**

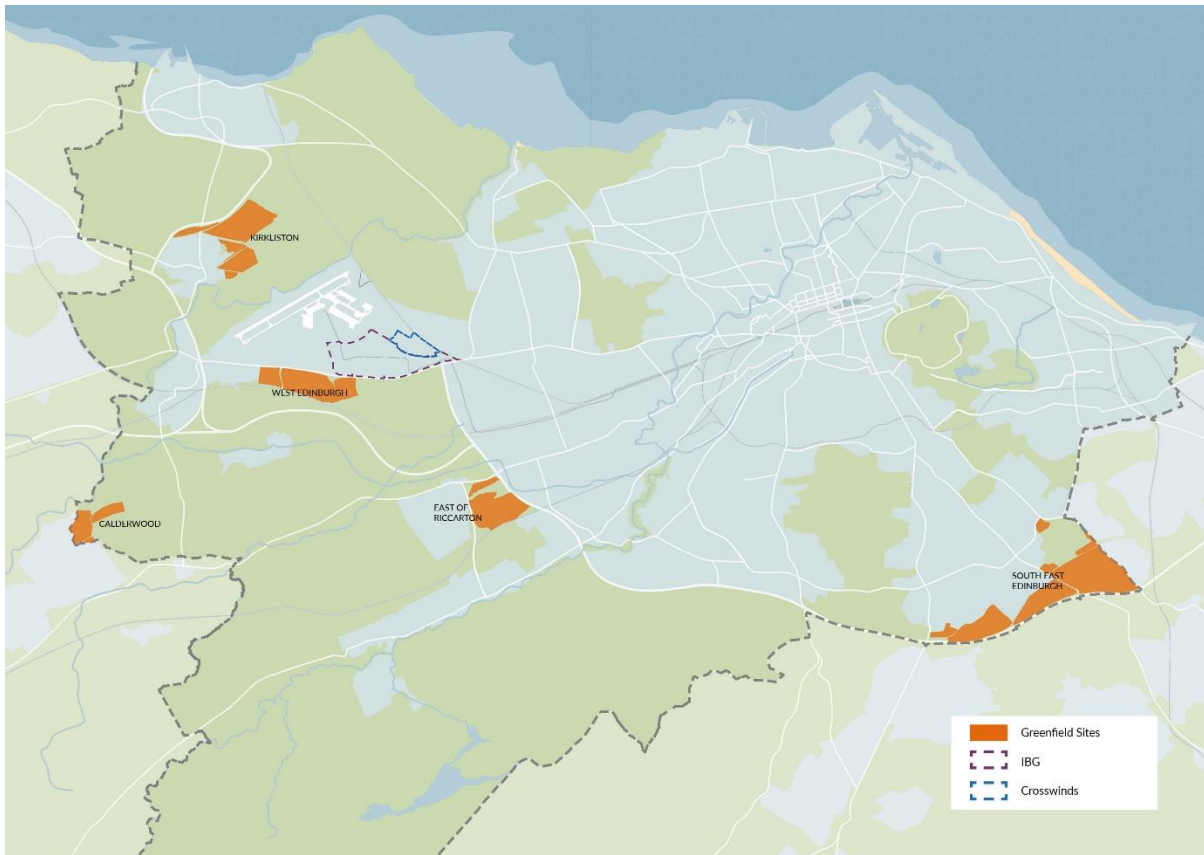
To deliver the approaches 2 and 3 set out above will require the release of greenfield land. A detailed assessment of all greenfield sites was undertaken to assess greenfield land which has development potential while still contributing to the [SDP1](#) spatial strategy, minimising effect on landscape character and making best use of existing infrastructure. The full assessment is set out in Part 2b – Greenfield Site

Assessment and the [Environmental Report](#). We have also assessed the sites in terms of their public transport accessibility through the [Edinburgh Strategic Sustainable Transport Study](#).

- 4.10 Following these assessment, several possible greenfield allocation areas have been identified. Any of these sites, plus the urban area land under Option 1, could be used to make up a Blended or Market-led approach to deliver our new homes.
- 4.11 The potential greenfield allocation areas are:
- **South East Edinburgh** – supported both by the Environmental Report and the Transport Study.
 - **West Edinburgh** (Norton Park, the International Business Gateway and Crosswinds) - supported both by the Environmental Report and the Transport Study.
 - **Kirkliston** – supported to deliver current Council priorities for the delivery of new education infrastructure.
 - **East of Riccarton** - supported to deliver current Council priorities for the delivery of new education infrastructure.
 - **Calderwood** –supported to link with current development in West Lothian.

The full assessment for these potential allocations is set out in Part 2b to this Study – Greenfield Site Assessment.

Map 1- Preferred Greenfield sites



5.0 Implementing our proposals for new housing

- 5.1 Regulation 10 of the Town and Country Planning (Development Planning) (Scotland) Regulations 2008 requires that planning authorities have regard to the resources available to implement their local development plan.
- 5.2 The options set out to deliver new homes have considerable resource implications for the Council. A [financial resources appraisal](#) has been prepared which sets out the high-level cost implications of delivering the three options set out in Choices for City Plan 2030.
- 5.3 Delivering new homes will require investment in community infrastructure - schools, public transport, road network public realm, open space, and healthcare facilities.
- 5.4 City Plan 2030 will identify all the required new transport infrastructure that will be required, based on a Transport Appraisal, and actions arising from the City Mobility Plan.
- 5.5 The Edinburgh Health and Social Care Partnership will prepare a new Local Development Plan Primary Care Appraisal as part of preparing the Proposed Plan to ensure that the process of planning future health care services takes into account the changing demands as a result of new development.

- 5.6 The Council has carried out a high-level assessment of the new school infrastructure which is likely to be required to support the significant growth in pupils which is likely to arise from new housing proposals within City Plan. The assessment has used pupil generation rates agreed by the Education, Children and Families Committee in May 2019. For the purposes of the assessment, the maximum capacity of a primary school is 630 pupils (three streams) and the maximum capacity of a secondary school being 1,400. These are the sizes of the largest schools currently in the city.
- 5.7 Where there is a requirement for a new school, it is anticipated that a site will be identified within the Proposed Plan in locations that will encourage active travel and the creation of 'community hubs'. Any new primary school will include a nursery and appropriate provision for pupils with additional support needs will be provided in all new projects. Any new school will require a catchment area to be identified through a separate statutory consultation process.
- 5.8 In respect of the within the Urban Area Approach set out in [Choices for City Plan 2030](#), Choice 12 the following school infrastructure is likely to be required, not limited to:

Primary Schools

Areas that could require a new primary school:

- **North Edinburgh:** Trinity, Broughton, Stockbridge, Flora Stevenson, Leith and Craigentenny primary schools do not have capacity to support the significant pupil growth that could come from potential urban housing sites within their catchment areas. Depending on the amount and location of new housing that could be delivered in the area, two new primary schools could be required.
- **West Edinburgh:** A new primary school will be required to accommodate significant pupil growth from any new housing development around the airport.
- **South Edinburgh:** Proposed redevelopment of Redford Barracks could require a new primary school.

Secondary Schools

Areas that could require a new secondary school:

- **North Edinburgh:** Broughton High, Drummond High and Leith Academy do not have capacity to support the significant pupil growth that could come from potential urban housing sites within their catchment areas. A new secondary school in the area would provide the additional accommodation that would be required.
- **West Edinburgh:** A new secondary school is required to accommodate any pupil growth from any new housing development around the airport.

- **South Edinburgh:** There is no spare capacity at Firrhill High School to accommodate pupil growth from new housing development, including the development of Redford Barracks. A solution to provide additional capacity would have to be identified. The delivery of a new secondary school in the area would provide the additional capacity and could help to alleviate accommodation pressures at adjacent secondary schools such as Boroughmuir High School.

- 5.9 In some areas it may be appropriate to extend an existing primary school to support pupil growth from new housing within the urban area, for example it is likely that classroom extensions will have to be delivered at Balgreen and Castlevie primary schools.
- 5.10 Catchment change will also be considered in areas where there is insufficient spare capacity at a school to accommodate pupils from new housing development in urban areas. This could include well-established catchment areas in central parts of the city.
- 5.11 In areas not served by a new primary school, the delivery of a standalone nursery may be required to mitigate the impact of new housing development.

Potential Greenfield Allocations

- 5.12 The five potential greenfield allocation areas identified in Choice 12 have been assessed on a stand-alone basis for their education infrastructure requirement. Each of the proposed Place Briefs within Choices for City Plan 2030 sets out the education infrastructure required based on 65 dwellings per hectare and an 80/20 house/flat split.
- 5.13 In line with an 'infrastructure-first' approach to the growth of the city, some of the potential development areas could support current Council priorities for the delivery of new infrastructure, these are Kirkliston and East of Riccarton.

Roman Catholic Schools

- 5.14 Many pupils choose to attend one of the many Roman Catholic schools across the city. The amount of new housing development that could come forward as part of City Plan 2030 means that the delivery of new Roman Catholic primary schools and at least one new Roman Catholic secondary school will be required. Locations for these new schools will be identified within the Proposed Plan.
- 5.15 A full education assessment will be prepared to support the Proposed Plan. As part of this the Council will consider if it would be appropriate to deliver larger schools in certain locations, joint campuses or an 'all-through' school which combines primary and secondary schooling in one location.
- 5.16 Where new infrastructure capacity will need to be provided City Plan 2030 and its Action Programme will set out how and when the infrastructure will be delivered.

City Plan 2030 Housing Study – January 2020

Part 2a Urban Area Site Assessment

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1.0 Introduction

An assessment of urban brownfield land was undertaken to identify land with potential for housing development and estimate the housing capacity that could be delivered on that land.

2.0 Methodology

Site selection

- 2.1 A map based desktop search was undertaken using ArcGIS. The search focussed on the urban area as identified in the [Edinburgh Local Development Plan November 2016 \(LDP\)](#). It excluded:
- sites already included in the [Housing Land Audit and Completions Programme](#) (to avoid double counting)
 - sites protected by an employment designation - Business and Industry, Special Economic Areas and Strategic Business Centres
 - areas wholly designated as open space, green belt and countryside policy area
 - sites entirely covered by international or national biodiversity designations or special landscape areas.
- 2.2 A [Housing Land Study](#) produced by CEC in 2014 undertook a similar review of sites in the urban area to assess the level of housing which could potentially be delivered on a 'windfall' basis during the period of the current LDP. Sites which remain undeveloped from this study have been carried forward.
- 2.3 A number of datasets including the [Scottish Vacant and Derelict Land Survey](#), current planning permissions and refusals, information on building and use typologies and local knowledge was used in the search for sites. A minimum size threshold of 0.05 hectares was applied. This was considered the minimum size that could accommodate 5 or more dwellings. There was no maximum site size.
- 2.4 The preliminary search produced an initial list of approximately 255 sites including those identified in the 2014 study.

Site Assessment

2.5 Each site was analysed based on its potential for development in the plan period taking into account:

- current use
- broad environmental constraints
- public transport accessibility
- known development interest and planning history

This analysis discounted some sites. The remaining sites were assessed against the criteria set out at Figure 1.

Figure 1 Site Assessment Criteria

ACTIVE TRAVEL	
<p><i>Does the site support travel by foot to identified convenience services?</i></p>	<p>Yes/Partially/No</p> <p>Assessed by walking time to convenience services, which have been mapped through network analysis. This is used as sites which sit within walking distance of both grocery shopping and potential employment locations will be more likely to support non-car travel and reduce the need to travel longer distances. A 10 minute walk time (800m distance) is determined to be an appropriate maximum time to reach a local shop. This walk time is mapped through network analysis and a site should be adjacent to or within the network which falls within this time.</p> <p>Convenience services are identified as any shop that sells convenience goods (includes a newsagent that sells a basic food range) and is mapped through network analysis.</p> <p>Assessments should also take into account barriers to movement and site-specific features such as topography, roadways or social barriers such as lack of street lighting which would make walking more difficult.</p>
<p><i>If not, can foot access be improved or services provided within walking distance</i></p>	<p>If the site is within walking distance of grocery shopping and existing and committed employment clusters it will be classed as yes. If the site is not within walking distance of these but access can be improved or shopping can be provided within walking distance through a suitable intervention it will be classed as partially suitable. If neither of these conditions are met the site will be classed as no.</p>

<p><i>If not, is the site potentially served by an identified cycle route intervention project which is deliverable in the plan period?</i></p>	<p>If the site can be connected to the network it will be classed as yes. If the site cannot be connected to the network but is potentially served by an identified cycle route intervention project which is deliverable in the plan period it will be classed as partially suitable. If neither of these conditions are met the site will be classed as no.</p>
<p><i>Does the site support active travel overall?</i></p> <p>SPP: 270, 271, 272, 273, 274, 275 SDP1: Policy 8, 9</p>	<p>The final Active Travel assessment should be a composite of both foot and cycle assessments, taking into account the overall accessibility and issues on each site.</p> <p>If the site is mainly suitable with minimal intervention required this will be classed as yes. If the site is not yet suitable but could be addressed though identified interventions it will be classed as partially suitable. If neither of these conditions are met the site will be classed as no.</p>
<p>PUBLIC TRANSPORT</p>	
<p><i>Does the site support travel by public transport?</i></p>	<p>Yes/Partially/No</p> <p>Public Transport access is assessed by access to bus service with PTAL (Public Transport Accessibility Level) score of mainly 3 or higher, rail stations within walking distance and existing/committed tram from stops within walking distance, taking into account service capacity.</p>
<p><i>If not, is the site potentially served by an identified public transport intervention project which is deliverable in the plan period?</i></p> <p>SPP: 270, 271, 272, 273, 274, 275, 276, 277, 279 SDP1: Policy 8, 9</p>	<p>Access to a public transport intervention project, deliverable within the plan period, is assessed as access to a service with a PTAL score of mainly 3 or higher.</p> <p>If the site has good access to train, tram or suitable bus services with sufficient capacity this will be classed as yes. If the site does not have good access but this could be addressed though identified interventions it will be classed as partially suitable. If neither of these conditions are met the site will be classed as no.</p>

COMMUNITY INFRASTRUCTURE	
<p>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</p> <p>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</p> <p>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</p> <p><i>SPP: 28, 29, 40</i> <i>SDP1: Policy 9</i></p>	<p>Yes/No Assessed based on whether school roll projections indicate that there will be sufficient spare capacity at existing schools to accommodate pupils generated by new housing or whether the delivery of an action in the current LDP Action Programme will provide sufficient capacity.</p> <hr/> <p>Yes/No Assessed based on whether school roll projections indicate that there will be sufficient spare capacity at existing schools to accommodate pupils generated by new housing or whether the delivery of an action in the current LDP Action Programme will provide sufficient capacity.</p> <hr/> <p>If the site has sufficient community infrastructure capacity available to accommodate the development without further intervention this will be classed as yes. If the site does not have sufficient capacity but this could be mitigated through appropriate intervention it will be classed as partially suitable. If neither of these conditions are met the site will be classed as no.</p>
FLOOD RISK	
<p>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</p> <p><i>SPP: 255, 256, 260, 263</i> <i>SDP1: Policy 15</i></p>	<p>Yes/Partially/No Assessment of SEPA identified areas at <i>Medium-High Flood Risk</i> (defined as at risk of 1-in-200-yr fluvial flooding) and council information on <i>Areas Important for Flood Management</i>, to rule out areas at risk of flooding regularly which are to be avoided.</p> <p>Where the site is crossed by these designations it will be classed as partially, provided they do not cover a major area of the site in which case it will be classed as no.</p>
SUMMARY	
<p>SUMMARY OF SITE OPPORTUNITIES/CONSTRAINTS</p> <p>A summary of whether all (Yes), part (Partially) or none (No) of the site is suitable to be released for development based upon criteria above. Summary takes account of overall community infrastructure (see above for description) and overall active travel.</p>	

- 2.6 From this further analysis, the list was reduced to 142 sites considered to have a medium to high potential for development. Sites categorised as having a medium to high potential were considered as:
- sites which had a high potential of coming forward through normal market forces, for example, by being in a location where existing sites had changed to housing use
 - sites which had known development interest such as extant planning permissions, minded to grant permission decisions, pre-application enquiries or where an existing user is known to be vacating the site in the future
 - sites particularly suitable for housing development in locations which are, or could become, well served by public transport and community infrastructure, but which may need a form of intervention to enable development
- 2.7 Interventions could include promotion and marketing of sites, use of place briefs and master plans and in some cases use of tools such as compulsory purchase.
- 2.8 It should be noted that the pace of development in the Council area means that some included sites may have active or determined planning applications on them before the publication of the proposed City Plan 2030.
- 2.9 The 142 sites with medium to high potential are shown in Map 1 below. Sites have been grouped into 23 assessment areas based on concentration of sites and natural geographic areas. Most sites fall within these assessment areas, however there are a small number which do not fall within any of the groupings. Figure 2 which follows Map 1 sets out results of assessment against the criteria set out at Figure 1 above for each of the 23 assessment areas and Figure 3 sets out results for each of the 142 sites.

Map 1 Sites with medium to high potential

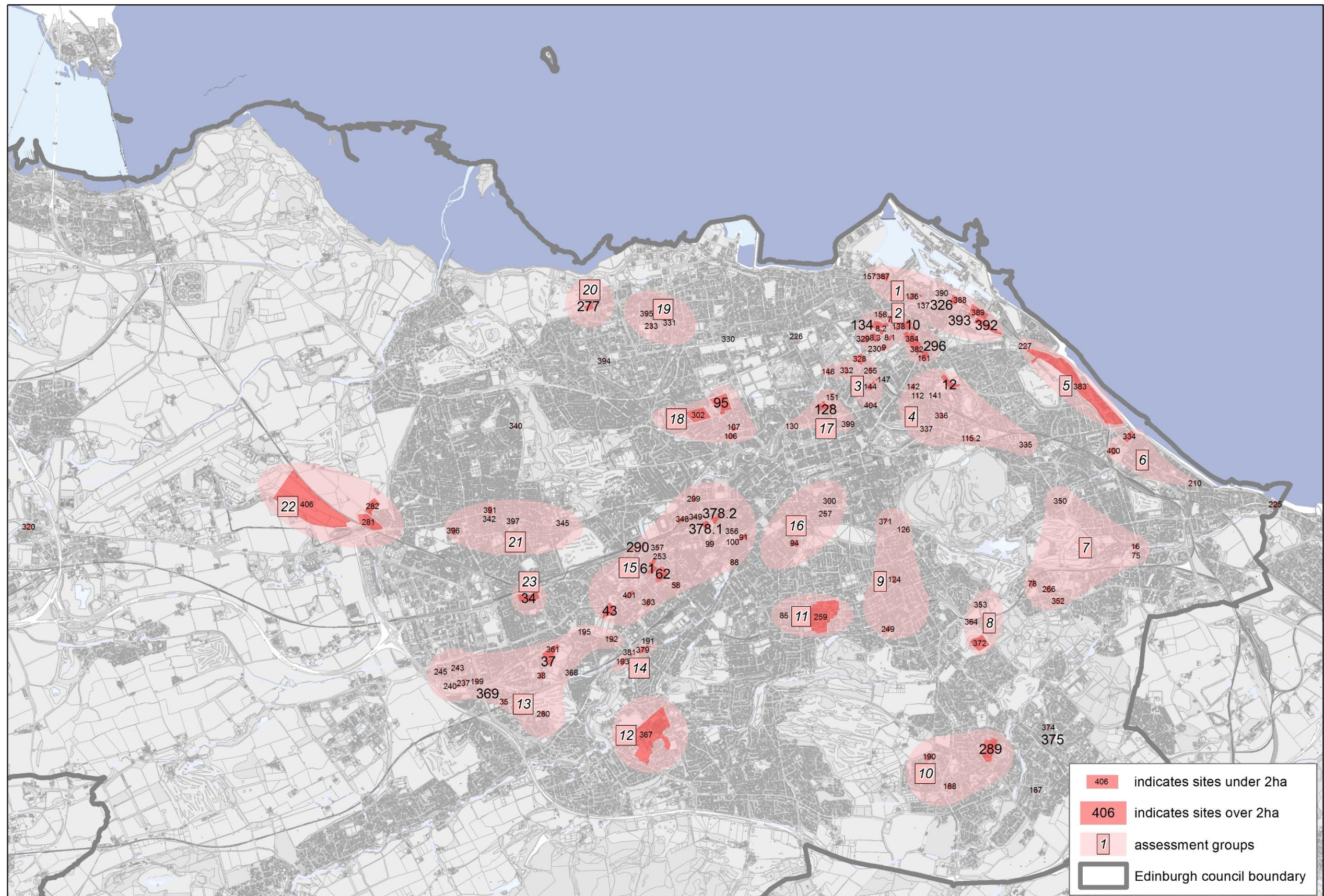


Figure 2 - Assessment of site groupings

Assessment Group Number	Assessment Group Name	10 min walk to local convenience services	30 min walk to employment clusters	Access to wider cycle network	Active travel overall	Public transport	Community infrastructure	Flood risk	Summary
1	North Leith	Green	Green	Yellow	Yellow	Green	Yellow	Green	Yellow
2	Leith - Bonnington & Leith Walk	Green	Green	Yellow	Yellow	Green	Yellow	Green	Yellow
3	Beaverbank	Green	Green	Yellow	Yellow	Green	Yellow	Green	Yellow
4	Lochend - Meadowbank	Green	Green	Yellow	Yellow	Green	Yellow	Green	Yellow
5	Seafield	Green	Green	Yellow	Yellow	Red	Yellow	Green	Red
6	Portobello	Green	Red	Yellow	Yellow	Green	Yellow	Yellow	Red
7	Niddrie - Bingham - Willowbrae	Green	Green	Yellow	Yellow	Green	Yellow	Green	Yellow
8	Inch Nursery - Cameron Toll - Prestonfield	Green	Green	Red	Red	Green	Yellow	Yellow	Red
9	Southside	Green	Green	Yellow	Yellow	Green	Yellow	Green	Yellow
10	Liberton Hospital	Green	Green	Red	Red	Red	Green	Green	Red
11	Astlie Ainslie	Green	Green	Red	Red	Green	Yellow	Green	Red
12	Redford Barracks	Green	Green	Red	Red	Green	Yellow	Yellow	Red
13	Wester Hailes	Green	Yellow	Yellow	Yellow	Green	Yellow	Yellow	Yellow
14	Lanark Road	Green	Green	Yellow	Yellow	Green	Yellow	Green	Yellow
15	Gorgie - Dalry	Green	Green	Yellow	Yellow	Green	Yellow	Yellow	Yellow
16	Fountainbridge	Green	Green	Yellow	Yellow	Green	Yellow	Green	Yellow
17	New Town	Green	Green	Yellow	Yellow	Green	Yellow	Green	Yellow
18	Orchard Brae - Craigleith	Green	Green	Red	Red	Green	Yellow	Green	Red
19	Pilton	Green	Green	Yellow	Yellow	Green	Yellow	Green	Yellow
20	Silverlea	Green	Green	Red	Red	Green	Yellow	Green	Red
21	Corstorphine	Green	Green	Yellow	Yellow	Green	Yellow	Green	Yellow
22	West Edinburgh	Green	Green	Yellow	Yellow	Green	Yellow	Green	Yellow
23	Government Buildings	Green	Green	Yellow	Yellow	Green	Yellow	Green	Yellow

Suitability for development **Yes Partially No**. See Figure 1 at page 3 for assessment criteria

Figure 3 – Assessment of individual sites

Site Number	Area Name	Assessment Group Number	10 min walk to local convenience services	30 min walk to employment clusters	Access to wider cycle network	NCN/Quiet route 5 year intervention	Active Travel (overall)	Public Transport	Primary Capacity	Secondary Capacity	Community Infrastructure Overall	Flood Risk	Summary
7	West Bowling Green Street	2	Green	Green	Green	Green	Green	Yellow	Red	Red	Yellow	Green	Yellow
8.1	Newhaven Road (A)	2	Green	Green	Yellow	Yellow	Yellow	Yellow	Red	Red	Yellow	Green	Yellow
8.2	Newhaven Road (B)	2	Green	Green	Yellow	Yellow	Yellow	Yellow	Red	Red	Yellow	Green	Yellow
8.3	Newhaven Road (C)	2	Green	Green	Yellow	Yellow	Yellow	Yellow	Red	Red	Yellow	Green	Yellow
9	Bonnington Road	2	Green	Green	Yellow	Yellow	Yellow	Yellow	Red	Red	Yellow	Green	Yellow
10	Bangor Road (Swanfield Industrial Estate)	2	Green	Green	Yellow	Yellow	Yellow	Yellow	Green	Red	Yellow	Green	Yellow
12	St Clair Street	4	Green	Green	Green	Green	Green	Yellow	Green	Red	Yellow	Green	Yellow
16	Duddingston Park South (Duddingston Yards)	7	Green	Red	Green	Green	Red	Yellow	Green	Red	Yellow	Green	Red
34	Broomhouse Terrace	23	Green	Green	Green	Green	Green	Yellow	Green	Red	Yellow	Green	Green
35	Murrayburn Gate	13	Green	Green	Yellow	Yellow	Yellow	Yellow	Green	Red	Yellow	Green	Yellow
37	Murrayburn Road (A)	13	Green	Green	Yellow	Yellow	Yellow	Yellow	Green	Red	Yellow	Green	Yellow
38	Dumbryden Drive	13	Red	Green	Green	Green	Green	Yellow	Green	Red	Yellow	Green	Yellow
43	Stenhouse Road	15	Green	Red	Red	Red	Red	Yellow	Green	Red	Yellow	Green	Red
58	Gorgie Park Close	15	Green	Green	Red	Red	Red	Yellow	Red	Red	Yellow	Green	Red
61	Stevenson Road	15	Green	Green	Red	Red	Red	Yellow	Red	Red	Yellow	Green	Red
62	Gorgie Road (east)	15	Green	Green	Red	Red	Red	Yellow	Red	Red	Yellow	Green	Red
75	Duddingston Park South	7	Green	Red	Green	Green	Red	Yellow	Green	Red	Yellow	Green	Red
78	Peffer Bank	7	Green	Green	Yellow	Yellow	Yellow	Yellow	Red	Red	Yellow	Green	Yellow
85	Falcon Road West	11	Green	Green	Yellow	Yellow	Yellow	Yellow	Red	Red	Yellow	Green	Yellow
88	Temple Park Crescent	15	Green	Green	Yellow	Yellow	Yellow	Yellow	Red	Red	Yellow	Green	Yellow
89	Watson Crescent Lane	15	Green	Green	Green	Green	Green	Yellow	Red	Red	Yellow	Green	Yellow
91	Dundee Street	15	Green	Green	Yellow	Yellow	Yellow	Yellow	Green	Red	Yellow	Green	Yellow
94	Gillspie Crescent	16	Green	Green	Green	Green	Green	Yellow	Red	Red	Yellow	Green	Yellow
95	Crewe Road South	18	Green	Green	Green	Green	Green	Yellow	Red	Red	Yellow	Green	Yellow
99	Murieston Lane	15	Green	Green	Red	Yellow	Red	Yellow	Green	Red	Yellow	Green	Red
100	Dundee Terrace	15	Green	Green	Yellow	Green	Yellow	Yellow	Green	Red	Yellow	Green	Yellow
106	Orchard Brae Avenue	18	Green	Green	Red	Green	Red	Yellow	Red	Red	Yellow	Green	Red

Suitability for development *Yes Partially No*. See Figure 1 at page 3 for assessment criteria

Site Number	Area Name	Assessment Group Number	10 min walk to local convenience services	30 min walk to employment clusters	Access to wider cycle network	NCN/Quiet route 5 year intervention	Active Travel (overall)	Public Transport	Primary Capacity	Secondary Capacity	Community Infrastructure Overall	Flood Risk	Summary
107	Orchard Brae	18	Green	Green	Red	Red	Red	Yellow	Green	Red	Yellow	Green	Red
112	Albert Street	4	Green	Green	Red	Red	Red	Yellow	Green	Red	Yellow	Green	Red
115.2	London Road (B)	4	Green	Green	Red	Yellow	Red	Yellow	Green	Red	Yellow	Green	Red
124	Ratcliffe Terrace	9	Green	Green	Green	Green	Green	Yellow	Red	Red	Yellow	Green	Yellow
126	St Leonard's Street (car park)	9	Green	Green	Green	Green	Green	Yellow	Red	Red	Yellow	Green	Yellow
128	Eyre Terrace	17	Green	Green	Green	Green	Green	Yellow	Red	Red	Yellow	Green	Yellow
130	India Place	17	Green	Green	Red	Red	Red	Yellow	Red	Red	Yellow	Green	Yellow
134	South Fort Street	2	Green	Green	Green	Green	Green	Yellow	Red	Red	Yellow	Green	Yellow
136	Coburg Street	1	Green	Green	Green	Green	Green	Yellow	Red	Red	Yellow	Green	Yellow
137	Sandport Place	1	Green	Green	Green	Green	Green	Yellow	Red	Red	Yellow	Green	Red
138	Bangor Road (James Pringle)	2	Green	Green	Yellow	Yellow	Yellow	Green	Red	Red	Yellow	Green	Red
141	Albion Street	4	Green	Green	Yellow	Yellow	Yellow	Green	Red	Red	Yellow	Green	Yellow
142	Iona Street	4	Green	Green	Red	Red	Red	Green	Red	Red	Yellow	Green	Red
144	McDonald Place	3	Green	Green	Green	Green	Green	Yellow	Red	Red	Yellow	Green	Yellow
146	Logie Green Road	3	Green	Green	Green	Green	Green	Yellow	Red	Red	Yellow	Green	Red
147	McDonald Road (A)	3	Green	Green	Green	Green	Green	Yellow	Red	Red	Yellow	Green	Yellow
151	Eyre Place	17	Green	Green	Green	Green	Green	Yellow	Red	Red	Yellow	Green	Yellow
157	North Fort Street	1	Green	Red	Green	Green	Green	Yellow	Red	Red	Yellow	Green	Red
158	Pitt Street	2	Green	Green	Green	Green	Green	Yellow	Red	Red	Yellow	Green	Yellow
161	Leith Walk (depot)	2	Green	Green	Red	Red	Red	Yellow	Red	Red	Yellow	Green	Red
187	Gilmerton Dykes Street		Green	Green	Red	Red	Red	Green	Red	Red	Yellow	Green	Red
188	Rae's Crescent	10	Green	Green	Red	Red	Red	Green	Red	Red	Yellow	Green	Red
190	Alnwickhill Road	10	Green	Green	Red	Red	Red	Yellow	Red	Red	Yellow	Green	Red
191	Craiglockhart Avenue	14	Green	Green	Yellow	Yellow	Yellow	Green	Red	Red	Yellow	Green	Yellow
192	Inglis Green Road (A)	13	Green	Green	Yellow	Yellow	Yellow	Green	Red	Red	Yellow	Green	Red
193	Lanark Road (A)	14	Green	Red	Red	Red	Red	Green	Red	Red	Yellow	Green	Red

Suitability for development *Yes Partially No*. See Figure 1 at page 3 for assessment criteria

Site Number	Area Name	Assessment Group Number	10 min walk to local convenience services	30 min walk to employment clusters	Access to wider cycle network	NCN/Quiet route 5 year intervention	Active Travel (overall)	Public Transport	Primary Capacity	Secondary Capacity	Community Infrastructure Overall	Flood Risk	Summary
195	Longstone Road	13	Green	Green	Green	Green	Green	Green	Green	Red	Green	Yellow	Green
199	Murrayburn Drive	13	Green	Green	Red	Green	Red	Green	Green	Green	Green	Yellow	Red
210	Joppa Road	6	Green	Red	Green	Green	Red	Yellow	Green	Green	Green	Yellow	Red
225	Eastfield		Red	Green	Red	Green	Red	Green	Green	Green	Green	Yellow	Red
226	Royston Terrace		Green	Green	Red	Green	Red	Green	Green	Green	Green	Yellow	Red
227	Seafield Road	5	Green	Green	Green	Green	Green	Green	Green	Red	Yellow	Green	Yellow
230	Broughton Road	2	Green	Green	Green	Green	Green	Red	Red	Red	Yellow	Green	Red
233	West Pilton Grove	19	Green	Green	Red	Green	Red	Yellow	Green	Green	Green	Yellow	Red
237	Calder Estate (I)	13	Green	Green	Green	Green	Green	Green	Green	Green	Green	Yellow	Green
238	Calder Estate (H)	13	Green	Green	Red	Green	Red	Green	Green	Green	Green	Yellow	Red
239	Calder Estate (J)	13	Green	Green	Green	Green	Green	Green	Green	Green	Green	Yellow	Green
240	Calder Estate (K)	13	Green	Green	Green	Green	Green	Green	Green	Green	Green	Yellow	Green
243	Calder Estate (G)	13	Green	Green	Red	Green	Red	Green	Green	Green	Green	Yellow	Red
244	Calder Estate (A)	13	Green	Green	Green	Green	Green	Green	Green	Green	Green	Yellow	Green
245	Calder Estate (B,C,D)	13	Green	Green	Green	Green	Green	Green	Green	Green	Green	Yellow	Green
249	Watertoun Road	9	Green	Green	Red	Green	Red	Yellow	Green	Green	Green	Yellow	Red
253	Westfield Road (A)	15	Green	Green	Red	Green	Red	Green	Red	Green	Yellow	Red	Red
255	McDonald Road (B)	3	Green	Green	Green	Green	Green	Yellow	Red	Red	Yellow	Green	Yellow
257	Chalmers Street (Eye Pavilion)	16	Green	Green	Green	Green	Green	Green	Green	Green	Green	Yellow	Green
259	Astley Ainslie Hospital	11	Green	Green	Red	Green	Red	Green	Green	Green	Green	Yellow	Red
266	Niddrie Mains Road (A)	7	Green	Green	Red	Green	Red	Green	Red	Green	Yellow	Green	Red
277	Silverlea	20	Green	Green	Green	Green	Green	Green	Green	Green	Green	Yellow	Green
280	Clovenstone House	13	Green	Green	Red	Green	Red	Green	Green	Green	Green	Yellow	Red

Suitability for development **Yes Partially No**. See Figure 1 at page 3 for assessment criteria

Site Number	Area Name	Assessment Group Number	10 min walk to local convenience services	30 min walk to employment clusters	Access to wider cycle network	NCN/Quiet route 5 year intervention	Active Travel (overall)	Public Transport	Primary Capacity	Secondary Capacity	Community Infrastructure Overall	Flood Risk	Summary
281	Turnhouse Road (SAICA)	22	Green	Green	Green	Green	Green	Green	Red	Red	Yellow	Green	Yellow
282	Turnhouse Road	22	Green	Green	Yellow	Yellow	Yellow	Yellow	Red	Red	Yellow	Green	Yellow
289	Liberton Hospital	10	Green	Green	Red	Red	Red	Green	Green	Red	Green	Green	Red
290	Balgreen	15	Green	Green	Green	Green	Green	Green	Red	Red	Yellow	Green	Yellow
296	Leith Walk/Manderston Street	2	Green	Green	Red	Yellow	Red	Yellow	Green	Red	Yellow	Green	Red
297	Inglis Green Road (B)	13	Green	Red	Red	Red	Red	Yellow	Green	Red	Yellow	Red	Red
299	Roseburn Terrace	15	Green	Green	Green	Green	Green	Green	Red	Red	Yellow	Green	Yellow
300	Keir Street	16	Green	Green	Yellow	Yellow	Yellow	Yellow	Green	Red	Yellow	Green	Yellow
302	Royal Victoria Hospital	18	Green	Green	Red	Yellow	Red	Yellow	Green	Red	Yellow	Green	Red
320	Old Liston Road		Green	Red	Green	Green	Green	Yellow	Green	Red	Yellow	Green	Yellow
326	Baltic Street (B)	1	Green	Green	Yellow	Yellow	Yellow	Yellow	Green	Red	Yellow	Green	Yellow
328	Broughton Road	3	Green	Green	Green	Green	Green	Yellow	Red	Red	Yellow	Green	Yellow
329	Stewartfield	2	Green	Green	Yellow	Yellow	Yellow	Yellow	Green	Red	Yellow	Green	Yellow
330	Ferry Road		Green	Green	Red	Red	Red	Yellow	Green	Red	Yellow	Green	Red
331	West Pilton Place	19	Green	Green	Green	Green	Green	Green	Green	Red	Yellow	Green	Yellow
332	Beaverhall Road	3	Green	Green	Yellow	Yellow	Yellow	Yellow	Red	Red	Yellow	Green	Red
334	Westbank Street	6	Green	Green	Green	Green	Green	Green	Green	Red	Yellow	Green	Yellow
335	Portobello Road	4	Green	Green	Red	Red	Red	Yellow	Green	Red	Yellow	Green	Red
336	Norton Park	4	Green	Green	Red	Red	Red	Yellow	Green	Red	Yellow	Green	Red
337	Montrose Terrace	4	Green	Green	Red	Red	Red	Yellow	Green	Red	Yellow	Green	Red
340	Drumbrae Drive		Green	Red	Red	Red	Red	Yellow	Green	Red	Yellow	Green	Red
342	St John's Road (A)	21	Green	Green	Red	Red	Red	Yellow	Red	Red	Yellow	Green	Red
345	Corstorphine Road (A)	21	Green	Red	Yellow	Green	Red	Yellow	Green	Red	Yellow	Green	Red
346	Corstorphine Road (B)	21	Green	Red	Yellow	Green	Red	Yellow	Green	Red	Yellow	Green	Red
348	Roseburn Street	15	Green	Green	Yellow	Yellow	Yellow	Yellow	Red	Red	Yellow	Green	Yellow

Suitability for development **Yes Partially No**. See Figure 1 at page 3 for assessment criteria

Site Number	Area Name	Assessment Group Number	10 min walk to local convenience services	30 min walk to employment clusters	Access to wider cycle network	NCN/Quiet route 5 year intervention	Active Travel (overall)	Public Transport	Primary Capacity	Secondary Capacity	Community Infrastructure Overall	Flood Risk	Summary
349	Russell Road (Royal Mail)	15	Green	Green	Green	Green	Green	Green	Red	Red	Yellow	Green	Yellow
350	Willowbrae Road	7	Green	Red	Red	Red	Red	Green	Green	Green	Green	Green	Red
352	Niddrie Mains Road (B)	7	Green	Green	Red	Red	Red	Green	Red	Green	Yellow	Green	Red
353	Peffermill Road	8	Green	Green	Red	Yellow	Red	Green	Green	Green	Green	Green	Red
356	Dalry Road	15	Green	Green	Red	Red	Red	Green	Green	Green	Green	Green	Red
357	Westfield Road (B)	15	Green	Green	Yellow	Yellow	Yellow	Green	Red	Green	Yellow	Red	Red
361	Murrayburn Road (B)	13	Green	Green	Red	Red	Red	Green	Green	Green	Yellow	Green	Red
363	West Gorgie Park	15	Green	Red	Red	Red	Red	Green	Red	Green	Yellow	Green	Red
364	Old Dalkeith Road	8	Green	Green	Red	Green	Red	Green	Red	Green	Yellow	Green	Red
367	Redford Barracks	12	Green	Red	Red	Red	Red	Green	Red	Red	Yellow	Green	Red
368	Peatville Gardens	13	Green	Green	Red	Red	Red	Green	Green	Red	Yellow	Green	Yellow
369	Murrayburn Road (Murrayburn Motors)	13	Green	Green	Red	Red	Red	Green	Green	Green	Green	Green	Green
371	Cowan's Close	9	Green	Green	Yellow	Yellow	Yellow	Green	Green	Green	Green	Green	Yellow
372	Inch Nursery	8	Green	Green	Red	Green	Red	Green	Red	Green	Yellow	Green	Red
374	Moredun Park Loan		Green	Green	Red	Red	Red	Yellow	Green	Green	Green	Green	Red
375	Moredun Park View		Green	Green	Red	Red	Red	Yellow	Green	Green	Green	Green	Red
376	Peffer Place	7	Green	Green	Yellow	Yellow	Yellow	Green	Green	Green	Green	Green	Yellow
378	Russell Road	15	Green	Green	Red	Red	Red	Green	Green	Green	Green	Green	Green
379	Lanark Road (D)	14	Green	Red	Red	Red	Red	Green	Green	Red	Yellow	Green	Red
381	Lanark Road (B)	14	Green	Red	Yellow	Yellow	Red	Green	Green	Red	Yellow	Red	Red
382	Stead's Place	2	Green	Green	Red	Yellow	Red	Yellow	Green	Red	Yellow	Green	Red
383	Seafield	5	Green	Green	Red	Red	Red	Yellow	Green	Red	Yellow	Green	Yellow
384	Jane Street	2	Green	Green	Red	Yellow	Red	Yellow	Green	Red	Yellow	Green	Red
385	Corunna Place	2	Green	Green	Red	Yellow	Red	Yellow	Green	Red	Yellow	Green	Red
386	Commercial Street	1	Green	Green	Red	Red	Red	Yellow	Red	Green	Yellow	Green	Yellow
387	North Leith Sands	1	Green	Red	Red	Red	Red	Yellow	Red	Green	Yellow	Green	Red

Suitability for development *Yes Partially No*. See Figure 1 at page 3 for assessment criteria

Site Number	Area Name	Assessment Group Number	10 min walk to local convenience services	30 min walk to employment clusters	Access to wider cycle network	NCN/Quiet route 5 year intervention	Active Travel (overall)	Public Transport	Primary Capacity	Secondary Capacity	Community Infrastructure Overall	Flood Risk	Summary
388	Tower Street	1	Green	Green	Red	Yellow	Red	Yellow	Green	Red	Yellow	Green	Red
389	Bath Road	1	Green	Green	Red	Yellow	Red	Yellow	Green	Red	Yellow	Green	Red
390	Timberbush	1	Green	Green	Yellow	Yellow	Yellow	Yellow	Green	Red	Yellow	Yellow	Yellow
391	St John's Road (B)	21	Green	Green	Red	Yellow	Red	Green	Red	Red	Yellow	Green	Red
392	Carron Place	1	Green	Green	Yellow	Yellow	Yellow	Yellow	Green	Red	Yellow	Yellow	Yellow
393	Salamander Place	1	Green	Green	Yellow	Yellow	Yellow	Yellow	Green	Red	Yellow	Green	Yellow
394	Muirhouse Bank		Green	Green	Yellow	Yellow	Yellow	Yellow	Green	Red	Yellow	Green	Yellow
395	West Pilton Lea	19	Green	Green	Red	Yellow	Red	Green	Green	Red	Yellow	Green	Red
396	Gylemuir Road	21	Green	Green	Red	Yellow	Red	Green	Green	Red	Yellow	Green	Red
397	Kirk Loan	21	Green	Green	Yellow	Yellow	Yellow	Green	Red	Red	Yellow	Green	Yellow
399	Broughton Market	17	Green	Green	Yellow	Yellow	Yellow	Green	Red	Red	Yellow	Green	Yellow
400	Sir Harry Lauder Road	6	Green	Yellow	Red	Yellow	Red	Green	Green	Red	Yellow	Green	Red
401	Gorgie Road (Caledonian Packaging)	15	Green	Red	Red	Yellow	Red	Green	Red	Red	Yellow	Green	Red
404	East London Street	3	Green	Green	Yellow	Yellow	Yellow	Green	Red	Red	Yellow	Green	Yellow
406	Edinburgh Airport Decommissioned runway	22	Green	Green	Green	Green	Green	Yellow	Red	Red	Yellow	Yellow	Yellow

Suitability for development **Yes** Partially **No**. See Figure 1 at page 3 for assessment criteria

Housing Capacity

- 2.10 The 142 sites considered to have a medium to high potential were taken forward for analysis as to the capacity of housing they could deliver.
- 2.11 The medium to high potential sites range in size from 0.05 to 35 hectares. The sites broadly consist of:
- large single use sites such as Redford Barracks and Astley Ainslie where it is anticipated that the use will cease in the plan period
 - sites in areas where change from existing uses is already taking place such as Bonnington
 - other sites which are served by a good level of public transport
- 2.12 To determine the capacity of sites a range of density bands were developed based on existing planning approvals in the Council's area over the last 10 years. Analysis focussed on brownfield development. Appendix 1 provides examples of recent developments and applications. In some circumstances it was anticipated that optimum or higher densities could be achieved subject to changes in existing planning policies and guidance resulting from City Plan 2030. Notably that there is potential for zero or very low car parking in areas of high public transport accessibility and that sensitive architectural design and site layouts could achieve higher densities than the prevailing character of an area. In the past 10 years the brownfield average density of residential development in Edinburgh was 97 dwellings per hectare, although this appears to be increasing. The following density bands were identified:

High - 175-275 units per hectare

Predominantly flatted development. Based on urban locations with good or very good public transport access and very limited on-site parking. Generally applied to smaller urban area sites where surrounding development is already built or proposed at a high density but can include other areas where an increase in density would be acceptable on based on good design.

Medium High – 100-175 units per hectare

Development with a mixture of flatted, colony and townhouses. Generally applied to urban sites which can support a mixture of building and unit types. Locations with good to medium public transport access. Parking would be generally be lower than 100%.

Medium Low – 60-100 units per hectare

Development may have a higher proportion of houses and colonies with some flatted blocks or elements or development may be a larger site which can support a range of densities within and other uses. Site may have medium or lower public transport access and/or be constrained by existing buildings on site or other features which could limit height or amount of development space.

Site Specific

Sites containing listed buildings, open space, environmental constraints or which would have a higher proportion of non-residential uses were given specific capacities. It is intended to refine the capacities of these sites through sites briefs and principles at proposed plan stage.

Potential housing capacity from identified urban brownfield sites

- 2.13 An overall capacity of around 16,900 to 27,000 over 142 sites was identified as having high to medium potential for development. Figure 4 below provides estimates for each site and totals by assessment areas identified on Map 1 at page 7. It should be noted that the housing capacity of each site is indicative and requires further analysis on a site-specific basis taking account of more detailed factors including building heights, views, site conditions, environmental and other physical constraints. The Environmental Report and the development of the City Plan 2030 proposed plan will result in a refined capacity for some sites.

Figure 4 - Estimated Site Capacities**Assessment Area 1-North Leith**

Site No.	Site name	Area (Ha)	Density	Low	High	Current Use
136	Coburg Street	1.02	M	102	178	Employment - industrial
137	Sandport Place	0.26	H	45	71	Employment - industrial / Retail
157	North Fort Street	0.05	L	3	5	Vacant
326	Baltic Street (B)	1.01	H	176	277	Employment - industrial
386	Commercial Street	0.16	H	28	44	Employment - industrial / Retail
387	North Leith Sands	1.77	H	309	486	Employment - Industrial
388	Tower Street	1.35	M	135	236	Employment - Industrial
389	Bath Road	3.69	M	369	645	Employment - Industrial
390	Timberbush	0.12	H	21	33	Employment - Industrial
392	Carron Place	3.87	H	677	1064	Employment - Industrial
393	Salamander Place	0.49	H	85	134	Employment - Industrial
	TOTAL	13.79		1950	3173	

Assessment Area 2- Leith - Bonnington & Leith Walk

Site No.	Site name	Area (Ha)	Density	Low	High	Current Use
7	West Bowling Green Street	0.58	H	101	159	Employment - industrial
8	Newhaven Road (A)	0.52	H	91	143	Employment - industrial
8	Newhaven Road (B)	0.47	H	82	129	Employment - industrial
8	Newhaven Road (C)	1.33	M	133	232	Employment - industrial
9	Bonnington Road	0.67	M	67	117	Employment - industrial
10	Bangor Road (Swanfield Ind Estate)	2.05	M	205	358	Employment - industrial
134	South Fort Street (B)	2.93	M	293	512	Employment - industrial
138	Bangor Road (James Pringle)	0.92	M	92	161	Employment - industrial / Retail
158	Pitt Street	0.58	M	58	101	Employment - industrial
161	Leith Walk (depot)	1.08	H	189	297	Employment - industrial
230	Broughton Road	0.09	M	9	15	Employment - industrial
296	Leith Walk/Manderston Street	0.58	M	58	101	Employment - office
329	Stewartfield	1.45	M	145	253	Employment - industrial
382	Steads Place	1.3	M	130	227	Employment - Industrial / Retail
384	Jane Street	4.18	M	418	731	Employment - Industrial
385	Corunna Place	0.25	H	43	68	Employment - Industrial
	TOTAL	18.98		2114	3604	

Assessment Area 3- Beaverbank

Site No.	Site name	Area (Ha)	Density	Low	High	Current Use
144	McDonald Place	1.03	M	103	180	Retail / Mixed uses
146	Logie Green Road	0.5	M	50	87	Employment - industrial
147	McDonald Road (A)	0.25	L	15	25	Employment - industrial
255	McDonald Road (B)	0.61	M	61	106	Community
328	Broughton Road (Powderhall Waste Transfer)	2.16	S	278	378	Employment - industrial
332	Beaverhall Road	0.58	H	101	159	Employment - industrial / Office
404	East London Street	0.38	L	23	38	Employment
	TOTAL	5.51		631	973	

Assessment Area 4- Lochend – Meadowbank

Site No.	Site name	Area (Ha)	Density	Low	High	Current Use
12	St Clair Street	2.66	M	266	465	Employment - industrial
112	Albert Street	0.19	M	19	33	Employment - industrial
115	London Road (B)	0.8	H	140	220	Mixed uses
141	Albion Street	0.04	H	7	11	Employment - industrial
142	Iona Street	0.54	M	54	94	Employment - industrial / Retail
335	Portobello Road	0.28	H	49	77	Retail
336	Norton Park	0.48	M	48	84	Retail
337	Montrose Terrace	0.08	H	14	22	Vacant
	TOTAL	5.07		597	1006	

Assessment Area 5 -Seafield

Site No.	Site name	Area (Ha)	Density	Low	High	Current Use
227	Seafield Road	0.39	M	39	68	Employment - industrial
383	Seafield	34.68	S	1000	1500	Employment - industrial / Retail
	TOTAL	35.07		1039	1568	

Assessment Area 6-Portobello

Site No.	Site name	Area (Ha)	Density	Low	High	Current Use
210	Joppa Road	0.1	L	6	10	Retail
334	Westbank Street	1.76	M	105	176	Community
400	Sir Harry Lauder Road	1.23	M	123	215	Employment
	TOTAL	3.09		228	391	

Assessment Area 7-Niddrie - Bingham – Willowbrae

Site No.	Site name	Area (Ha)	Density	Low	High	Current Use
16	Duddingston Park South (Duddingston Yards)	0.46	L	27	46	Employment - industrial
75	Duddingston Park South	0.22	M	22	38	Mixed uses
78	Peffer Bank	0.93	S	134	134	Employment - industrial
266	Niddrie Mains Road (A)	1.21	L	72	121	Vacant
350	Willowbrae Road	0.28	L	16	28	Retail
352	Niddrie Mains Road (B)	1.07	S	136	136	Vacant
378.1	Russell Road	1.28	M	128	224	Employment - industrial
	TOTAL	5.45		535	727	

Assessment Area 8- Inch Nursery - Cameron Toll – Prestonfield

Site No.	Site name	Area (Ha)	Density	Low	High	Current Use
353	Peffermill Road	0.2	L	12	20	Retail
364	Old Dalkeith Road	0.28	L	16	28	Retail
372	Inch Nursery	4.65	M	465	813	Employment - industrial
	TOTAL	5.13		493	861	

Assessment Area 9- Southside

Site No.	Site name	Area (Ha)	Density	Low	High	Current Use
124	Ratcliffe Terrace	0.66	M	66	115	Employment - industrial
126	St Leonard's Street (car park)	0.2	M	20	35	Vacant
249	Watertoun Road	0.85	L	51	85	Education
371	Cowan's Close	0.37	M	37	64	Mixed uses
	TOTAL	2.08		174	299	

Assessment Area 10- Liberton Hospital

Site No.	Site name	Area (Ha)	Density	Low	High	Current Use
188	Rae's Crescent	0.84	L	50	84	Vacant
190	Alnwickhill Road	1.19	L	71	119	MOD
289	Liberton Hospital	6.7	L	402	670	Health
	TOTAL	12.89		523	873	

Assessment Area 11- Astley Ainslie

Site No.	Site name	Area (Ha)	Density	Low	High	Current Use
85	Falcon Road West	0.19	M	19	33	Retail / Sorting office
259	Astley Ainslie Hospital	18.71	S	500	500	Health
	TOTAL	18.9		519	533	

Assessment Area 12-Redford Barracks

Site No.	Site name	Area (Ha)	Density	Low	High	Current Use
367	Redford Barracks	31.09	S	800	800	MOD
	TOTAL	31.09		800	800	

Assessment Area 13-Wester Hailes

Site No.	Site name	Area (Ha)	Density	Low	High	Current Use
35	Murrayburn Gate	0.54	H	94	148	Employment - office
37	Murrayburn Road (A)	3.06	M	306	535	Employment - industrial
38	Dumbryden Drive	0.8	M	80	140	Employment - industrial
192	Inglis Green Road (A)	0.51	L	30	51	Retail / Mixed uses
195	Longstone Road	0.47	L	28	47	Employment - industrial
199	Murrayburn Drive	0.41	M	41	71	Education
237	Calder Estate (I)	0.21	S	33	33	Vacant
238	Calder Estate (H)	0.15	S	22	22	Vacant
239	Calder Estate (J)	0.1	S	11	11	Vacant
240	Calder Estate (K)	0.21	S	22	22	Vacant
243	Calder Estate (G)	0.43	S	44	44	Vacant
244	Calder Estate (A)	0.12	S	22	22	Vacant
245	Calder Estate (B,C,D)	0.2	S	6	6	Vacant
280	Clovenstone House	0.68	M	68	119	Community
297	Inglis Green Road (B)	0.14	L	8	14	Retail
361	Murrayburn Road (B)	1.6	M	160	280	Employment - industrial
368	Peatville Gardens	0.21	S	11	11	Community
369	Murrayburn Road (Murrayburn Motors)	0.23	L	13	23	Retail
	TOTAL	10.07		999	1599	

Site No.	Site name	Area (Ha)	Density	Low	High	Current Use
35	Murrayburn Gate	0.54	H	94	148	Employment - office
37	Murrayburn Road (A)	3.06	M	306	535	Employment - industrial
38	Dumbryden Drive	0.8	M	80	140	Employment - industrial
192	Inglis Green Road (A)	0.51	L	30	51	Retail / Mixed uses
195	Longstone Road	0.47	L	28	47	Employment - industrial
199	Murrayburn Drive	0.41	M	41	71	Education
237	Calder Estate (I)	0.21	S	33	33	Vacant
238	Calder Estate (H)	0.15	S	22	22	Vacant
239	Calder Estate (J)	0.1	S	11	11	Vacant

Assessment Area 14- Lanark Road

Site No.	Site name	Area (Ha)	Density	Low	High	Current Use
191	Craiglockhart Avenue	0.23	L	13	23	Employment - office
193	Lanark Road (A)	0.82	L	49	82	MOD
379	Lanark Road (D)	0.96	M	96	169	Vacant
381	Lanark Road (B)	0.16	M	16	28	Employment
	TOTAL	2.17		174	302	

Assessment Area 15-Gorgie – Dalry

Site No.	Site name	Area (Ha)	Density	Low	High	Current Use
43	Stenhouse Road	3.57	L	214	357	Employment - industrial
58	Gorgie Park Close	0.72	H	126	198	Sorting office
61	Stevenson Road	2.04	M	204	357	Employment - industrial
62	Gorgie Road (east)	3.36	M	336	588	Employment - office
88	Temple Park Crescent	0.17	H	29	46	Employment - industrial
89	Watson Crescent Lane	0.09	M	9	15	Employment - industrial
91	Dundee Street -LDP	1.08	M	108	189	Employment - office / Retail
99	Murieston Lane	0.41	M	41	71	Employment - mixed uses
100	Dundee Terrace -LDP	0.18	M	18	31	Employment - industrial / Retail
253	Westfield Road (A)	0.15	M	15	26	Retail / Mixed uses
290	Balgreen	1.01	M	101	176	Employment - industrial
299	Roseburn Terrace	0.69	M	69	120	Vacant
348	Roseburn Street	1.02	M	102	178	Mixed uses

Continued on next page

Assessment Area 15-Gorgie – Dalry – Continued from previous page

Site No.	Site name	Area (Ha)	Density	Low	High	Current Use
349	Russell Road (Royal Mail)	0.41	M	41	71	Sorting office
356	Dalry Road	0.19	H	33	52	Vacant
357	Westfield Road (B)	0.31	H	54	85	Retail
363	West Gorgie Park	0.79	M	79	138	Employment - industrial
378.2	Russell Road	1.25	M	125	218	Employment - industrial
401	Gorgie Road (Caledonian Packaging)	0.93	H	187	294	Employment
	TOTAL	18.37		1891	3210	

Assessment Area 16-Fountainbridge

Site No.	Site name	Area (Ha)	Density	Low	High	Current Use
94	Gillespie Crescent	1.17	M	117	204	Community
257	Chalmers Street (Eye Pavilion)	0.21	M	21	36	Health
300	Keir Street	0.15	M	15	26	Vacant
	TOTAL	1.53		153	266	

Assessment Area 17-New Town

Site No.	Site name	Area (Ha)	Density	Low	High	Current Use
128	Eyre Terrace	2.4	M	240	420	Vacant
130	India Place	0.06	H	10	16	Health
151	Eyre Place	0.41	M	41	71	Employment - mixed uses
399	Broughton Market	0.23	M	23	40	Employment
	TOTAL	3.1		314	547	

Assessment Area 18-Orchard Brae – Craigleith

Site No.	Site name	Area (Ha)	Density	Low	High	Current Use
95	Crewe Road South	6.32	L	382	668	Employment - mixed uses
106	Orchard Brae Avenue	0.93	M	93	162	Employment - office
107	Orchard Brae	0.83	M	83	145	Employment - office
302	Royal Victoria Hospital	6.05	L	363	605	Health
	TOTAL	14.13		921	1580	

Assessment Area 19- Pilton

Site No.	Site name	Area (Ha)	Density	Low	High	Current Use
233	West Pilton Grove	0.42	M	42	73	Community
331	West Pilton Place	0.06	L	3	6	Employment - industrial
395	West Pilton Lea	0.29	L	17	29	Open space
	TOTAL	0.77		62	108	

Assessment Area 20- Silverlea

Site No.	Site name	Area (Ha)	Density	Low	High	Current Use
277	Silverlea	1.43	L	85	143	Community
	TOTAL	1.43		147	251	

Assessment Area 21-Corstorphine

Site No.	Site name	Area (Ha)	Density	Low	High	Current Use
342	St John's Road (A)	0.09	H	15	24	Employment - industrial
345	Corstorphine Road (A)	0.11	M	11	19	Retail
346	Corstorphine Road (B)	0.05	M	8	13	Vacant
391	St John's Road (B)	0.82	M	82	143	Employment - Industrial
396	Gylemuir Road	0.89	L	53	89	Vacant
397	Kirk Loan	0.17	M	17	29	Employment - office
	TOTAL	2.13		171	317	

Assessment Area 22-West Edinburgh

Site No.	Site name	Area (Ha)	Density	Low	High	Current Use
281	Turnhouse Road (SAICA)	6.27	M	627	1097	Employment - industrial
282	Turnhouse Road	3.25	M	325	568	Employment - industrial
406	Edinburgh Airport Decommissioned Runway	50.23	S	1000	1500	Employment
	TOTAL	59.75		1952	3165	

Assessment Area 23- Government Buildings

Site No.	Site name	Area (Ha)	Density	Low	High	Current Use
34	Broomhouse Terrace	3.95	L	237	395	Employment - office
	TOTAL	3.95		237	395	

Sites Outwith Defined Assessment Areas

Site No.	Site name	Area (Ha)	Density	Low	High	Current Use
187	Gilmerton Dykes Street	0.26	L	15	26	Community
225	Eastfield	0.63	L	37	63	Retail
226	Royston Terrace	0.15	H	26	41	Employment - industrial
320	Old Liston Road	1.22	L	73	122	Vacant
330	Ferry Road	0.08	M	8	14	Petrol station
340	Drumbrae Drive	0.45	L	27	45	Open space
374	Moredun Park Loan	0.33	L	19	33	Open space
375	Moredun Park View	0.23	L	13	23	Community
394	Muirhouse Bank	0.32	L	19	32	Open space

Urban brownfield sites not identified in study

2.14 It is expected that over the plan period other brownfield sites may come forward within the urban area, which have been identified as having a low potential for development, and therefore not included in the total capacity above, or that have not been identified through the study. Changes to local development plan policies set out in Choices for City Plan seek to ensure that these sites are maximised for their housing potential. These include a proposal to require 50% housing on sites over 0.25ha, policy on increasing density and on the provision of affordable housing.

Housing Study Part 2a

Appendix 1

Density Examples

Note on example schemes

Site density calculations have been provided as the overall density of the site up to the site boundary. Alternative methods of measuring density include the 'development site + roads area' method which includes the development site plus the measurement to the middle of roads or other routes bounding the site; however this measure has not been used in calculations at this time. Site density may also vary depending on the mix of uses and size of the site. For example, larger sites with a significant amount of shared open space will affect direct comparison with the density of smaller sites.

It should be noted that included examples may not necessarily represent exemplary design in all aspects. Design of any site would be expected to respond to each individual site characteristics and current design guidance.

Density Example – High

Site name and reference	13 Warriston Road (16/06264/FUL)
Approval and completion	2017, under construction
Site type and status	Brownfield, windfall

Site size	0.72 hectares
No. units	180
Density (units per Ha)	240
Affordable	45 units / 25%

Public transport access	Good
Car parking	100 / 56%, 4 car club spaces
Cycle parking	174
Open space - shared	2,052 sqm
Open space - private	All garden, terrace or balcony
Other uses	N/A

Flats	Colony	Townhouse /terrace	Semi/detached	Bedrooms avg.
180	12 (from 180)	0	0	2

All units have access to small private garden, roof terrace or balcony, shared courtyard and accessible areas of green roofs. A 4m wide cycle path is also included on site linking Warriston Road and Powderhall Road. Connections provided to Water of Leith walkway and St Mark's path.

Mix of units 1 to 3 bed flats and colonies. Affordable units consist of 1-2 bedroom flats including those for veterans and ground floor units with wheelchair access. Units are spread over four blocks predominantly 5-6 stories in height with a maximum height of 7 stories.

Undercroft parking is provided along with secure covered cycle parking.



Density Example – Medium High

Site name and reference		Albert Dock/Stevedore Place (12/03959/FUL)		
Approval and completion		2013, completed 2017		
Site type and status		Brownfield, LDP EW1b		
Site size		0.786ha inc tram resv. 0.6ha without		
No. units		41		
Density (units per Ha)		110		
Affordable		9 units/ 22%		
Public transport access		Good		
Car parking		74 (2 per house, 10 unallocated) 180%		
Cycle parking		41+		
Open space - shared		392 sqm (1,853 sqm inc. tram resv. and a further 563 sqm along dock)		
Open space - private		Houses have 30 sqm. each		
Other uses		N/A		
Flats	Colony	Townhouse /terrace	Semi/ detached	Bedrooms avg.
9	0	32	0	3



Site is within Leith Conservation Area and part of Listed Albert Dock including travelling crane lanes to the north east of the site. Reserved landscape strip for future tram line.

Three storey development in two blocks consisting primarily of townhouses.



Density Example – Medium High

Site name and reference	McDonald Road (12/03518/FUL)
Approval and completion	2013, completed 2015
Site type and status	Brownfield, windfall
Site size	0.47 hectares
No. units	67
Density (units per Ha)	152*
Affordable	Commuted sum
Public transport access	Good to excellent
Car parking	11 on site and 44 created on-street 82%
Cycle parking	Cycle parking to flatted block.
Open space - shared	143 sqm serving flats
Open space - private	Colonies all have private open space
Other uses	N/A

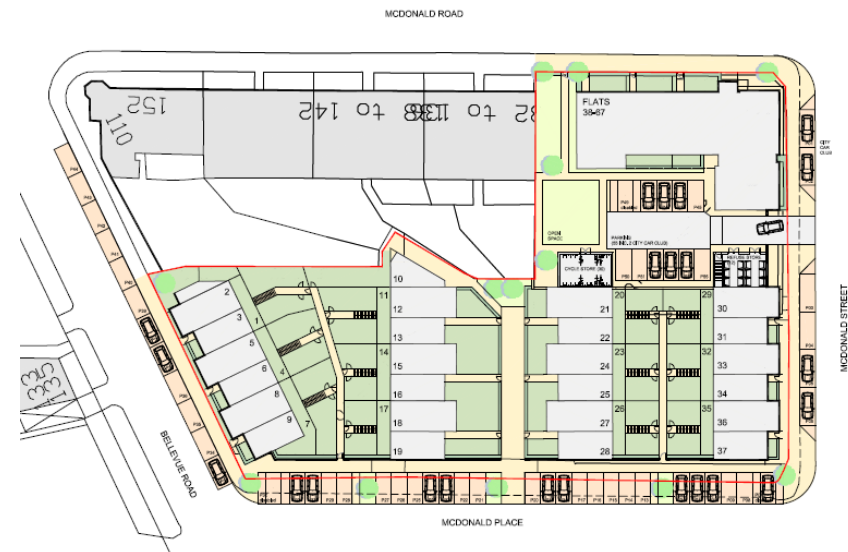


*density including parking

Flats	Colony	Townhouse /terrace	Semi/detached	Bedrooms avg.
30	37	0	0	2

Flats 6 storeys, colonies 3 storeys. Onsite parking is provided as 11 spaces for 30 flats or 36% provision. On street parking outwith the application provides an additional 44 spaces including 2 car club spaces.

The flatted block continues the existing tenement form on McDonald Road with the colony elements representing a slightly lower density than the overall scheme at 106 dph. 30% of the site is open space.



Density Example – Low / Medium Low

Site name and reference	Fort House (12/04268/FUL)
Approval and completion	2013, Completed 2018
Site type and status	Brownfield, regeneration

Site size	1.84 hectares
No. units	94
Density (units per Ha)	50
Affordable	94

Public transport access	Good
Car parking	72
Cycle parking	94+ all units have cycle storage space
Open space - shared	2,980 sqm of which 1,430 sqm is hard landscaping
Open space - private	All units have private gardens
Other uses	N/A

Flats	Colony	Townhouse /terrace	Semi/ detached	Bedrooms avg.
	92	2	0	3



Category B listed fort walls and guardhouses (excluded from application site). Fort walls reduced in height as part of application.

Seven blocks of colony flats, three storeys in height. Affordable housing contains social rented (32) and mid-market rent (62). Colonies have been arranged to give more generous garden and open space than existing historic colonies in this instance.

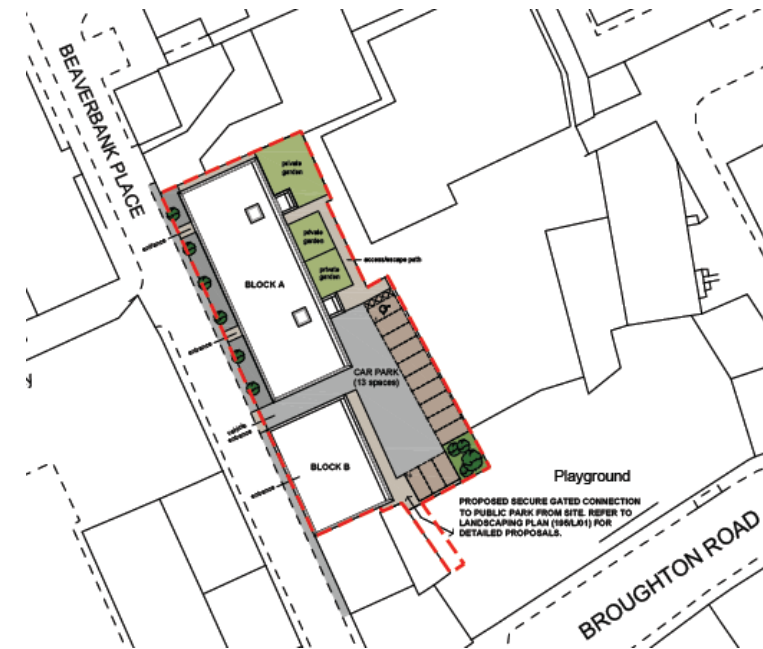
Generous shared and private open space and play area reduce the resulting site density.

Density Example – High

Site name and reference	Beaverbank Place 13/03575/FUL
Approval and completion	2015, under construction 2018
Site type and status	Brownfield, windfall
Site size	0.16 hectares
No. units	41
Density (units per Ha)	234
Affordable	41initial mid-market rent 10 of which to remain in perpetuity at mid-market. +
Public transport access	High
Car parking	13
Cycle parking	41
Open space - shared	Secure access to existing off site park provided, 191 sqm
Open space - private	Private gardens to ground floor flats in main block.
Other uses	N/A

Flats	Colony	Townhouse /terrace	Semi/ detached	Bedrooms avg.
41	0	0	0	2

Development of former employment site. Two blocks each four storeys in height. Improvements to neighbouring public park proposed as part of application.



Density Example – Medium Low

Site name and reference	Station Road, Corstorphine 13/01606/FUL
Approval and completion	2014, Completion 2016
Site type and status	Brownfield, windfall
Site size	0.39 hectares
No. units	32
Density (units per Ha)	82
Affordable	8
Public transport access	Good
Car parking	34
Cycle parking	Secure cycle store to serve all dwellings plus visitor spaces
Open space - shared	32% shared amenity space 979 sq.m.
Open space - private	14 homes have balconies or private space
Other uses	N/A

Flats	Colony	Townhouse /terrace	Semi/ detached	Bedrooms avg.
32	0	0	0	2

Lower density flatted development in suburban area. Arranged in three 3 storey blocks with shared surface access.



City Plan 2030 Housing Study – January 2020

Part 2b Greenfield Site Assessment

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1.0 Introduction

A comprehensive assessment of greenfield land was undertaken to assess what land has development potential while still contributing to the [SDP1](#) spatial strategy, minimising effect on landscape character and making best use of existing infrastructure in line with Scottish Planning Policy.

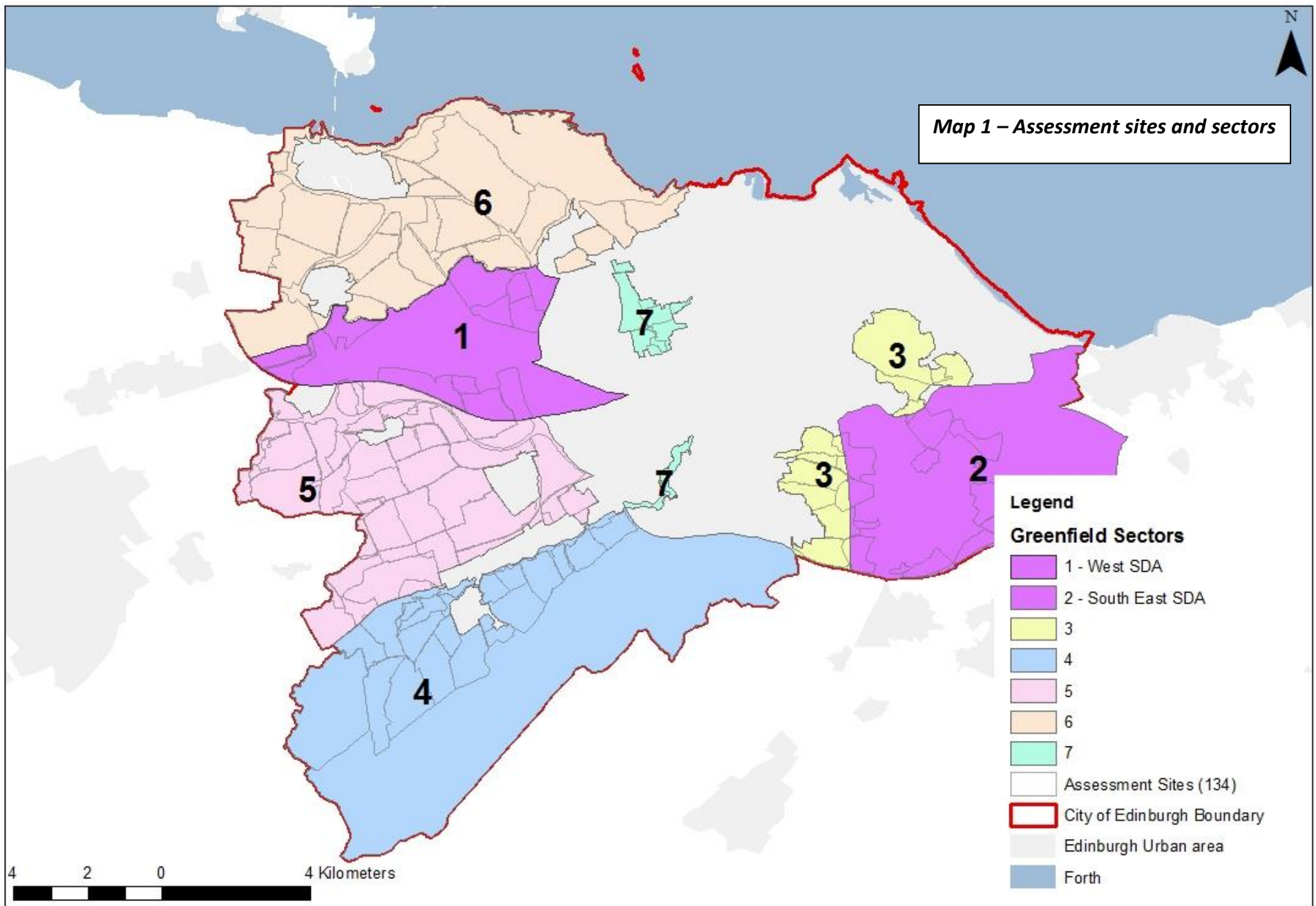
2.0 Methodology

2.1 Sites

All greenfield land was split into 134 Assessment Sites and grouped into 7 Sectors. Sectors 1 and 2 are based on the Strategic Development Areas (West Edinburgh and South East Edinburgh) identified in SDP1 and the current adopted Local Development Plan. The remaining Sectors group the Assessment Sites by geographic area. The areas and sites are shown in Map 1 below. A similar assessment was undertaken in 2016 as part of the [Environmental Report](#) for the current LDP. Sites which were not allocated from this study were carried forward and assessed again as part of this expanded study with modifications to their boundaries where necessary, taking into account areas allocated in the last plan and the increased area in this study.

2.2 Excluded sites

- Holyrood Park and the Pentland Hills Regional Park which were ruled out as ineligible for study due to their prominence and unique status.
- Assessment sites from the 2016 Environmental Report which were allocated in the current plan (therefore now included as 'Urban Area').
- Areas covered by difficult topography/transport/energy/infrastructure/etc. which may be reasonably excluded.



Site Assessment

- 2.3 Assessment Sites were assessed against defined criteria based on SDP1 spatial strategy and policies, National Planning Framework developments and Scottish Planning Policy. Figure 1 below sets out the criteria, the policy background for each of these criteria and the methodology and sources used to determine the criteria. These criteria determine:
- If an Assessment Site is within a Strategic Development Area set out in the SDP1 spatial strategy.
 - If an Assessment Site supports active travel by walking to local services and employment, and accessing the wider cycle network.
 - If an Assessment Site supports public transport use by existing accessibility or future improvements to public transport corridors.
 - If an Assessment Site has community infrastructure capacity, measured by existing and committed school capacity.
 - If an Assessment Site has landscape capacity through landscape character assessment.
 - If an Assessment Site is of value for development of the strategic green network as an area of landscape.
 - If an Assessment Site is at risk of flooding, based on SEPA medium-high flood risk area and areas of importance for flood management data.
- 2.4 Based upon these criteria a summary for each site sets out whether that site is suitable to be released for housing-led development and any restrictions/conditions that should accompany development such as contribution to the green network, required infrastructure or keeping within a specific developable area.
- 2.5 The outcome of the assessment is a list of preferred sites and reasonable alternatives, and the key opportunities and constraints on each site. These will be accompanied by mapping of developable areas, and a summary of all site assessments with criteria scores displayed together as a matrix.

Figure 1 - Greenfield Assessment Criteria

SDP1 SDA AREAS	
<p>Does the site fit within an area identified as a strategic development area?</p> <p>SPP: 40, 48, 49, 50 SDP1: Policy 1A, 1B, Figure 1</p>	<p>Yes/Partially/No</p> <p>Assessed as being within an area identified in SDP1 as being within an area identified as a <i>Strategic Development Area</i>. SDP1 directs local authorities to identify the broad location of any additional sites that are required up to 2030 within these areas.</p> <p>SDP1 (2013) spatial strategy identifies sub regional areas with specific <i>Strategic Development Areas</i>, to direct growth to those areas where infrastructure can or will in future support development. For the purposes of this assessment, the same SDA boundaries will be used as those in the adopted Local Development Plan Environmental Report</p>

	<p>housing site assessments. Sites which are located within either the West or South East SDAs should be considered as having greater potential for development.</p> <p>If the site is partly within a <i>Strategic Development Area</i> it will be classed as partially suitable and the part of the site falling within the <i>Strategic Development Area</i> noted in the assessment.</p>
ACTIVE TRAVEL	
<p><i>Does the site support travel by foot to identified convenience services?</i></p>	<p>Yes/Partially/No</p> <p>Assessed by walking time to convenience services, which have been mapped through network analysis. This is used as sites which sit within walking distance of both grocery shopping and potential employment locations will be more likely to support non-car travel and reduce the need to travel longer distances. A 10 minute walk time (800m distance) is determined to be an appropriate maximum time to reach a local shop. This walk time is mapped through network analysis and a site should be adjacent to or within the network which falls within this time.</p> <p>Convenience services are identified as any shop that sells convenience goods (includes a newsagent or similar that sells a basic food range) and is mapped and assessed through network analysis.</p> <p>Assessments should also take into account barriers to movement and site-specific features such as topography, roadways or social barriers such as lack of street lighting which would make walking more difficult.</p> <p>If the site is within walking distance of grocery shopping and existing and committed employment clusters it will be classed as yes. If the site is within walking distance of these but access is impeded by a barrier or issue it will be classed as partially suitable. If neither of these conditions are met and new convenience services would be required the site will be classed as no.</p>

<p><i>Does the site support travel by foot to identified employment clusters?</i></p>	<p>Yes/Partially/No</p> <p>Assessed by walking time to identified employment clusters, which have been mapped through network analysis. This is used as those sites which sit within walking distance of both grocery shopping and potential employment locations will be more likely to support non-car travel and reduce the need to travel longer distances. A 30 minute walk time (2,400m distance) is determined to be an appropriate maximum time to reach employment. This walk time is mapped through network analysis and a site should be adjacent to or within the network which falls within this time.</p> <p>Employment clusters are defined as areas where existing and committed employment density exceeds 100 workers per hectare and is mapped and assessed through Network Analysis.</p> <p>Assessments should also take into account barriers to movement and site-specific features such as topography, roadways or social barriers such as lack of street lighting which would make walking more difficult.</p> <p>If the site is within walking distance of existing and committed employment clusters it will be classed as yes. If the site is within walking distance of these but access is impeded by a barrier or issue it will be classed as partially suitable. If neither of these conditions are met the site will be classed as no.</p>
<p><i>Does the site have access to the wider cycle network?</i></p>	<p>Yes/Partially/No</p> <p>Assessed by proximity or connection to the QuietRoute and NCN network, which is the City of Edinburgh’s cross-city routes. This is used as these routes cover a wide area of the city and are published online and signposted for public use, are covered by segregated paths and on-street sections, and are designed for users of all abilities.</p> <p>The conditions of each individual site will determine if connection to this network is possible. Although there are some other segregated paths which may be of good quality and design standard, if they do not yet connect to the network they should not be used as a basis for wider connectivity. Assessment should also take into account identified active travel improvements which may improve and expand the network, informed by identified projects in the Active Travel Investment Programme as published in the Councils Investing in Active Travel and People Friendly Streets report and the ongoing Edinburgh Strategic Sustainable Transport Study.</p> <p>Assessments should also take into account identified issues such as network capacity or social barriers such as lack of street lighting which would make cycling more difficult.</p>

	<p>If the site can be connected to the network it will be classed as yes. If the site appears to connect to the network but access is impeded by a barrier or issue it will be classed as partially suitable. If neither of these conditions are met the site will be classed as no.</p>
<p>Can the site support active travel overall through appropriate intervention?</p> <p><u>SPP</u>: 270, 271, 272, 273, 274, 275 <u>SDP1</u>: Policy 8, 9</p>	<p>Yes/Partially/No</p> <p>The overall Active Travel assessment should be a composite of both foot and cycle assessments, taking into account the overall accessibility and issues on each site and the level of intervention required to address these.</p> <p>If the site is mainly suitable with minimal intervention which can be provided through development on the site and/or a small contribution for environmental and accessibility improvements this will be classed as yes. If the site is not yet suitable but could be addressed through identified corridor improvements which would be mainly off-site and require developer contributions to connect to it will be classed as partially suitable. If neither of these conditions are met and the level of intervention required is not tied to identified corridor improvements the site will be classed as no.</p>
<p>PUBLIC TRANSPORT</p>	
<p>Does the site support travel by public transport through existing public transport network accessibility and capacity?</p>	<p>Yes/Partially/No</p> <p>Assessed based on Edinburgh Sustainable Transport Study (ESTS) input which assesses corridor and site accessibility through TRACC public transport analysis taking into account passenger volume over capacity (V/C) on key routes and bus frequency along corridors.</p> <p>The ESTS has used a red/amber/green scoring system for the sites, so where the site scores green in this assessment this will be classed as yes. Where the site scores amber in this assessment it will be classed as partially suitable. Where the site scores red in this assessment it will be classed as no.</p>
<p>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</p>	<p>The ESTS has identified public transport interventions that could enhance the accessibility, capacity and quality of the overall public transport network. This stage of the study does not make specific route/modal recommendations, but has identified those corridors where major transport enhancements should be considered in more detail based on a range of criteria. These criteria were scored in the study and the corridors which scored sufficiently well against criteria are to be taken forward for further consideration.</p>

<p>SPP: 270, 271, 272, 273, 274, 275, 276, 277, 279 SDP1: Policy 8, 9</p>	<p>The study uses a similar red/amber/green scoring system to score the future accessibility of sites taking into account future intervention. The overall assessment should be a composite taking into account the access and capacity assessment above and any required interventions.</p> <p>If the site sits alongside an identified corridor improvement with a long-term score of green or has an existing score of green with no identified corridor improvement this will be classed as yes. If the site sits alongside an identified corridor improvement with a long-term score of amber or has an existing score of amber with no identified corridor improvement this will be classed as partially suitable. If the site sits alongside an identified corridor improvement with a long-term score of red, or if the site is not along an identified corridor or still has a long-term score of red this will be classed as no.</p>
<p>COMMUNITY INFRASTRUCTURE</p>	
<p><i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i></p>	<p>Yes/No Assessed based on whether school roll projections indicate that there will be sufficient spare capacity at existing schools to accommodate pupils generated by new housing or whether the delivery of an action in the current Action Programme will provide sufficient capacity.</p>
<p><i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i></p>	<p>Yes/No Assessed based on whether school roll projections indicate that there will be sufficient spare capacity at existing schools to accommodate pupils generated by new housing or whether the delivery of an action in the current Action Programme will provide sufficient capacity.</p>
<p><i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i></p> <p>SPP: 28, 29, 40 SDP1: Policy 9</p>	<p>Yes/Partially/No The overall assessment should be a composite taking into account the capacity assessments above and any required interventions. If there is a shortfall in capacity but an appropriate intervention is identified as deliverable in the plan period to mitigate this and there is scope to provide this on the site, it should be specified in the assessment. Appropriate interventions should,</p> <ul style="list-style-type: none"> - Be deliverable at the appropriate time; - Be efficient in terms of class organisation, management and operation; - Deliver a good learning environment with appropriate supporting facilities; - Be adaptable to ensure that the school can respond to future changes in the catchment population;

	<p>- Be accessible and well located to serve the catchment population.</p> <p>If the site has sufficient community infrastructure capacity available to accommodate the development without further intervention this will be classed as yes. If the site does not have sufficient capacity but this could be mitigated through appropriate intervention it will be classed as partially suitable. If neither of these conditions are met the site will be classed as no.</p>
<p>LANDSCAPE CHARACTER</p>	
<p>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</p> <p><i>SPP: 49, 50, 51, 194, 195, 196, 197</i> <i>SDP1: Policy 7, 12, 13</i></p>	<p>Yes/Partially/No</p> <p>Assessed based on landscape and visual assessment which identifies landscape and visual constraints and designations and scope for development in terms of landscape character and visual impact.</p> <p>The landscape and visual assessment is carried out over the same assessment site boundaries used for this study, in order to allow findings to transfer over. Although the ‘Sector’ groupings have altered since this landscape and visual assessment was carried out, the Council Assessment Areas used in that assessment match the Assessment Sites defined in this Greenfield Site Assessment and therefore the landscape character assessments are applicable here, with the same area/site names used for reference.</p> <p>Where assessment identifies <i>greatest potential for development</i> this will be classed as yes, where <i>some scope</i> is identified this will be classed as partially and where <i>no or very limited scope</i> is identified this will be classed as no.</p>
<p>GREEN NETWORK</p>	
<p>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</p> <p><i>SPP: 222, 220, 221, 222, 224, 225</i> <i>NPF: 4.13, 4.19, 6.6, 6.8</i> <i>SDP1: Policy 11, Figure 9</i></p>	<p>Yes/Partially/No</p> <p>Assessment of both present land use (open space and core path network) and identified landscape-scale areas which could be considered to be part of the wider strategic network, based upon landscape assessment and any network opportunities identified in the 2013 SESPlan.</p> <p>In this criteria, the <i>strategic green network</i> is defined as connected areas of green and blue infrastructure which should be multi-functional and joined together strategically. The National Planning Framework identifies the Central Scotland Green Network as a national development but does not specify which sites or elements will be a part of this. Site selection must still be completed through development planning.</p>

	<p>The infrastructure which makes up this network can be of different sizes and uses, including within developments themselves, so this assessment criteria specifically looks at ‘landscape scale’ green infrastructure on land which should be protected from significant development to contribute to a successful overall network.</p> <p>The SDP does not identify specific elements of the network included in these areas, but the areas of opportunity mapped in the SDP should be recognised within this assessment alongside areas which are part of the existing green network or are identified as having potential as part of the green network through landscape assessment.</p> <p>Where the site is outwith a Green Network Priority Area and is not identified by assessment as having existing or potential value for the strategic green network this will be classed as yes. Any site which falls wholly or partly within a Green Network Priority Area, or where landscape assessment has identified potential value for the strategic green network this will be classed as partially. Where the site is already of existing green network value this will be classed as no.</p>
<p>FLOOD RISK</p>	
<p>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</p> <p><u>SPP</u>: 255, 256, 260, 263 <u>SDP1</u>: Policy 15</p>	<p>Yes/Partially/No</p> <p>Assessment of SEPA identified areas at Medium-High Flood Risk (defined as at risk of 1-in-200-yr fluvial flooding) and council information on <i>Areas Important for Flood Management</i>, to rule out areas at risk of flooding regularly which are to be avoided.</p> <p>Where the site is crossed by these designations it will be classed as partially, provided they do not cover a major area of the site in which case it will be classed as no.</p>
<p>SUMMARY COMMENTS</p>	
<p>SUMMARY OF SITE OPPORTUNITIES/CONSTRAINTS</p> <p><i>Is the site suitable for development? Yes/Partially/No</i></p> <p>A summary of whether all (Yes), part (Partially) or none (No) of the site is suitable to be released for development, touching on the main reasons covered in the criteria above and any restrictions/conditions that should accompany development such as contribution to the green network, required infrastructure or keeping within a specific developable area in the case of partially suitable sites.</p>	

3.0 Assessments

3.1 Sector 1 – West SDA

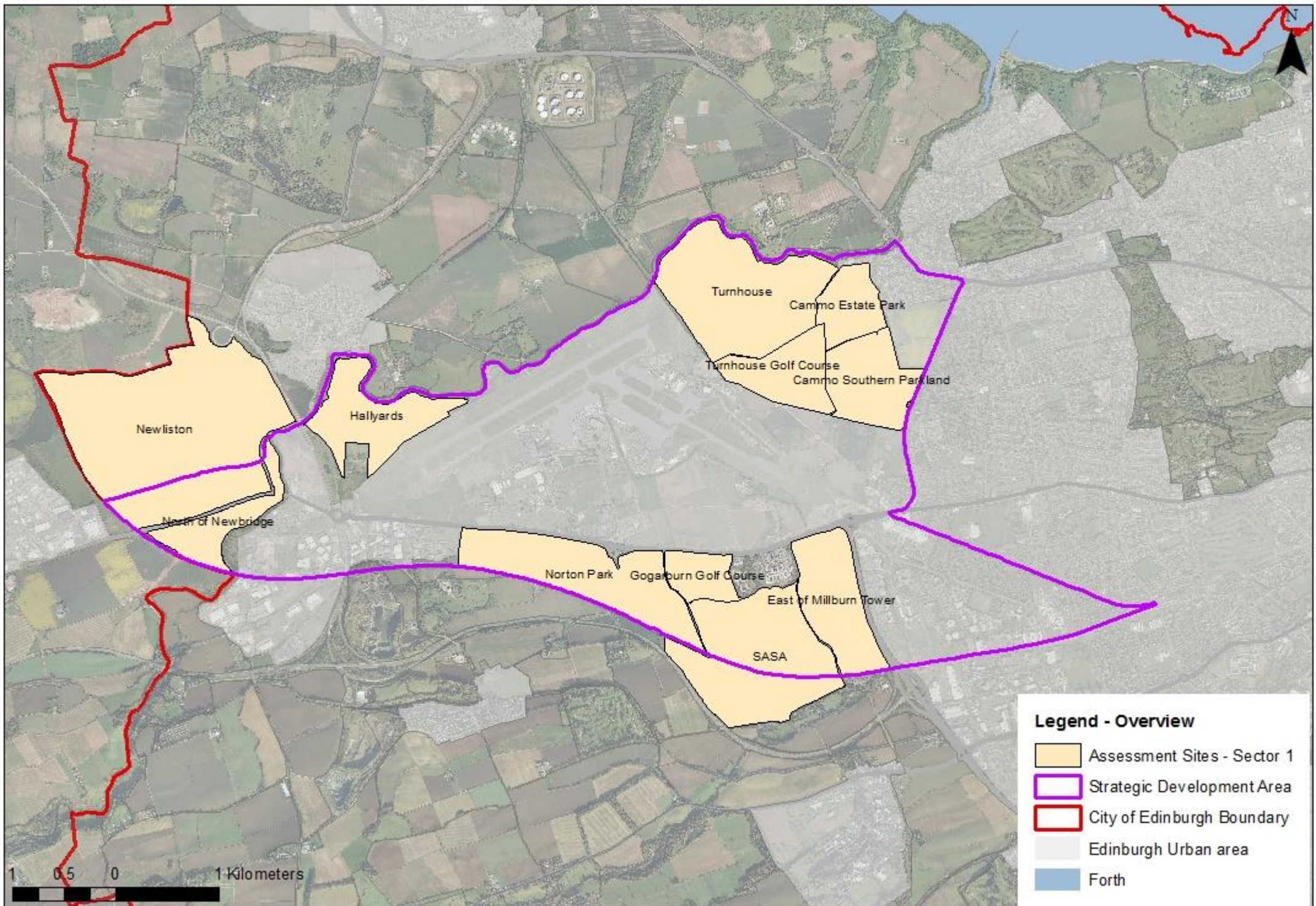
Mapping

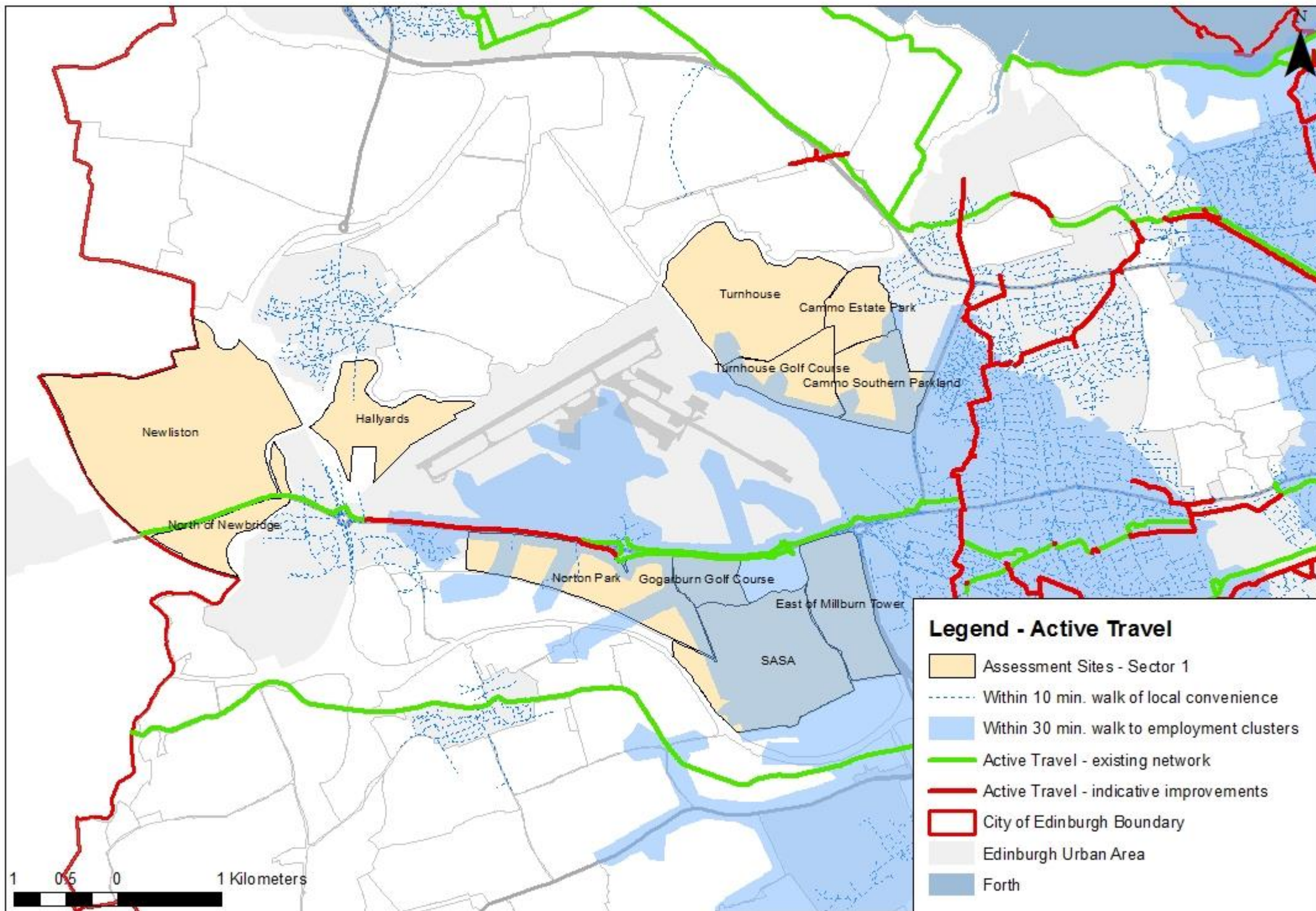
- Overview
- Active Travel
- Public Transport
- Green Network
- Flood Risk

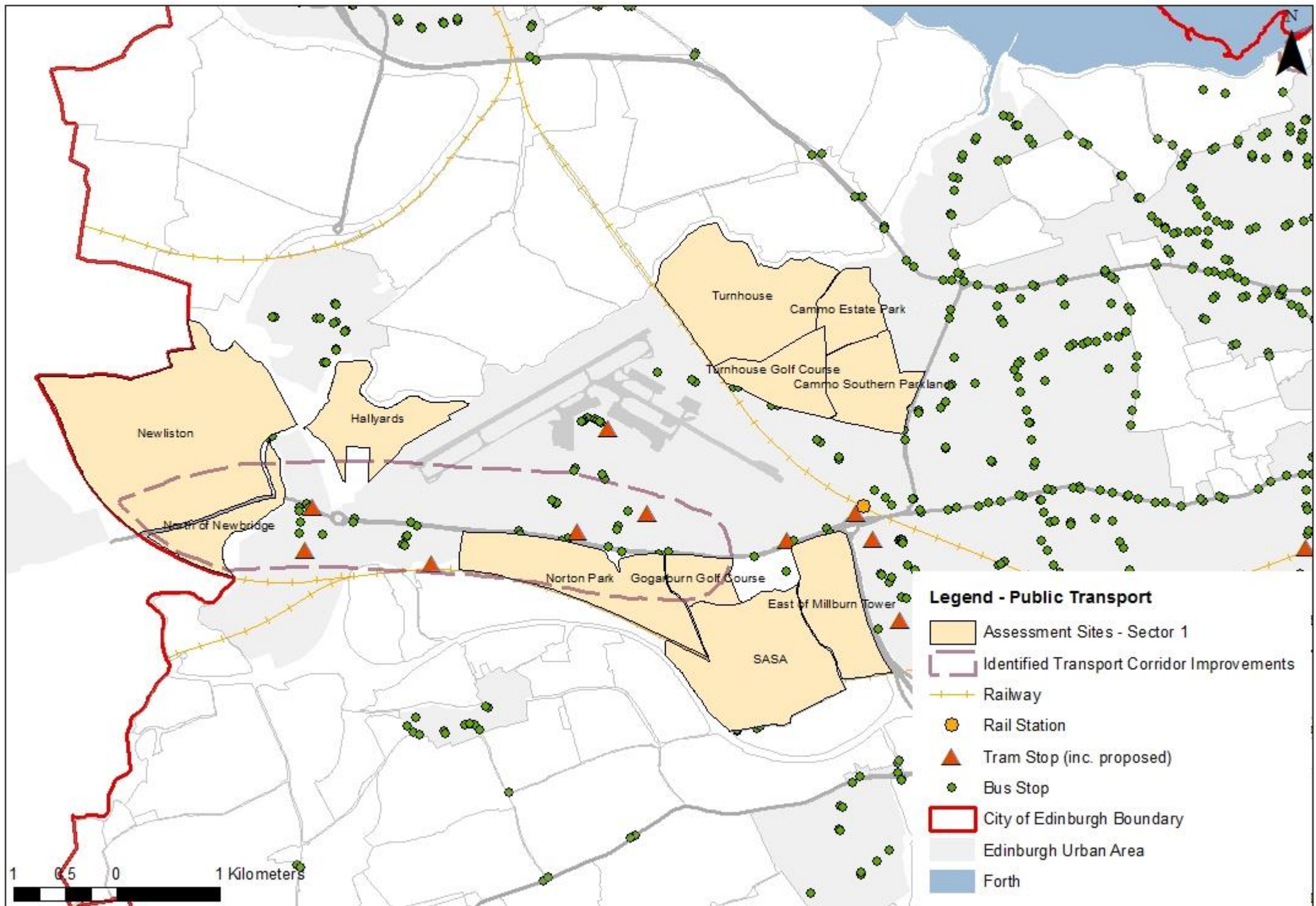
Assessment Summary

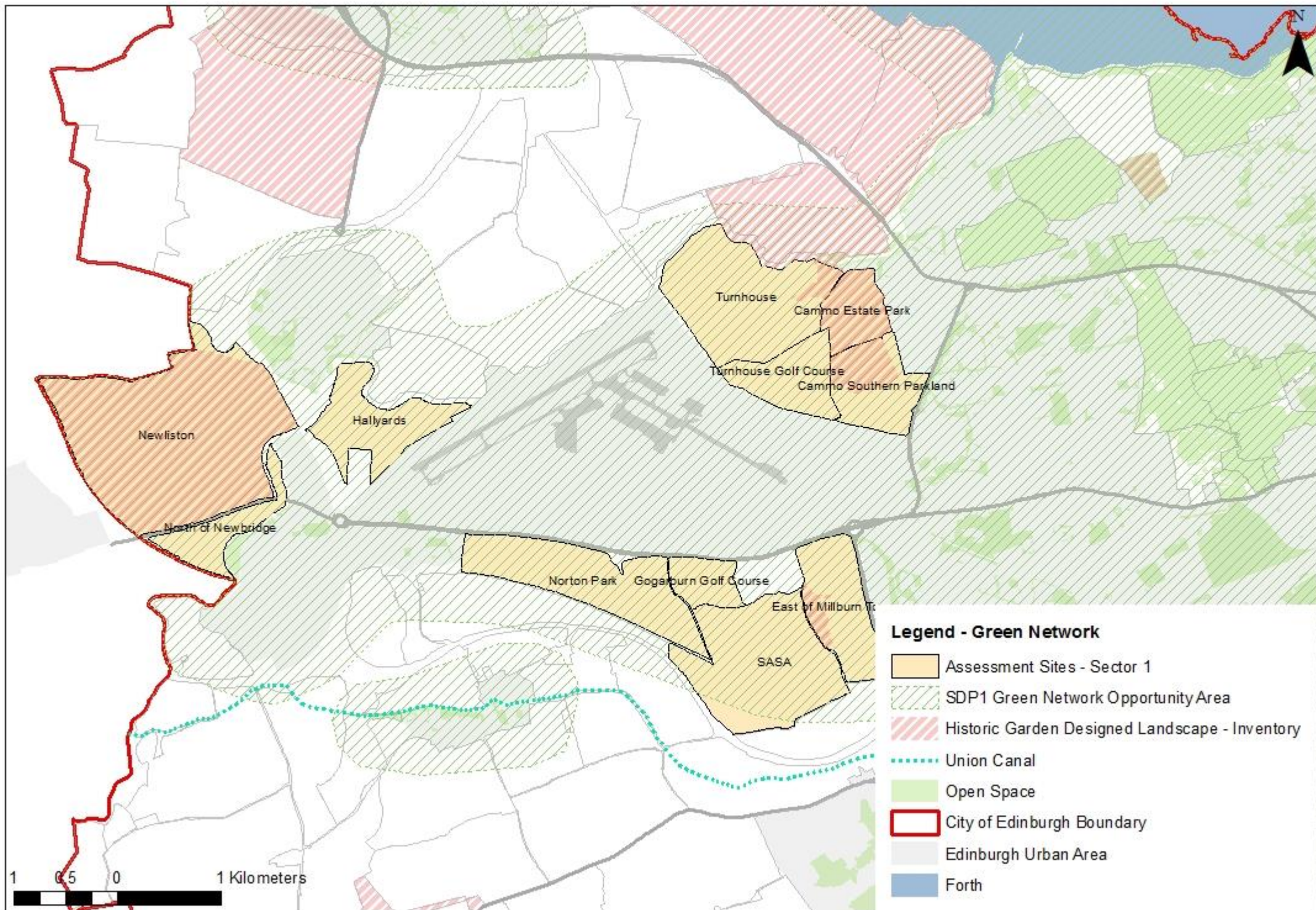
Individual Site Assessments

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Turnhouse Golf Course	21	Hallyards	34
Cammo Southern Parkland	23		
Norton Park	25		
Gogarburn Golf Course	28		
SASA	30		
Turnhouse	32		









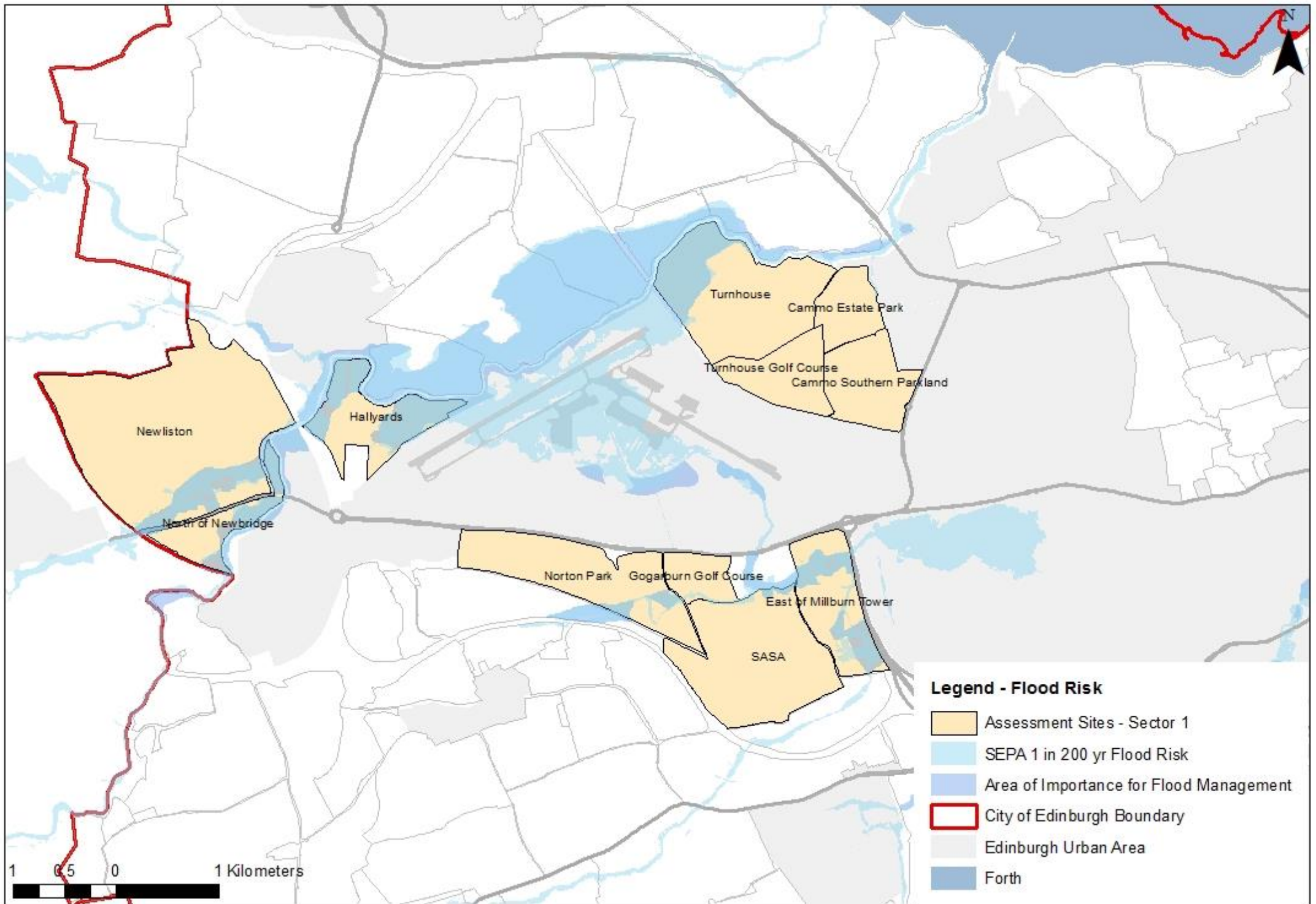






Legend - Green Network

-  Assessment Sites - Sector 1
-  SDP1 Green Network Opportunity Area
-  Historic Garden Designed Landscape - Inventory
-  Union Canal
-  Open Space
-  City of Edinburgh Boundary
-  Edinburgh Urban Area
-  Forth



Assessment Matrix

Sector 1 - West SDA

AREA NAME	SDP1 Strategic Development Areas	10 min walk to local convenience services	30 min walk to employment clusters	Access to wider cycle network	Active travel assessment (overall)	Access to existing public transport	Public transport assessment (overall)	Primary school capacity	Secondary school capacity	Community infrastructure assessment (overall)	Landscape character assessment	Green network assessment	Flood risk assessment	SUMMARY
East of Millburn											n/a			n/a
Cammo Estate Park														
Turnhouse Golf Course														
Cammo Southern Parkland														
Norton Park														
Gogarburn Golf Course														
SASA														
Turnhouse														
Hallyards														
Newliston														
North of Newbridge														

Greenfield Site Assessment – East of Milburn Tower

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	Yes – The site is within the West Edinburgh SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	Partially – The site is within walking distance of local convenience centres but access is impeded by the City of Edinburgh Bypass and A8 Gogarburn Junction which lacks controlled or segregated crossings for pedestrians and cyclists and the generally poor walking environment of Glasgow Road.
<i>Does the site support travel by foot to identified employment clusters?</i>	Partially – The site is within walking distance of employment clusters but access is impeded by the City of Edinburgh Bypass and A8 Gogarburn Junction which lacks controlled or segregated crossings for pedestrians and cyclists and the generally poor walking environment of Glasgow Road.
<i>Does the site have access to the wider cycle network?</i>	Partially – The site has access to the wider cycle network but access is impeded by the busy A8 road which sits between the site and the QuietRoute, with the RBS bridge providing the nearest crossover point. The A8 Gogarburn Junction also impedes access but beyond this the site could also connect to the planned West Edinburgh Link corridor.
<i>Can the site support active travel overall through appropriate intervention?</i>	Partially – The site could support active travel overall, as there is some existing limited access but intervention would be required to improve the City of Edinburgh Bypass and A8 Gogarburn Junction crossings, the poor walking environment along Glasgow Road and connect the site to the West Edinburgh Link.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	No – The site does not support travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	Yes – The site supports travel by public transport based on an identified major intervention deliverable within the plan period. This intervention would serve the west/A8 corridor of the city along Glasgow Road and improve accessibility from this area.

COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient primary school infrastructure capacity.
<i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient secondary school infrastructure capacity.
<i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i>	Partially – The site does not have sufficient community infrastructure capacity to support development but this may be addressed through provision of a primary school on site, already agreed to, and a new West Edinburgh secondary school. A new secondary school in this area could help to address pressures on secondary school capacity from new housing already proposed within West Edinburgh. The Council’s preference is to deliver new secondary schools with a capacity for 1200 pupils. If a new 1200 secondary school was delivered it could support a significant amount of additional housing development, but it would have to serve a wide catchment area so good active travel and transport links would be important. If a new West Edinburgh High School could not be delivered, the site is in a location that means that catchment change could be considered as a way of mitigating the impact of the development.
LANDSCAPE CHARACTER	
<i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i>	n/a – No landscape assessment has been completed for this site as decision on a planning appeal for a development proposal on this site is awaited.
GREEN NETWORK	
<i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i>	Partially – The site may be considered of value for the strategic green network, due to lying adjacent to an area identified as a green network opportunity around the City of Edinburgh Bypass and the Gogar Burn which crosses the site, forming a potential element of blue infrastructure.
FLOOD RISK	
<i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i>	No – A substantial part of the site is covered by an area of medium-high flood risk and importance for flood management.
SUMMARY COMMENTS	
<i>Is the site suitable for development? Yes/Partially/No</i> n/a – No assessment has been completed for this site as decision on a planning appeal for a development proposal on this site is awaited.	

Greenfield Site Assessment – Cammo Estate Park

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	Yes – The site is within the West Edinburgh SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	Yes – The site is within walking distance of local convenience services.
<i>Does the site support travel by foot to identified employment clusters?</i>	Yes – The site is within walking distance of employment clusters.
<i>Does the site have access to the wider cycle network?</i>	No – The site does not have access to the wider cycle network and access is unlikely to be improved as no suitable potential cycle route interventions have been identified which could serve the site.
<i>Can the site support active travel overall through appropriate intervention?</i>	No – The site would not support active travel overall, as access to the wider cycle network is poor and it is unlikely to be improved through an identified intervention.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	No – The site does not support travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	No – The site does not support travel by public transport based on an identified intervention.
COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient primary school infrastructure capacity.
<i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient secondary school infrastructure capacity.

<p><i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i></p>	<p>No – The site does not have sufficient community infrastructure capacity to support development and no appropriate intervention has been identified to address this. A new primary school would be required. A new secondary school would be required. The Council’s preference is to deliver new secondary schools with a capacity for 1200 pupils but this would require significant new housing development in the area to generate this number of pupils. A new secondary school would have to serve a wide catchment area so good active travel and transport links would be important. There is not enough scope for development on this and nearby sites to support this level of intervention.</p>
<p>LANDSCAPE CHARACTER</p>	
<p><i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i></p>	<p>No – No scope is identified for development on this site due to the number of major landscape constraints which apply to this site.</p>
<p>GREEN NETWORK</p>	
<p><i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i></p>	<p>No – The site is of value for the strategic green network, due to lying adjacent to an area identified as a green network opportunity around Edinburgh Urban Area and is presently in use for recreation and managed as a country park.</p>
<p>FLOOD RISK</p>	
<p><i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i></p>	<p>Yes – The site has no SEPA-identified areas of medium-high flood risk/for flood management.</p>
<p>SUMMARY COMMENTS</p>	
<p><i>Is the site suitable for development?</i> No The site is not suitable for development due to its poor community infrastructure capacity, poor public transport accessibility, landscape constraints and contribution to the strategic green network.</p>	

Greenfield Site Assessment – Turnhouse Golf Course

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	Yes – The site is within the West Edinburgh SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	No – The site is not within walking distance to local convenience services. It is unlikely that access can be improved and convenience services are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site support travel by foot to identified employment clusters?</i>	Yes – The site is within walking distance of employment clusters.
<i>Does the site have access to the wider cycle network?</i>	No – The site does not have access to the wider cycle network and access is unlikely to be improved as no suitable potential cycle route interventions have been identified which could serve the site.
<i>Can the site support active travel overall through appropriate intervention?</i>	No – The site would not support active travel overall, as the site is not within walking distance of local convenience services and these are unlikely to be provided through development due to lack of scope for development nearby. Access to the wider cycle network is poor and it is unlikely to be improved through an identified intervention.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	No – The site does not support travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	No – The site does not support travel by public transport based on an identified intervention.
COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient primary school infrastructure capacity.
<i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient secondary school infrastructure capacity.

<p><i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i></p>	<p>No – The site does not have sufficient community infrastructure capacity to support development and no appropriate intervention has been identified to address this. A new primary school would be required. A new secondary school would be required. The Council’s preference is to deliver new secondary schools with a capacity for 1200 pupils but this would require significant new housing development in the area to generate this number of pupils. A new secondary school would have to serve a wide catchment area so good active travel and transport links would be important. There is not enough scope for development on this and nearby sites to support this level of intervention.</p>
<p>LANDSCAPE CHARACTER</p>	
<p><i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i></p>	<p>No – No scope is identified for development on this site due to its prominence in views across the River Almond valley and from the A8, the requirement for considerable and visually intrusive ground modification and its provision of an important undeveloped backdrop to the allocated developments at Maybury and Cammo.</p>
<p>GREEN NETWORK</p>	
<p><i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i></p>	<p>No – The site is of value for the strategic green network, due to lying adjacent to an area identified as a green network opportunity around Edinburgh Urban Area and is presently in use for recreation.</p>
<p>FLOOD RISK</p>	
<p><i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i></p>	<p>Yes – The site has no SEPA-identified areas of medium-high flood risk/for flood management.</p>
<p>SUMMARY COMMENTS</p>	
<p><i>Is the site suitable for development?</i> No The site is not suitable for development due to its poor community infrastructure capacity, poor public transport accessibility, prominent landscape character and contribution to the backdrop of existing housing allocations and strategic green network.</p>	

Greenfield Site Assessment – Cammo Southern Parkland

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	Yes – The site is within the West Edinburgh SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	No – The site is not within walking distance to local convenience services. It is unlikely that access can be improved and convenience services are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site support travel by foot to identified employment clusters?</i>	Yes – The site is within walking distance of employment clusters.
<i>Does the site have access to the wider cycle network?</i>	No – The site does not have access to the wider cycle network and access is unlikely to be improved as no suitable potential cycle route interventions have been identified which could serve the site.
<i>Can the site support active travel overall through appropriate intervention?</i>	No – The site would not support active travel overall, as the site is not within walking distance of local convenience services and these are unlikely to be provided through development due to lack of scope for development nearby. Access to the wider cycle network is poor and it is unlikely to be improved through an identified intervention.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	No – The site does not support travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	No – The site does not support travel by public transport based on an identified intervention.
COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient primary school infrastructure capacity.
<i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient secondary school infrastructure capacity.

<p><i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i></p>	<p>No – The site does not have sufficient community infrastructure capacity to support development and no appropriate intervention has been identified to address this. A new primary school would be required. A new secondary school would be required. The Council’s preference is to deliver new secondary schools with a capacity for 1200 pupils but this would require significant new housing development in the area to generate this number of pupils. A new secondary school would have to serve a wide catchment area so good active travel and transport links would be important. There is not enough scope for development on this and nearby sites to support this level of intervention.</p>
<p>LANDSCAPE CHARACTER</p>	
<p><i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i></p>	<p>No – No scope is identified for development on this site due to its prominence in views from Cammo, Barnton and from the A8 and A902, the requirement for considerable and visually intrusive ground modification and its provision of an important undeveloped backdrop to the allocated developments at Maybury and Cammo.</p>
<p>GREEN NETWORK</p>	
<p><i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i></p>	<p>No – The site is of value for the strategic green network, due to lying adjacent to an area identified as a green network opportunity around Edinburgh Urban Area and is presently in use for recreation and managed as a country park.</p>
<p>FLOOD RISK</p>	
<p><i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i></p>	<p>Yes – The site has no SEPA-identified areas of medium-high flood risk/for flood management.</p>
<p>SUMMARY COMMENTS</p>	
<p><i>Is the site suitable for development?</i> No The site is not suitable for development due to its poor community infrastructure capacity, poor public transport accessibility, prominent landscape character and contribution to the backdrop of existing housing allocations and strategic green network.</p>	

Greenfield Site Assessment – Norton Park

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	Yes – The site is within the West Edinburgh SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	Partially – The site is within walking distance of some local convenience services but the only existing shop in this area is a petrol station store, which is of insufficient size to cater for food shopping needs. Development of the International Business Gateway may address this, depending on the mix of shops included, otherwise development on the site itself could address this.
<i>Does the site support travel by foot to identified employment clusters?</i>	Partially – The site is within walking distance of employment clusters but access is impeded by the poor walking environment along the A8 due to the lack of active frontage and 40mph traffic speed. Intervention would be required to improve this.
<i>Does the site have access to the wider cycle network?</i>	Partially – The site has access to the wider cycle network but if the site is developed the shared use path along the A8 would not be of sufficient standard. The West Edinburgh Link network would need to be extended along the A8 corridor to provide a direct, high quality cycling connection.
<i>Can the site support active travel overall through appropriate intervention?</i>	Partially – The site could support active travel overall, as there is some existing limited access but intervention would be required to address access to local convenience services through improved access or provision through development, the poor walking environment along Glasgow Road and to connect the site to the West Edinburgh Link.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	No – The site does not support travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	Yes – The site supports travel by public transport based on an identified major intervention deliverable within the plan period. This intervention would serve the west/A8 corridor of the city along Glasgow Road and improve accessibility from this area.

COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient primary school infrastructure capacity.
<i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient secondary school infrastructure capacity.
<i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i>	Partially – The site does not have sufficient community infrastructure capacity to support development and no appropriate intervention has been identified to address this. New primary schools would be required. A new secondary school would be required. The Council’s preference is to deliver new secondary schools with a capacity for 1200 pupils but this would require significant new housing development in the area to generate this number of pupils. A new secondary school would have to serve a wide catchment area so good active travel and transport links would be important.
LANDSCAPE CHARACTER	
<i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i>	Partially – Some scope has been identified on this site to the west where it could be associated with the existing settlement at Ratho Station. Development to the east of the site could obstruct views to the Pentlands to the south from the A8.
GREEN NETWORK	
<i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i>	Partially – The site may be considered of value for the strategic green network, due to lying adjacent to an area identified as a green network opportunity around West Edinburgh. Strategic green network enhancements should be delivered alongside development here.
FLOOD RISK	
<i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i>	Partially – Part of the site is covered by an area of medium-high flood risk and area of importance for flood management, although this does not cover a substantial area of the overall site. The site can still be developed while avoiding these areas to mitigate major flood risk.

SUMMARY COMMENTS***Is the site suitable for development? Yes***

The site is considered suitable for development, despite the effect on views to the Pentlands as seen from the A8 and the poor walking/cycling environment along this corridor. The site should be considered as part of wider development allocations/proposals in the west of the city such as the International Business Gateway. The site fits within the SESplan spatial strategy but any development should have regard to views through the site, areas of flood risk, potential blue/green infrastructure and the improvement of the A8 corridor for active travel and public transport users. This land is still safeguarded for a potential relocation of the Royal Highland Showground and any allocation for development here would be on the condition of the removal of this constraint.

Where landscape capacity is lesser towards the west of the site, masterplanning should mitigate impact on views by allowing open viewlines through the site toward the Pentlands to the south. Accessibility improvements are required to enable development, and the planned A8 cycle and public transport corridor enhancements will provide this. Masterplanning of the site should ensure that the A8 corridor can be linked to and upgraded to improve walking and public transport, as well as crossings to the Airport/International Business Gateway. Convenience services should be provided alongside development in addition to any convenience services in the International Business Gateway. As part of the development of a wider strategic green network, connections should be made to the area of medium-high flood risk on the south of the site, associated with the Gogar Burn, to form blue/green infrastructure. The level of development proposed here and in adjacent sites would require three new non-denominational primary schools, one new roman catholic primary school and one new non-denominational secondary school. There would be a partial requirement for a new roman catholic secondary school to address growth here and citywide. **These requirements should be co-ordinated through a brief for this site.**

Greenfield Site Assessment – Gogarburn Golf Course

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	Yes – The site is within the West Edinburgh SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	Partially – The site is not within walking distance to local convenience services. Convenience services may be provided near the site due to scope for development nearby.
<i>Does the site support travel by foot to identified employment clusters?</i>	Partially – The site is within walking distance of employment clusters but access is impeded by the poor walking environment along the A8 due to the lack of active frontage and 40mph traffic speed. Intervention would be required to improve this.
<i>Does the site have access to the wider cycle network?</i>	Partially – The site has access to the wider cycle network but if the site is developed the shared use path along the A8 would not be of sufficient standard. The West Edinburgh Link network would need to be extended along the A8 corridor to provide a direct, high quality cycling connection.
<i>Can the site support active travel overall through appropriate intervention?</i>	Partially – The site could support active travel overall, as there is some existing limited access but intervention would be required to address access to local convenience services through improved access or provision through development, the poor walking environment along Glasgow Road and to connect the site to the West Edinburgh Link.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	No – The site does not support travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	Yes – The site supports travel by public transport based on an identified major intervention deliverable within the plan period. This intervention would serve the west/A8 corridor of the city along Glasgow Road and improve accessibility from this area.
COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient primary school infrastructure capacity.

<i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient secondary school infrastructure capacity.
<i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i>	Partially – The site does not have sufficient community infrastructure capacity to support development and no appropriate intervention has been identified to address this. A new primary school would be required. A new secondary school would be required. The Council’s preference is to deliver new secondary schools with a capacity for 1200 pupils but this would require significant new housing development in the area to generate this number of pupils. A new secondary school would have to serve a wide catchment area so good active travel and transport links would be important. There is scope for development on nearby sites to support this level of intervention.
LANDSCAPE CHARACTER	
<i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i>	No – No scope for development is identified on this site due to its woodland forming an important component of views on the western approach to the city, and being physically and perceptually divorced from other housing within the city.
GREEN NETWORK	
<i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i>	No – The site is of value for the strategic green network, due to lying within an area identified as a green network opportunity around West Edinburgh, with important ancient woodland and an active golf course identified on site.
FLOOD RISK	
<i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i>	Partially – Part of the site is covered by an area of importance for flood management, although this does not cover a substantial area of the overall site.
SUMMARY COMMENTS	
<i>Is the site suitable for development?</i> No The site is not suitable for development due to its current use, wooded landscape character and contribution to the strategic green network.	

Greenfield Site Assessment – SASA

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	Partially – The site is within the West Edinburgh SDA north of the railway line which crosses the site.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	No – The site is not within walking distance to local convenience services. It is unlikely that access can be improved and convenience services are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site support travel by foot to identified employment clusters?</i>	Yes – The site is within walking distance of employment clusters.
<i>Does the site have access to the wider cycle network?</i>	No – The site does not have access to the wider cycle network and access is unlikely to be improved as no suitable potential cycle route interventions have been identified which could serve the site.
<i>Can the site support active travel overall through appropriate intervention?</i>	No – The site would not support active travel overall, as the site is not within walking distance of local convenience services and these are unlikely to be provided through development due to lack of scope for development nearby. Access to the wider cycle network is poor and it is unlikely to be improved through an identified intervention.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	No – The site does not support travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	Partially – The site has limited support for travel by public transport based on an identified major intervention deliverable within the plan period. This intervention would serve the west/A8 corridor of the city along Glasgow Road and improve accessibility from this area.
COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient primary school infrastructure capacity.

<i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient secondary school infrastructure capacity.
<i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i>	No – The site does not have sufficient community infrastructure capacity to support development and no appropriate intervention has been identified to address this. A new primary school would be required. A new secondary school would be required. The Council’s preference is to deliver new secondary schools with a capacity for 1200 pupils but this would require significant new housing development in the area to generate this number of pupils. A new secondary school would have to serve a wide catchment area so good active travel and transport links would be important. There is not enough scope for development on this and nearby sites to support this level of intervention.
LANDSCAPE CHARACTER	
<i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i>	No – No scope is identified for development on this site due to significant adverse effect on the largely rural character of the area, and the statutory work undertaken by SASA across this site, despite the limited visibility of development in this area and potential for robust new settlement boundaries.
GREEN NETWORK	
<i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i>	Partially – The site may be considered of value for the strategic green network, due to lying adjacent to an area identified as a green network opportunity around West Edinburgh.
FLOOD RISK	
<i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i>	Yes – The site has no SEPA-identified areas of medium-high flood risk/for flood management.
SUMMARY COMMENTS	
<i>Is the site suitable for development?</i> No The site is not suitable for development due to its poor community infrastructure capacity, poor accessibility, current use and largely rural landscape character.	

Greenfield Site Assessment – Turnhouse

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	Yes – The site is within the West Edinburgh SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	No – The site is not within walking distance to local convenience centres and employment clusters. It is unlikely that access can be improved and services and employment clusters are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site support travel by foot to identified employment clusters?</i>	Yes – The site is within walking distance of employment clusters.
<i>Does the site have access to the wider cycle network?</i>	No – The site does not have access to the wider cycle network and access is unlikely to be improved as no suitable potential cycle route interventions have been identified which could serve the site.
<i>Can the site support active travel overall through appropriate intervention?</i>	No – The site would not support active travel overall, as the site is not within walking distance of local convenience services and these are unlikely to be provided through development due to lack of scope for development nearby. Access to the wider cycle network is poor and it is unlikely to be improved through an identified intervention.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	No – The site does not support travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	No – The site does not support travel by public transport based on an identified intervention.
COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient primary school infrastructure capacity.
<i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient secondary school infrastructure capacity.

<p><i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i></p>	<p>No – The site does not have sufficient community infrastructure capacity to support development and no appropriate intervention has been identified to address this. A new primary school would be required. A new secondary school would be required. The Council’s preference is to deliver new secondary schools with a capacity for 1200 pupils but this would require significant new housing development in the area to generate this number of pupils. A new secondary school would have to serve a wide catchment area so good active travel and transport links would be important. There is not enough scope for development on this and nearby sites to support this level of intervention.</p>
<p>LANDSCAPE CHARACTER</p>	
<p><i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i></p>	<p>No – No scope is identified for development on this site due to the number of major landscape constraints which apply to this site.</p>
<p>GREEN NETWORK</p>	
<p><i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i></p>	<p>Partially – The site may be considered of value for the strategic green network, due to lying adjacent to an area identified as a green network opportunity around West Edinburgh.</p>
<p>FLOOD RISK</p>	
<p><i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i></p>	<p>Partially – Part of the site is covered by identified areas of medium-high flood risk and an area of importance for flood management, though this does not cover the majority of the site.</p>
<p>SUMMARY COMMENTS</p>	
<p><i>Is the site suitable for development? Yes/Partially/No</i> The site is not suitable for development due to its poor community infrastructure capacity, poor public transport accessibility and landscape constraints.</p>	

Greenfield Site Assessment – Hallyards

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	Yes – The site is within the West Edinburgh SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	Yes – The site is within walking distance of local convenience services.
<i>Does the site support travel by foot to identified employment clusters?</i>	No – The site is not within walking distance to employment clusters. It is unlikely that access can be improved and employment clusters are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site have access to the wider cycle network?</i>	Partially – The site does not have access to the wider cycle network but may be served by the former railway line path running through the site, which would require surface improvements.
<i>Can the site support active travel overall through appropriate intervention?</i>	No – The site would not support active travel overall, as the site is not within walking distance of employment clusters and these are unlikely to be provided through development due to lack of scope for development nearby.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	No – The site does not support travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	No – The site does not support travel by public transport based on an identified intervention.
COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient primary school infrastructure capacity.
<i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient secondary school infrastructure capacity.

<p><i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i></p>	<p>No – The site does not have sufficient community infrastructure capacity to support development and no appropriate intervention has been identified to address this. A new primary school would be required. A new secondary school would be required. The Council’s preference is to deliver new secondary schools with a capacity for 1200 pupils but this would require significant new housing development in the area to generate this number of pupils. A new secondary school would have to serve a wide catchment area so good active travel and transport links would be important. There is not enough scope for development on this and nearby sites to support this level of intervention.</p>
<p>LANDSCAPE CHARACTER</p>	
<p><i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i></p>	<p>No – No scope is identified for development on the majority of this site due to the floodplain location and the conflict any development would have with the existing settlement form of Kirkliston north of the river. Some limited scope may be found for development where there is already a cluster of housing and a scrapyard/storage area however this would be on a small scale and preferably on ‘brownfield’ land.</p>
<p>GREEN NETWORK</p>	
<p><i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i></p>	<p>Partially – The site may be considered of value for the strategic green network, due to lying adjacent to an area identified as a green network opportunity around West Edinburgh and potential for new recreational routes and a footbridge over the River Almond has been identified to improve access if development is allowed here.</p>
<p>FLOOD RISK</p>	
<p><i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i></p>	<p>Partially – Part of the site has SEPA-identified areas of medium-high flood risk and areas of importance for flood management, covering a wide area to the north and east along the River Almond floodplain.</p>
<p>SUMMARY COMMENTS</p>	
<p><i>Is the site suitable for development?</i> No The site is not suitable for development due to its poor community infrastructure capacity, poor public transport accessibility, areas of medium-high flood risk and effect of development on the landscape unconnected to nearby settlements.</p>	

Greenfield Site Assessment – Newliston

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	Partially – The site is within the West Edinburgh SDA south of the Newliston Inventory Site.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	No – The site is not within walking distance to local convenience services. It is unlikely that access can be improved and convenience services are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site support travel by foot to identified employment clusters?</i>	No – The site is not within walking distance to employment clusters. It is unlikely that access can be improved and employment clusters are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site have access to the wider cycle network?</i>	Yes – The site has access to the wider cycle network.
<i>Can the site support active travel overall through appropriate intervention?</i>	No – The site would not support active travel overall, as the site is not within walking distance of local convenience services and employment clusters and these are unlikely to be provided through development due to lack of scope for development nearby.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	No – The site does not support travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	Partially – The site has limited support for travel by public transport based on an identified major intervention deliverable within the plan period. This intervention would serve the west/A8 corridor of the city along Glasgow Road and improve accessibility from this area.
COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient primary school infrastructure capacity.

<i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient secondary school infrastructure capacity.
<i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i>	No – The site does not have sufficient community infrastructure capacity to support development and no appropriate intervention has been identified to address this. A new primary school would be required. A new secondary school would be required. The Council’s preference is to deliver new secondary schools with a capacity for 1200 pupils but this would require significant new housing development in the area to generate this number of pupils. A new secondary school would have to serve a wide catchment area so good active travel and transport links would be important. There is not enough scope for development on this and nearby sites to support this level of intervention.
LANDSCAPE CHARACTER	
<i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i>	No – No scope for development is identified on this site due to the major landscape constraints in the core of the area around the Newliston Inventory Site, the flat open farmland providing views to the woodlands at the core of this site, the role of this farmland in providing green space to separate Newbridge and Broxburn and the remote, rural character of this area. Although this landscape character area has some areas of limited scope for development these are located just outside the council boundary in West Lothian.
GREEN NETWORK	
<i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i>	Partially – The site may be considered of value for the strategic green network, due to lying adjacent to an area identified as a green network opportunity around West Edinburgh and there is potential for the Newliston Inventory Site to be included as part of the wider strategic green network.
FLOOD RISK	
<i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i>	Partially – A significant area of the site is covered by areas of medium-high flood risk and areas of importance for flood management, and this mainly covers the south of the site where development is more accessible and within the West Edinburgh SDA.
SUMMARY COMMENTS	
<i>Is the site suitable for development?</i> No The site is not suitable for development due to its poor community infrastructure capacity, poor accessibility, areas of medium-high flood risk, landscape constraints around Newliston House and importance of this landscape for preventing coalescence.	

Greenfield Site Assessment – North of Newbridge

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	Yes – The site is within the West Edinburgh SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	Yes – The site is within walking distance of local convenience services.
<i>Does the site support travel by foot to identified employment clusters?</i>	No – The site is not within walking distance to employment clusters. It is unlikely that access can be improved and employment clusters are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site have access to the wider cycle network?</i>	Partially – The site has access to the wider cycle network but access is impeded by the busy A89 road which must be crossed to reach the relevant QuietRoute.
<i>Can the site support active travel overall through appropriate intervention?</i>	No – The site would not support active travel overall, as the site is not within walking distance of employment clusters and these are unlikely to be provided through development due to lack of scope for development nearby.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	No – The site does not support travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	Partially – The site has limited support for travel by public transport based on an identified major intervention deliverable within the plan period. This intervention would serve the west/A8 corridor of the city along Glasgow Road and improve accessibility from this area.
COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient primary school infrastructure capacity.
<i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient secondary school infrastructure capacity.

<p><i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i></p>	<p>No – The site does not have sufficient community infrastructure capacity to support development and no appropriate intervention has been identified to address this. A new primary school would be required. A new secondary school would be required. The Council’s preference is to deliver new secondary schools with a capacity for 1200 pupils but this would require significant new housing development in the area to generate this number of pupils. A new secondary school would have to serve a wide catchment area so good active travel and transport links would be important. There is not enough scope for development on this and nearby sites to support this level of intervention.</p>
<p>LANDSCAPE CHARACTER</p>	
<p><i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i></p>	<p>No – Some limited scope for development is identified on part of this site, between the New Bridge and the Haugh farmstead, however this is very limited due to the amount of the site covered by areas of medium-high flood risk. Any development further west of the Haugh farmstead close to the rail line and viaduct would result in coalescence of Newbridge and Broxburn.</p>
<p>GREEN NETWORK</p>	
<p><i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i></p>	<p>Partially – The site may be considered of value for the strategic green network, due to lying adjacent to an area identified as a green network opportunity around West Edinburgh.</p>
<p>FLOOD RISK</p>	
<p><i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i></p>	<p>No – A significant area of the site is covered by areas of medium-high flood risk and areas of importance for flood management, and this mainly covers the parts of the site less sensitive to development, further restricting what can be developed.</p>
<p>SUMMARY COMMENTS</p>	
<p><i>Is the site suitable for development?</i> No The site is not suitable for development due to its poor community infrastructure capacity, areas of medium-high flood risk and importance of this landscape for preventing coalescence.</p>	

3.2 Assessments Sector 2 – South East SDA

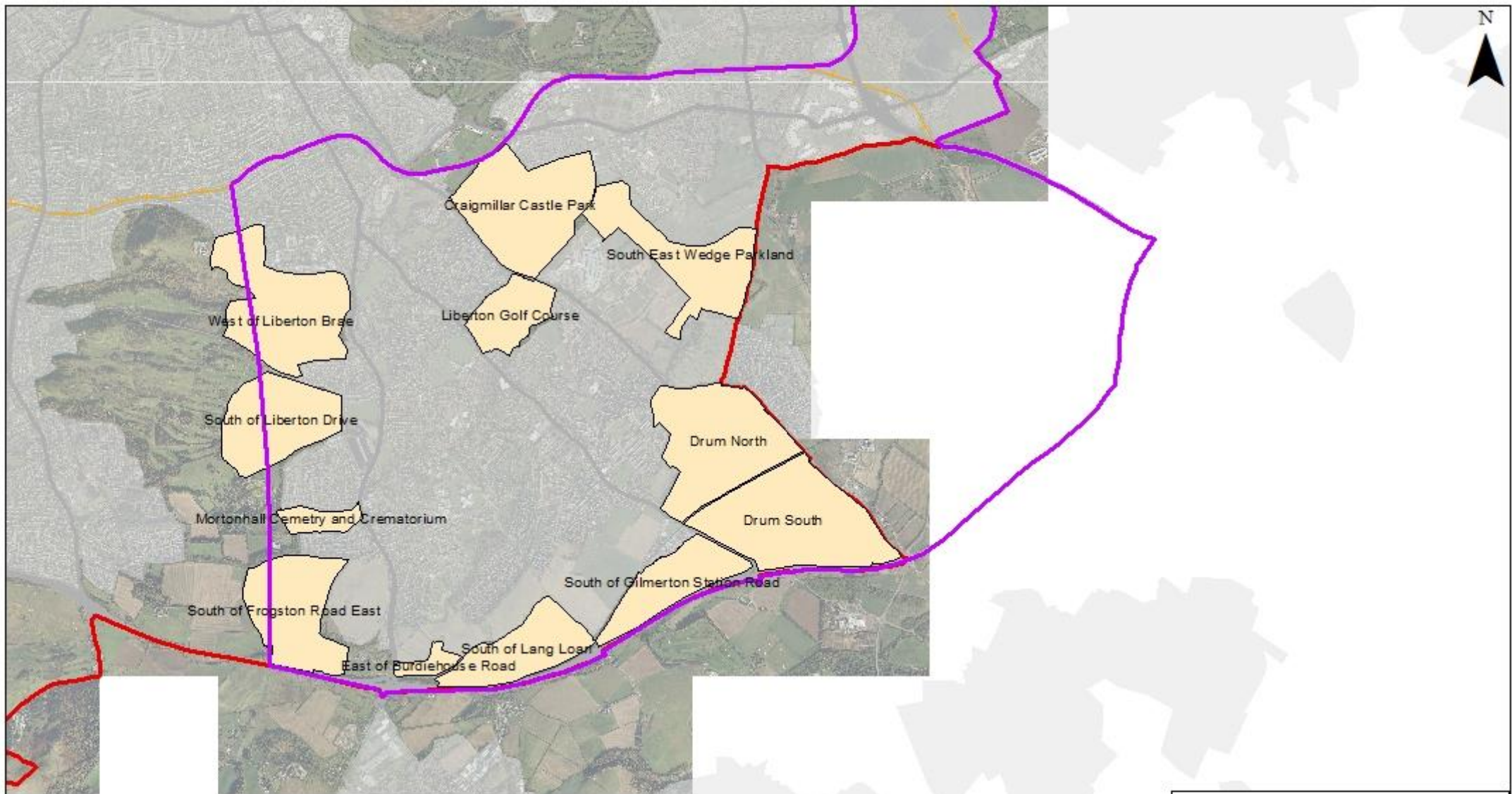
Mapping

- Overview
- Active Travel
- Public Transport
- Green Network
- Flood Risk

Assessment Summary

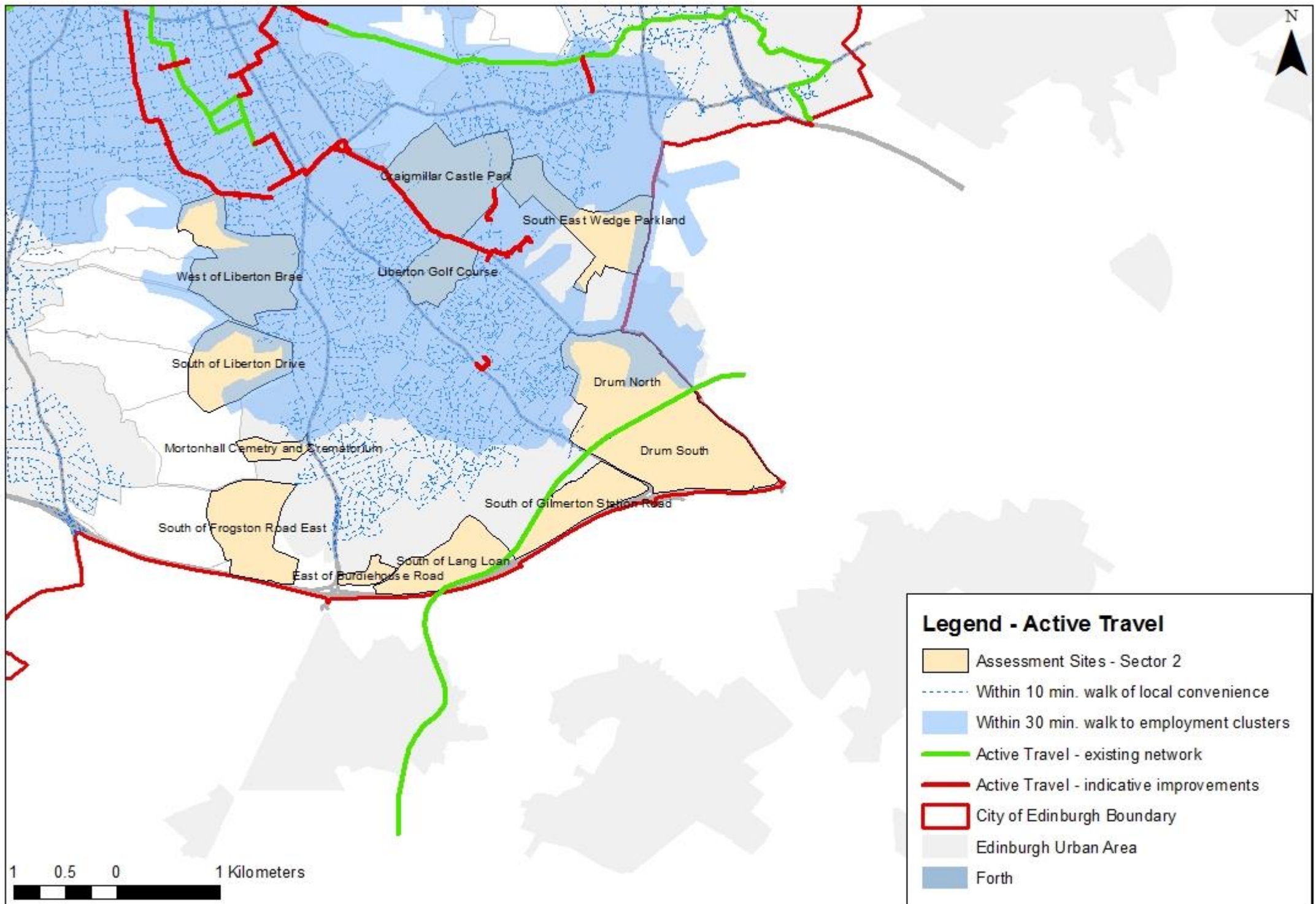
Individual Site Assessments

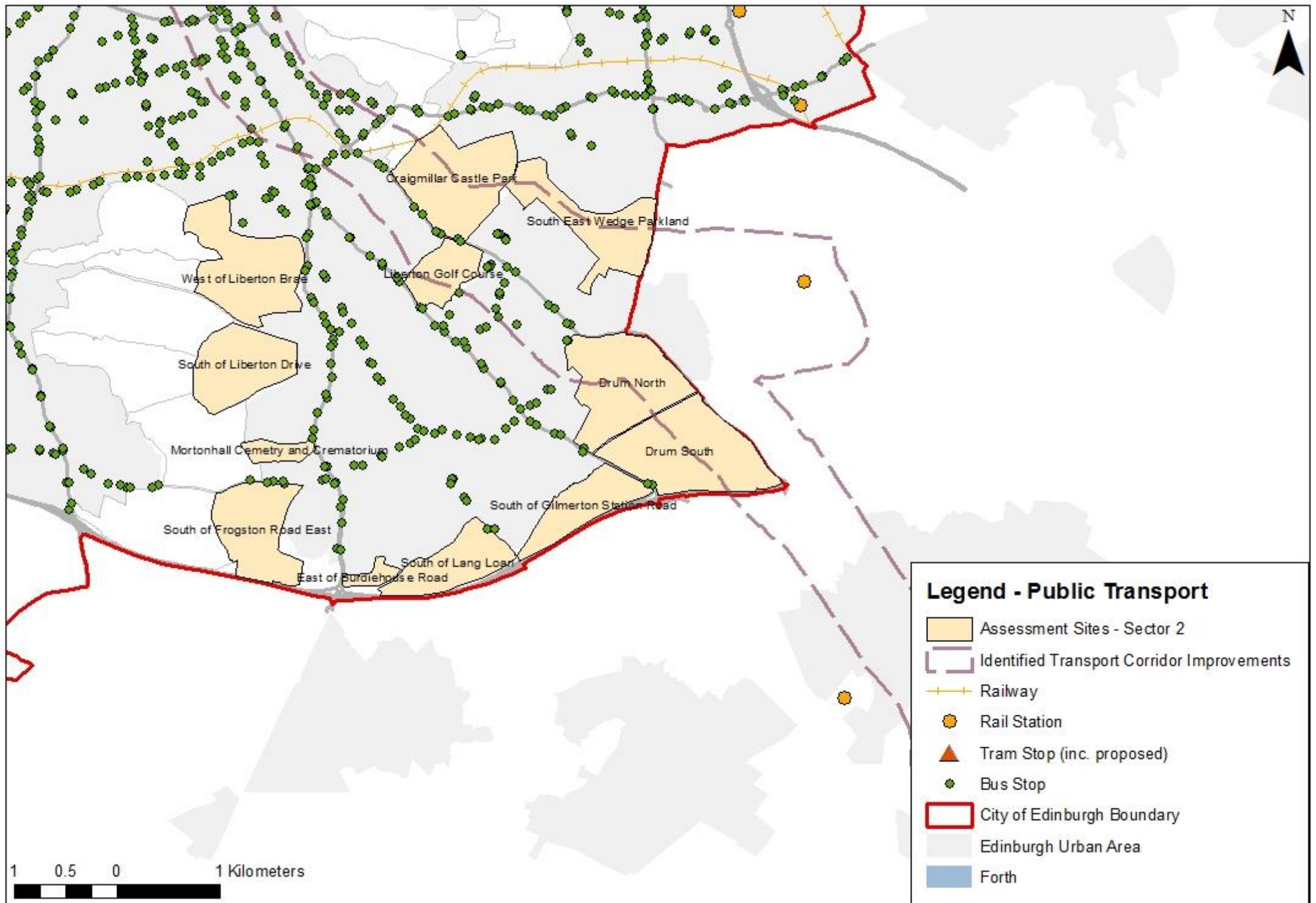
	Page No.		Page No.
West of Liberton Brae	47	Liberton Golf Course	61
South of Liberton Drive	49	Craigmillar Castle Park	63
South of Frogston Road East	51	Drum South	65
South of Lang Loan	53	Drum North	68
South of Gilmerton Station Road	56	Mortonhall Cemetry and Crematorium	71
South East Wedge Parkland	59	East of Burdiehouse Road	73

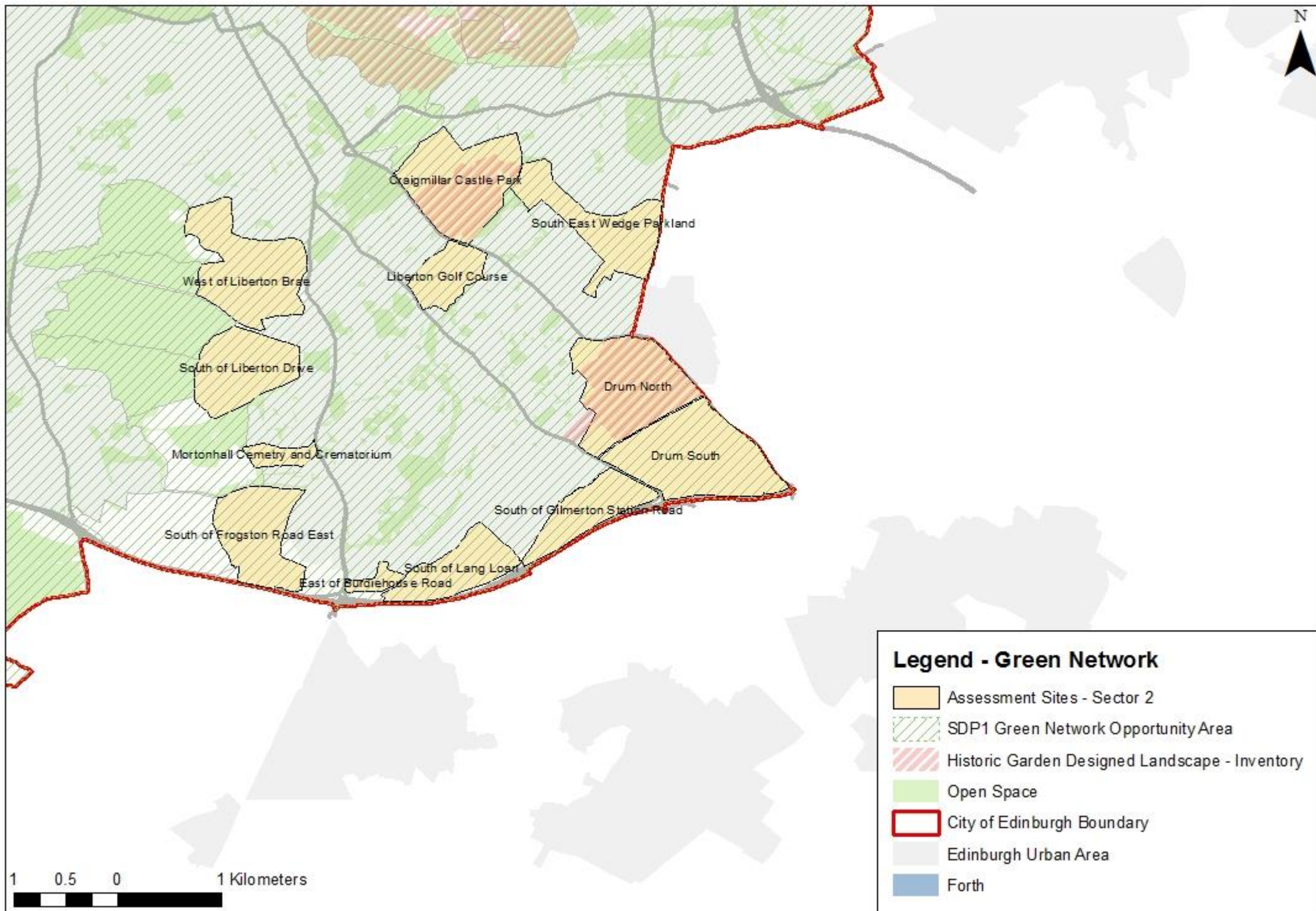


Legend - Overview

- Assessment Sites - Sector 2
- Strategic Development Area
- City of Edinburgh Boundary
- Edinburgh Urban Area
- Forth

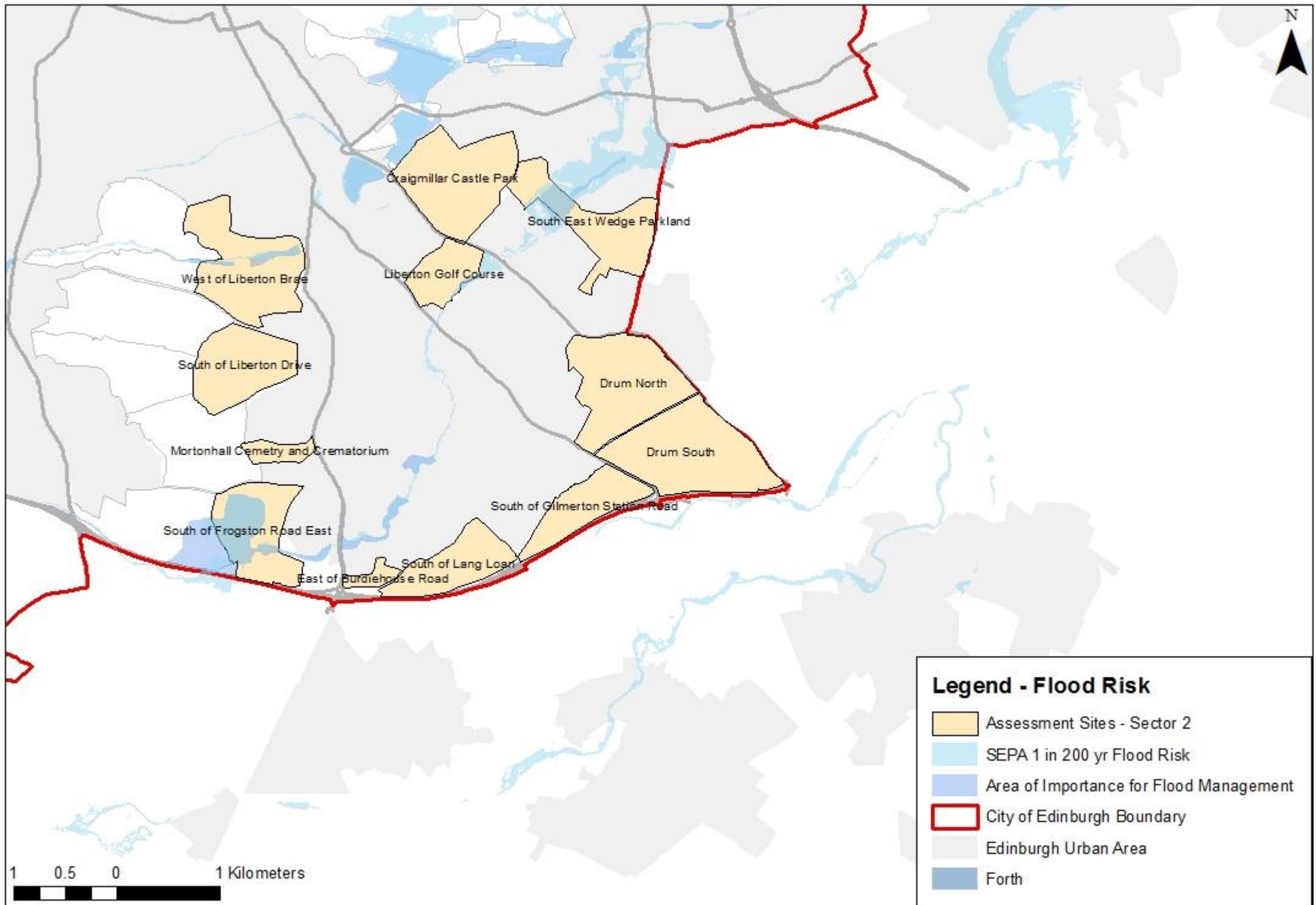






Legend - Green Network

-  Assessment Sites - Sector 2
-  SDP1 Green Network Opportunity Area
-  Historic Garden Designed Landscape - Inventory
-  Open Space
-  City of Edinburgh Boundary
-  Edinburgh Urban Area
-  Forth



Assessment Matrix

Sector 2 - South East SDA

AREA NAME	SDP1 Strategic Development Areas	10 min walk to local convenience services	30 min walk to employment clusters	Access to wider cycle network	Active travel assessment (overall)	Access to existing public transport	Public transport assessment (overall)	Primary school capacity	Secondary school capacity	Community infrastructure assessment (overall)	Landscape character assessment	Green network assessment	Flood risk assessment	SUMMARY
West of Liberton Brae	Yellow	Green	Green	Yellow	Red	Yellow	Red	Red	Red	Yellow	Red	Yellow	Green	Red
South of Liberton Drive	Yellow	Green	Green	Yellow	Red	Yellow	Red	Red	Red	Yellow	Red	Yellow	Green	Red
South of Frogston Road East	Yellow	Red	Red	Yellow	Red	Yellow	Red	Red	Red	Yellow	Red	Yellow	Green	Red
South of Lang Loan	Green	Red	Red	Yellow	Red	Yellow	Red	Red	Red	Yellow	Red	Yellow	Green	Green
South of Gilmerton Station Road	Green	Yellow	Red	Yellow	Red	Yellow	Red	Red	Red	Yellow	Red	Yellow	Green	Green
South East Wedge Parkland	Green	Green	Green	Yellow	Red	Yellow	Red	Red	Red	Yellow	Red	Yellow	Green	Red
Liberton Golf Course	Green	Green	Green	Yellow	Red	Yellow	Red	Red	Red	Yellow	Red	Yellow	Green	Red
Craignillar Castle Park	Green	Green	Green	Yellow	Red	Yellow	Red	Red	Red	Yellow	Red	Yellow	Green	Red
Drum South	Green	Yellow	Red	Yellow	Red	Yellow	Red	Red	Red	Yellow	Red	Yellow	Green	Green
Drum North	Green	Green	Green	Yellow	Red	Yellow	Red	Red	Red	Yellow	Red	Yellow	Green	Green
Mortonhall Cemetery and Crematorium	Green	Green	Green	Yellow	Red	Yellow	Red	Red	Red	Yellow	Red	Yellow	Green	Red
East of Burdiehouse Road	Green	Red	Red	Yellow	Red	Yellow	Red	Red	Red	Yellow	Red	Yellow	Green	Green

Greenfield Site Assessment – West of Liberton Brae

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	Partially – The eastern part of the site is within the South East Edinburgh SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	Yes – The site is within walking distance of local convenience services.
<i>Does the site support travel by foot to identified employment clusters?</i>	Yes – The site is within walking distance of employment clusters.
<i>Does the site have access to the wider cycle network?</i>	No – The site does not have access to the wider cycle network and access is unlikely to be improved as no suitable potential cycle route interventions have been identified which could serve the site.
<i>Can the site support active travel overall through appropriate intervention?</i>	No – The site would not support active travel overall, as access to the wider cycle network is poor and it is unlikely to be improved through an identified intervention.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	Partially – The site has limited support for travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	Partially – The site has limited support for travel by public transport without major intervention deliverable within the plan period.
COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient primary school infrastructure capacity.
<i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient secondary school infrastructure capacity.

<p><i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i></p>	<p>No – The site does not have sufficient community infrastructure capacity to support development and no appropriate intervention has been identified to address this. A new primary school would be required. A new secondary school would be required. The Council’s preference is to deliver new secondary schools with a capacity for 1200 pupils but this would require significant new housing development in the area to generate this number of pupils. A new secondary school would have to serve a wide catchment area so good active travel and transport links would be important. There is not enough scope for development on this and nearby sites to support this level of intervention.</p>
<p>LANDSCAPE CHARACTER</p>	
<p><i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i></p>	<p>No – No scope is identified for development on this site due to its visual prominence and importance for the setting of the Braid Hills and the city.</p>
<p>GREEN NETWORK</p>	
<p><i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i></p>	<p>No – The site is of value for the strategic green network, due to lying within an area identified as a green network opportunity in Edinburgh itself. The site is currently partly used as open space and contributes to the unbroken landscape scale multi-functional green network stretching from Midlothian to Blackford Hill.</p>
<p>FLOOD RISK</p>	
<p><i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i></p>	<p>Partially – Part of the site is covered by identified areas of medium-high flood risk and an area of importance for flood management. This does not cover the majority of the site however.</p>
<p>SUMMARY COMMENTS</p>	
<p><i>Is the site suitable for development?</i> No The site is not suitable for development due to its poor community infrastructure capacity, prominent landscape character and contribution to the strategic green network.</p>	

Greenfield Site Assessment – South of Liberton Drive

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	Partially – The eastern part of the site is within the South East Edinburgh SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	Yes – The site is within walking distance of local convenience services.
<i>Does the site support travel by foot to identified employment clusters?</i>	Yes – The site is within walking distance of employment clusters.
<i>Does the site have access to the wider cycle network?</i>	No – The site does not have access to the wider cycle network and access is unlikely to be improved as no suitable potential cycle route interventions have been identified which could serve the site.
<i>Can the site support active travel overall through appropriate intervention?</i>	No – The site would not support active travel overall, as access to the wider cycle network is poor and it is unlikely to be improved through an identified intervention.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	Partially – The site has limited support for travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	Partially – The site has limited support for travel by public transport without major intervention deliverable within the plan period.
COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient primary school infrastructure capacity.
<i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient secondary school infrastructure capacity.

<p><i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i></p>	<p>No – The site does not have sufficient community infrastructure capacity to support development and no appropriate intervention has been identified to address this. A new primary school would be required. A new secondary school would be required. The Council’s preference is to deliver new secondary schools with a capacity for 1200 pupils but this would require significant new housing development in the area to generate this number of pupils. A new secondary school would have to serve a wide catchment area so good active travel and transport links would be important. There is not enough scope for development on this and nearby sites to support this level of intervention.</p>
<p>LANDSCAPE CHARACTER</p>	
<p><i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i></p>	<p>No – No scope is identified for development on this site due to its visual prominence and importance for the setting of the Braid Hills and the city.</p>
<p>GREEN NETWORK</p>	
<p><i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i></p>	<p>No – The site is of value for the strategic green network, due to lying within an area identified as a green network opportunity in Edinburgh itself. The site is currently partly used as open space and contributes to the unbroken landscape scale multi-functional green network stretching from Midlothian to Blackford Hill.</p>
<p>FLOOD RISK</p>	
<p><i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i></p>	<p>Yes – The site has no SEPA-identified areas of medium-high flood risk/for flood management.</p>
<p>SUMMARY COMMENTS</p>	
<p><i>Is the site suitable for development?</i> No The site is not suitable for development due to its poor community infrastructure capacity, prominent landscape character and contribution to the strategic green network.</p>	

Greenfield Site Assessment – South of Frogston Road East

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	Partially – The eastern part of the site is within the South East Edinburgh SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	No – The site is not within walking distance to local convenience services. It is unlikely that access can be improved and convenience services are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site support travel by foot to identified employment clusters?</i>	No – The site is not within walking distance to employment clusters. It is unlikely that access can be improved and employment clusters are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site have access to the wider cycle network?</i>	No – The site does not have access to the wider cycle network and access is unlikely to be improved as no suitable potential cycle route interventions have been identified which could serve the site.
<i>Can the site support active travel overall through appropriate intervention?</i>	No – The site would not support active travel overall, as the site is not within walking distance of local convenience services and employment clusters. Access to the wider cycle network is poor and it is unlikely to be improved through an identified intervention.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	Partially – The site has limited support for travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	Partially – The site has limited support for travel by public transport without major intervention deliverable within the plan period.
COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient primary school infrastructure capacity.
<i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient secondary school infrastructure capacity.

<p><i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i></p>		<p>Partially – The site does not have sufficient community infrastructure capacity to support development but this can be addressed through extension of the new primary school at Broomhills, depending on the scale of development, and provision of additional capacity at Gracemount High School.</p>
<p>LANDSCAPE CHARACTER</p>		
<p><i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i></p>		<p>No – No scope for development has been identified on this site due to its strong contribution to the setting of the city, visually prominent location, and being beyond the firm settlement boundary formed by Frogston Road East, estate walls and woodland with little opportunity to form a new boundary.</p>
<p>GREEN NETWORK</p>		
<p><i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i></p>		<p>Partially – The site may be considered of value for the strategic green network, due to lying within an area identified as a green network opportunity in Edinburgh itself.</p>
<p>FLOOD RISK</p>		
<p><i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i></p>		<p>Partially – Part of the site is covered by identified areas of medium-high flood risk and an area of importance for flood management. This does not cover the majority of the site however.</p>
<p>SUMMARY COMMENTS</p>		
<p><i>Is the site suitable for development?</i> No The site is not suitable for development due to its present use, landscape character and contribution to the strategic green network.</p>		

Greenfield Site Assessment – South of Lang Loan

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	Yes – The site is within the South East Edinburgh SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	Partially – The site is not within walking distance to local convenience services. Convenience services can be provided on the site due to scope for development here and nearby.
<i>Does the site support travel by foot to identified employment clusters?</i>	No – The site is not within walking distance to employment clusters. It is unlikely that access can be improved and employment clusters are unlikely to be provided on the site due to lack of scope for employment development here and nearby.
<i>Does the site have access to the wider cycle network?</i>	Partially – The site does not have access to the wider cycle network but access could be improved by a planned cycle corridor improvement connecting the South East to the wider network via Old Dalkeith Road and the Bioquarter, which this site could connect to through masterplanning and additional intervention via an existing cycle path adjacent to the site which does not yet connect to the wider network. This existing cycle path running adjacent to the site will connect with a planned town centre and employment site in Shawfair, Midlothian.
<i>Can the site support active travel overall through appropriate intervention?</i>	No – The site would not support active travel overall, as the site is not within walking distance of employment clusters, although convenience services could be provided alongside development. Access to the wider cycle network can be improved through delivery of and connection to the identified South East cycle corridor improvements.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	No – The site does not support travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	No – The site does not support travel by public transport based on an identified intervention. Although the site is a considerable distance from Old Dalkeith Road where an intervention is likely to be focused, connections to the corridor could be improved through masterplanning of this and nearby sites and making use of the existing cycle path passing alongside the site and leading to the appropriate area.

COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient primary school infrastructure capacity.
<i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient secondary school infrastructure capacity.
<i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i>	Partially – The site does not have sufficient community infrastructure capacity to support development and no appropriate intervention has been identified to address this. Although capacity at the due to be delivered Gilmerton Station Road primary school could be increased, a new primary school would be required. A new secondary school would be required. The Council’s preference is to deliver new secondary schools with a capacity for 1200 pupils but this would require significant new housing development in the area to generate this number of pupils. A new secondary school would have to serve a wide catchment area so good active travel and transport links would be important. The level of development proposed here and in adjacent sites would require 2-3 new primary schools and a new secondary school.
LANDSCAPE CHARACTER	
<i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i>	No – No scope for development has been identified on this site due to its visibility from the City of Edinburgh Bypass resulting in any development being visibly intrusive with little opportunity to create a new planted settlement edge to the south of the ‘Lang Loan Ridge’ due to the overhead power lines crossing the site.
GREEN NETWORK	
<i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i>	Partially – The site may be considered of value for the strategic green network, due to lying within an area identified as a green network opportunity in Edinburgh itself and adjacent to the City of Edinburgh Bypass. Strategic green network enhancements should be delivered alongside development here.
FLOOD RISK	
<i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i>	Yes – The site has no SEPA-identified areas of medium-high flood risk/for flood management.

SUMMARY COMMENTS***Is the site suitable for development? Yes/Partially/No***

Yes – The site is considered suitable for development, despite the effect on the rural edge of the city as seen from the City of Edinburgh Bypass and the nearby Drum Estate. The rural edge is already greatly diminished by recent development visible over the ridge in this area and there is opportunity to establish a new edge at the City of Edinburgh Bypass. This should be considered as part of a wider group of sites in the south east particularly the adjacent South of Gilmerton Station Road and the other Drum sites. The site fits within the SESplan spatial strategy and has no area of medium-high flood risk, but has limited accessibility which should be addressed to allow development.

(*cont.*) Opportunities to enhance screening by tree planting should be considered, particularly where the site faces the City of Edinburgh Bypass although there may also be scope for non-housing land-uses to act as a buffer to the Bypass. Accessibility improvements are required to enable development, and the planned south east cycle and public transport corridor enhancements should provide this. Convenience services should be provided alongside development. A strategy for moving or undergrounding the overhead power lines should be investigated to improve the development potential in the south east of the city, if not appropriate uses should be found for the land below these lines. As part of the development of a wider strategic green network, connections should be made to the active travel path running adjacent to the site which leads to the Drum estate, Shawfair and the planned cycle and public transport corridor enhancements on Old Dalkeith Road. The level of development proposed here and in adjacent sites would require six new non-denominational primary schools, one new roman catholic primary school and two new non-denominational secondary schools. There would be a partial requirement for a new roman catholic secondary school to address growth here and citywide. **These requirements should be co-ordinated through a brief for this and other sites identified in the South East.**

Greenfield Site Assessment – South of Gilmerton Station Road

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	Yes – The site is within the South East Edinburgh SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	Partially – The site is not within walking distance to local convenience services. Convenience services can be provided on the site due to scope for development here and nearby.
<i>Does the site support travel by foot to identified employment clusters?</i>	No – The site is not within walking distance to employment clusters. It is unlikely that access can be improved and employment clusters are unlikely to be provided on the site due to lack of scope for employment development nearby. A town centre and designated employment site and in Shawfair, Midlothian is within walking distance and currently being developed but this may not have a sufficient density of employment.
<i>Does the site have access to the wider cycle network?</i>	Partially – The site does not have access to the wider cycle network but access could be improved by a planned cycle corridor improvement connecting the South East to the wider network via Old Dalkeith Road and the Bioquarter, which this site could connect to through masterplanning and additional intervention via an existing cycle path adjacent to the site which does not yet connect to the wider network. This existing cycle path running adjacent to the site will connect with a planned town centre and employment site in Shawfair, Midlothian.
<i>Can the site support active travel overall through appropriate intervention?</i>	No – The site would not support active travel overall, as the site is not within walking distance of employment clusters, although employment land is designated and under development in Shawfair, Midlothian which is close to the site. Convenience services could be provided alongside development. Access to the wider cycle network can be improved through delivery of and connection to the identified South East cycle corridor improvements.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	No – The site does not support travel by public transport based on existing or incrementally improved provision.

<p><i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i></p>	<p>Partially – The site has limited support for travel by public transport based on an identified major intervention deliverable within the plan period.</p> <p>This intervention would serve the wider south-east corridor of the city along Old Dalkeith Road and improve accessibility from this area. Although the site is over 1km from Old Dalkeith Road where this intervention is likely to be focused, connections to the corridor could be improved through masterplanning of this and nearby sites and making use of the existing cycle path passing alongside the site and leading to the appropriate area.</p>
<p>COMMUNITY INFRASTRUCTURE</p>	
<p><i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i></p>	<p>No – The site does not have sufficient primary school infrastructure capacity.</p>
<p><i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i></p>	<p>No – The site does not have sufficient secondary school infrastructure capacity.</p>
<p><i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i></p>	<p>Partially – The site does not have sufficient community infrastructure capacity to support development and no appropriate intervention has been identified to address this. Although capacity at the due to be delivered Gilmerton Station Road primary school could be increased, a new primary school would be required. A new secondary school would be required. The Council’s preference is to deliver new secondary schools with a capacity for 1200 pupils but this would require significant new housing development in the area to generate this number of pupils. A new secondary school would have to serve a wide catchment area so good active travel and transport links would be important. The level of development proposed here and in adjacent sites would require 2-3 new primary schools and a new secondary school.</p>
<p>LANDSCAPE CHARACTER</p>	
<p><i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i></p>	<p>No – No scope for development has been identified on this site due to its topography, visibility from the City of Edinburgh Bypass resulting in any development being visibly intrusive, and position south of Gilmerton Station Road/former railway line which forms an effective settlement edge. Overhead power lines form a constraint to development here.</p>

GREEN NETWORK	
<p><i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i></p>	<p>Partially – The site may be considered of value for the strategic green network, due to lying within an area identified as a green network opportunity in Edinburgh itself and adjacent to the City of Edinburgh Bypass.</p> <p>Strategic green network enhancements should be delivered alongside development here, and there is opportunity to link to the Drum Estate in the nearby Drum North assessment site.</p>
FLOOD RISK	
<p><i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i></p>	<p>Yes – The site has no SEPA-identified areas of medium-high flood risk/for flood management.</p>
SUMMARY COMMENTS	
<p><i>Is the site suitable for development? Yes/Partially/No</i></p> <p>Yes – The site is considered suitable for development, despite the effect on the rural edge of the city as seen from the City of Edinburgh Bypass and the nearby Drum Estate. The rural edge is already greatly diminished by recent development visible over the ridge in this area and there is opportunity to establish a new edge at the City of Edinburgh Bypass. This should be considered as part of a wider group of sites in the south east particularly the adjacent Drum North and South of Gilmerton Station Road sites. The site fits within the SESplan spatial strategy and has no area of medium-high flood risk, but has limited accessibility which should be addressed to allow development.</p> <p>Opportunities to enhance screening by tree planting should be considered, particularly where the site faces the City of Edinburgh Bypass although there may also be scope for non-housing land-uses to act as a buffer to the Bypass. Accessibility improvements are required to enable development, and the planned South East cycle and public transport corridor enhancements should provide this. Convenience services should be provided alongside development. A strategy for moving or undergrounding the overhead power lines should be investigated to improve the development potential in the south east of the city, if not appropriate uses should be found for the land below these lines. As part of the development of a wider strategic green network, connections should be made to the Drum Estate nearby which is identified as a potential landscape-scale component of the network. The level of development proposed here and in adjacent sites would require six new non-denominational primary schools, one new roman catholic primary school and two new non-denominational secondary schools. There would be a partial requirement for a new roman catholic secondary school to address growth here and citywide. These requirements should be co-ordinated through a brief for this and other sites identified in the South East.</p>	

Greenfield Site Assessment – South East Wedge Parkland

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	Yes – The site is within the South East Edinburgh SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	Yes – The site is within walking distance of local convenience services.
<i>Does the site support travel by foot to identified employment clusters?</i>	Yes – The site is within walking distance of employment clusters.
<i>Does the site have access to the wider cycle network?</i>	Partially – The site does not have access to the wider cycle network but access could be improved by a planned cycle corridor improvement connecting the South East to the wider network via Old Dalkeith Road. The site would access this via an existing path running through the Edinburgh BioQuarter which does not yet connect to the wider network.
<i>Can the site support active travel overall through appropriate intervention?</i>	Partially – The site could support active travel overall, as access can be improved through delivery of the identified South East cycle corridor improvements.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	No – The site does not support travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	Partially – The site has limited support for travel by public transport based on an identified major intervention deliverable within the plan period. This intervention would serve the wider south-east corridor of the city along Old Dalkeith Road and improve accessibility from this area.
COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient primary school infrastructure capacity.
<i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient secondary school infrastructure capacity.

<p><i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i></p>		<p>No – The site does not have sufficient community infrastructure capacity to support development and no appropriate intervention has been identified to address this. Although the new Castlebrae High School has an expansion strategy which means that additional capacity at the school could be delivered to accommodate some pupil growth in the area, a new primary school would also be required. There is not enough scope for development on this and nearby sites to support this level of intervention.</p>
<p>LANDSCAPE CHARACTER</p>		
<p><i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i></p>		<p>No – No scope for development has been identified on this site due to its importance for the setting of the urban area and strong visual links with other hills and greenspaces, and due to topography any development would be highly visually intrusive.</p>
<p>GREEN NETWORK</p>		
<p><i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i></p>		<p>No – The site is of value for the strategic green network, due to lying within an area identified as a green network opportunity in Edinburgh itself. The South East Wedge Parkland has recently been designated as open space and contributes to the unbroken landscape scale multi-functional green network stretching from Midlothian to Holyrood Park.</p>
<p>FLOOD RISK</p>		
<p><i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i></p>		<p>Partially – A part of the south of the site has a medium-high flood risk and area required for flood management but this does not affect the majority of the site.</p>
<p>SUMMARY COMMENTS</p>		
<p><i>Is the site suitable for development?</i> No The site is not suitable for development due to its present use, landscape character and contribution to the strategic green network.</p>		

Greenfield Site Assessment – Liberton Golf Course

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	Yes – The site is within the South East Edinburgh SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	Yes – The site is within walking distance of local convenience services.
<i>Does the site support travel by foot to identified employment clusters?</i>	Yes – The site is within walking distance of employment clusters.
<i>Does the site have access to the wider cycle network?</i>	Partially – The site does not have access to the wider cycle network but access could be improved by a planned cycle corridor improvement connecting the South East to the wider network via Old Dalkeith Road which would run adjacent to the site.
<i>Can the site support active travel overall through appropriate intervention?</i>	Partially – The site could support active travel overall, as access can be improved through delivery of the identified South East cycle corridor improvements.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	Partially – The site has limited support for travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	Yes – The site supports travel by public transport based on an identified major intervention deliverable within the plan period. This intervention would serve the wider south-east corridor of the city along Old Dalkeith Road and improve accessibility from this area.
COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient primary school infrastructure capacity.
<i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient secondary school infrastructure capacity.

<i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i>	Partially – The site does not have sufficient community infrastructure capacity to support development but this can be addressed through a possible extension of Liberton Primary School, subject to a feasibility study, and an increase in secondary school capacity through a redeveloped Liberton High School which could accommodate small housing developments close to the school itself.
LANDSCAPE CHARACTER	
<i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i>	No – No scope has been identified for development, as the wooded parkland landscape of the site contributes to the character of the south east of the city.
GREEN NETWORK	
<i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i>	No – The site is of value for the strategic green network, due to lying within an area identified as a green network opportunity in Edinburgh itself. The site is designated as open space, forms a part of the wider green network formed by open spaces adjoining the Burdiehouse Burn and is in active use for recreation as a golf club.
FLOOD RISK	
<i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i>	Partially – A part of the south of the site has a medium-high flood risk and area required for flood management but this does not affect the majority of the site.
SUMMARY COMMENTS	
<i>Is the site suitable for development?</i> No The site is not suitable for development due to its present use, landscape character and contribution to the strategic green network.	

Greenfield Site Assessment – Craigmillar Castle Park

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	Yes – The site is within the South East Edinburgh SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	Yes – The site is within walking distance of local convenience services.
<i>Does the site support travel by foot to identified employment clusters?</i>	Yes – The site is within walking distance of employment clusters.
<i>Does the site have access to the wider cycle network?</i>	Partially – The site does not have access to the wider cycle network but access could be improved by a planned cycle corridor improvement connecting the South East to the wider network via Old Dalkeith Road which would run adjacent to the site.
<i>Can the site support active travel overall through appropriate intervention?</i>	Partially – The site could support active travel overall, as access can be improved through delivery of the identified South East cycle corridor improvements.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	Partially – The site has limited support for travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	Yes – The site supports travel by public transport based on an identified major intervention deliverable within the plan period. This intervention would serve the wider south-east corridor of the city along Old Dalkeith Road and improve accessibility from this area.
COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient primary school infrastructure capacity.
<i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient secondary school infrastructure capacity.

<p><i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i></p>		<p>No – The site does not have sufficient community infrastructure capacity to support development and no appropriate intervention has been identified to address this. Although the new Castlebrae High School has an expansion strategy which means that additional capacity at the school could be delivered to accommodate some pupil growth in the area, a new primary school would also be required. There is not enough scope for development on this and nearby sites to support this level of intervention.</p>
<p>LANDSCAPE CHARACTER</p>		
<p><i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i></p>		<p>No – No scope for development has been identified on this site due to the prominent location of the site and its importance for the setting of Craigmillar Castle, as well as other landscape constraints.</p>
<p>GREEN NETWORK</p>		
<p><i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i></p>		<p>No – The site is of value for the strategic green network, due to lying within an area identified as a green network opportunity in Edinburgh itself. Craigmillar Castle Park is designated as open space centred on the grounds of Craigmillar Castle and contributes to unbroken landscape scale multi-functional green network stretching from Midlothian to Holyrood Park.</p>
<p>FLOOD RISK</p>		
<p><i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i></p>		<p>Yes – The site has no identified areas of medium-high flood risk/for flood management.</p>
<p>SUMMARY COMMENTS</p>		
<p><i>Is the site suitable for development?</i> No The site is not suitable for development due to its poor community infrastructure capacity, present use, landscape character and contribution to the strategic green network.</p>		

Greenfield Site Assessment – Drum South

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	Yes – The site is within the South East Edinburgh SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	Partially – The site is within walking distance to local convenience services. Convenience services can be found within Danderhall, Midlothian which is adjacent to the site but access is impeded by the busy Old Dalkeith Road.
<i>Does the site support travel by foot to identified employment clusters?</i>	No – The site is not within walking distance to employment clusters. It is unlikely that access can be improved and employment clusters are unlikely to be provided on the site due to lack of scope for employment development nearby. A town centre and designated employment site and in Shawfair, Midlothian is within walking distance and currently being developed but this may not have a sufficient density of employment.
<i>Does the site have access to the wider cycle network?</i>	Partially – The site does not have access to the wider cycle network but access could be improved by a planned cycle corridor improvement connecting the South East to the wider network via Old Dalkeith Road and the Bioquarter, which this site could connect to through masterplanning and additional intervention. An existing cycle path running adjacent to the site will connect with a planned town centre and employment site in Shawfair, Midlothian.
<i>Can the site support active travel overall through appropriate intervention?</i>	No – The site would not support active travel overall, as the site is not within walking distance of employment clusters, although employment land is designated and under development in Shawfair, Midlothian which is adjacent to the site. Access to the wider cycle network can be improved through delivery of and connection to the identified South East cycle corridor improvements.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	No – The site does not support travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	Yes – The site supports travel by public transport based on an identified major intervention deliverable within the plan period. This intervention would serve the wider south-east corridor of the city along Old Dalkeith Road and improve accessibility from this area.

COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient primary school infrastructure capacity.
<i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient secondary school infrastructure capacity.
<i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i>	Partially – The site does not have sufficient community infrastructure capacity to support development and no appropriate intervention has been identified to address this. A new primary school would be required. A new secondary school would be required. The Council’s preference is to deliver new secondary schools with a capacity for 1200 pupils but this would require significant new housing development in the area to generate this number of pupils. A new secondary school would have to serve a wide catchment area so good active travel and transport links would be important. The level of development proposed here and in adjacent sites would require 2-3 new primary schools and a new secondary school.
LANDSCAPE CHARACTER	
<i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i>	Yes – Scope for development has been identified on this site due to its lack of visibility from the surrounding landscape and from the City of Edinburgh Bypass due to screening from landform, boundary trees and hedgerows. There is scope to enhance screening by tree planting, however proposed works to the Sheriffhall Roundabout are likely to increase visibility into the site. Despite being comparatively well screened, development here would diminish the rural edge of the city. Overhead power lines form a constraint to development here.
GREEN NETWORK	
<i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i>	Partially – The site may be considered of value for the strategic green network, due to lying within an area identified as a green network opportunity in Edinburgh itself and adjacent to the City of Edinburgh Bypass. Strategic green network enhancements should be delivered alongside development here, and there is opportunity to link to the Drum Estate in the adjacent Drum North assessment site.

FLOOD RISK	
<i>Would development of the site avoid identified areas of 'medium-high flood risk' (fluvial) or areas of importance for flood management?</i>	Yes – The site has no identified areas of medium-high flood risk/for flood management.
SUMMARY COMMENTS	
<p><i>Is the site suitable for development?</i></p> <p>Yes – The site is considered suitable for development, despite the effect on the rural edge of the city as seen from the City of Edinburgh Bypass and the nearby Drum Estate. Although development would be comparatively less visible than nearby sites, the upgrade of the Sheriffhall Roundabout would increase visibility. This should be considered as part of a wider group of sites in the south east particularly the adjacent Drum North and South of Gilmerton Station Road sites. The site fits within the SESplan spatial strategy and has no area of medium-high flood risk, but has limited accessibility which should be addressed to allow development.</p> <p>Although the landscape assessment concluded that this site is relatively less visible from the surrounding area and opportunities to enhance screening by tree planting should be considered, particularly where the site faces the City of Edinburgh Bypass although there may also be scope for non-housing land-uses to act as a buffer to the Bypass. Accessibility improvements are required to enable development, and the planned south east cycle and public transport corridor enhancements will provide this. Convenience services should be provided alongside development. A strategy for moving or undergrounding the overhead power lines should be investigated to improve the development potential in the south east of the city, if not appropriate uses should be found for the land below these lines. As part of the development of a wider strategic green network, connections should be made to the Drum Estate to the north which is identified as a potential landscape-scale component of the network. The level of development proposed here and in adjacent sites would require six new non-denominational primary schools, one new roman catholic primary school and two new non-denominational secondary schools. There would be a partial requirement for a new roman catholic secondary school to address growth here and citywide. These requirements should be co-ordinated through a brief for this and other sites identified in the South East.</p>	

Greenfield Site Assessment – Drum North

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	Yes – The site is within the South East Edinburgh SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	Yes – The site is within walking distance of local convenience services.
<i>Does the site support travel by foot to identified employment clusters?</i>	Yes – The site is within walking distance of employment clusters.
<i>Does the site have access to the wider cycle network?</i>	Partially – The site does not have access to the wider cycle network but access could be improved by a planned cycle corridor improvement connecting the South East to the wider network via Old Dalkeith Road and the Bioquarter, which this site could connect to through masterplanning and additional intervention. An existing cycle path running adjacent to the site will connect with a planned town centre and employment site in Shawfair, Midlothian.
<i>Can the site support active travel overall through appropriate intervention?</i>	Partially – The site can support active travel overall, as access to the wider cycle network can be improved through delivery of and connection to the identified South East cycle corridor improvements.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	No – The site does not support travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	Yes – The site supports travel by public transport based on an identified major intervention deliverable within the plan period. This intervention would serve the wider south-east corridor of the city along Old Dalkeith Road and improve accessibility from this area.
COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient primary school infrastructure capacity.

<i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient secondary school infrastructure capacity.
<i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i>	Partially – The site does not have sufficient community infrastructure capacity to support development and no appropriate intervention has been identified to address this. A new primary school would be required. A new secondary school would be required. The Council’s preference is to deliver new secondary schools with a capacity for 1200 pupils but this would require significant new housing development in the area to generate this number of pupils. A new secondary school would have to serve a wide catchment area so good active travel and transport links would be important. The level of development proposed here and in adjacent sites would require 2-3 new primary schools and a new secondary school.
LANDSCAPE CHARACTER	
<i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i>	Partially – Some scope for development identified on less sensitive fields to the south of the main ‘east-west drive’ which do not form part of the immediate setting of Drum House or the wider city. The railway line at the site’s southern boundary can form an effective settlement boundary but development potential has also been identified south of this boundary.
GREEN NETWORK	
<i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i>	Partially – The site may be considered of value for the strategic green network, due to lying within an area identified as a green network opportunity in Edinburgh itself. The woodlands and remnant parkland surrounding Drum House are identified as valuable features which should be protected and enhanced as part of any development proposals on the rest of this site.
FLOOD RISK	
<i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i>	Yes – The site has no identified areas of medium-high flood risk/for flood management.
SUMMARY COMMENTS	
<i>Is the site suitable for development?</i> Yes – Part of the site is considered suitable for development despite much of the site belonging to the Drum Estate, as there are certain fields less sensitive or important for the overall landscape. There are also steep slopes which further restrict development in some areas. This should be considered as part of a wider group of sites in the south east particularly the adjacent Drum South site. The site fits within the SESplan spatial strategy and has no area of medium-high flood risk, but has limited accessibility which should be addressed to allow development.	

(cont.) Accessibility improvements are required to enable development, and the planned south east cycle and public transport corridor enhancements will provide this. As part of the development of a wider strategic green network, connections should be made to the Drum Estate which is identified as a potential landscape-scale component of the network from adjacent areas. The level of development proposed here and in adjacent sites would require six new non-denominational primary schools, one new roman catholic primary school and two new non-denominational secondary schools. There would be a partial requirement for a new roman catholic secondary school to address growth here and citywide. **These requirements should be co-ordinated through a brief for this and other sites identified in the South East.**

Greenfield Site Assessment – Mortonhall Cemetery and Crematorium

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	Yes – The site is within the South East Edinburgh SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	Yes – The site is within walking distance of local convenience services.
<i>Does the site support travel by foot to identified employment clusters?</i>	Yes – The site is within walking distance of employment clusters.
<i>Does the site have access to the wider cycle network?</i>	No – The site does not have access to the wider cycle network and access is unlikely to be improved as no suitable potential cycle route interventions have been identified which could serve the site.
<i>Can the site support active travel overall through appropriate intervention?</i>	No – The site would not support active travel overall, as access to the wider cycle network is poor and it is unlikely to be improved through an identified intervention.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	Partially – The site has limited support for travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	Partially – The site has limited support for travel by public transport without major intervention deliverable within the plan period.
COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient primary school infrastructure capacity.
<i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient secondary school infrastructure capacity.

<i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i>	Partially – The site does not have sufficient community infrastructure capacity to support development but this can be addressed through extension of the new primary school at Broomhills and provision of additional capacity at Gracemount High School.
LANDSCAPE CHARACTER	
<i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i>	No – No scope is identified for development on this site due to its use as an active cemetery and crematorium. It was previously considered in the 2015 Environmental Report and found to not be a reasonable site for development.
GREEN NETWORK	
<i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i>	No – The site is of value for the strategic green network, due to lying within an area identified as a green network opportunity in Edinburgh itself. The site is currently used as open space and contributes to the unbroken landscape scale multi-functional green network stretching from Midlothian to Blackford Hill.
FLOOD RISK	
<i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i>	Yes – The site has no SEPA-identified areas of medium-high flood risk/for flood management.
SUMMARY COMMENTS	
<p><i>Is the site suitable for development?</i> No</p> <p>The site is not suitable for development due to its present use, landscape character and contribution to the strategic green network.</p>	

Greenfield Site Assessment – East of Burdiehouse Road

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	Yes – The site is within the South East Edinburgh SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	Partially – The site is not within walking distance to local convenience services. Convenience services can be provided on the site due to scope for development here and nearby.
<i>Does the site support travel by foot to identified employment clusters?</i>	No – The site is not within walking distance to employment clusters. It is unlikely that access can be improved and employment clusters are unlikely to be provided on the site due to lack of scope for employment development nearby.
<i>Does the site have access to the wider cycle network?</i>	No – The site does not have access to the wider cycle network and access is unlikely to be improved as no suitable potential cycle route interventions have been identified which could serve the site.
<i>Can the site support active travel overall through appropriate intervention?</i>	No – The site would not support active travel overall, as the site is not within walking distance of employment clusters. Convenience services could be provided alongside development. Access to the wider cycle network is poor and it is unlikely to be improved through an identified intervention.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	No – The site does not support travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	No – The site does not support travel by public transport based on an identified intervention.
COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient primary school infrastructure capacity.
<i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient secondary school infrastructure capacity.

<i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i>	Partially – The site does not have sufficient community infrastructure capacity to support development but this can be addressed through extension of the new primary school at Broomhills, depending on the scale of development, and provision of additional capacity at Gracemount High School.
LANDSCAPE CHARACTER	
<i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i>	Partially – Some scope for development identified on the lower slopes of the site to the north of the ‘Lang Loan ridge’ which forms an effective settlement boundary. Overhead power lines form a constraint to development here.
GREEN NETWORK	
<i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i>	Partially – The site may be considered of value for the strategic green network, due to lying within an area identified as a green network opportunity in Edinburgh itself and adjacent to the City of Edinburgh Bypass. Strategic green network enhancements should be delivered alongside development here.
FLOOD RISK	
<i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i>	Yes – The site has no SEPA-identified areas of medium-high flood risk/for flood management.
SUMMARY COMMENTS	
<p><i>Is the site suitable for development? Yes/Partially/No</i></p> <p>Yes – The site is considered suitable for development, despite the effect on the rural edge of the city as seen from the City of Edinburgh Bypass and the nearby Drum Estate. The rural edge is already greatly diminished by recent development visible over the ridge in this area as well as other sites nearby with scope for development and there is opportunity to establish a new edge at the City of Edinburgh Bypass. This should be considered as part of a wider group of sites in the south east particularly the adjacent South of Lang Loan site and the other Drum sites. The site fits within the SESplan spatial strategy and has no area of medium-high flood risk, but has limited accessibility which should be addressed to allow development.</p> <p>Opportunities to enhance screening by tree planting should be considered, particularly where the site faces the City of Edinburgh Bypass although there may also be scope for non-housing land-uses to act as a buffer to the Bypass. Accessibility improvements are required to enable development, and the planned south east cycle improvement can connect to the site if a wider south east masterplan includes this link via the existing cycle route adjacent to the South of Lang Loan site. The site may be too distant from planned public transport corridor enhancements adjacent to Old Dalkeith Road but the cycle route may link to this and existing bus services can be found on Burdiehouse Road, but overall public transport accessibility remains poor. Convenience services should be provided alongside development. A strategy for moving or undergrounding the overhead power lines should be investigated to improve the development potential in the south east of the city, if not appropriate uses should be found for the land below these lines. As part of the development of a wider strategic green network,</p>	

connections should be made to the active travel path running adjacent to the site which leads to the Drum estate, Shawfair and the planned cycle and public transport corridor enhancements on Old Dalkeith Road. The level of development proposed here and in adjacent sites would require six new non-denominational primary schools, one new roman catholic primary school and two new non-denominational secondary schools. There would be a partial requirement for a new roman catholic secondary school to address growth here and citywide. **These requirements should be co-ordinated through a brief for this and other sites identified in the South East.**

3.3 Assessments

Sector 3

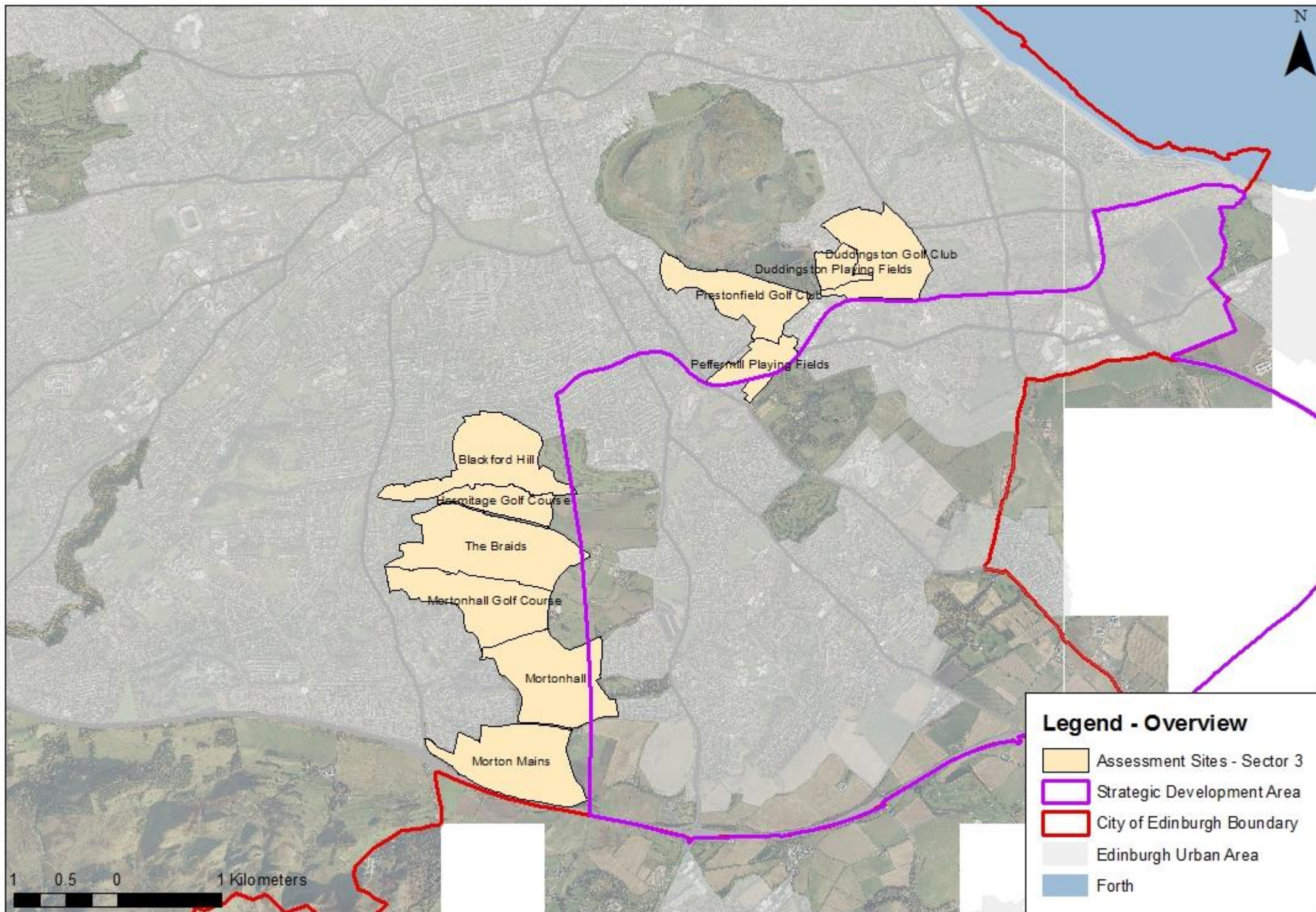
Mapping

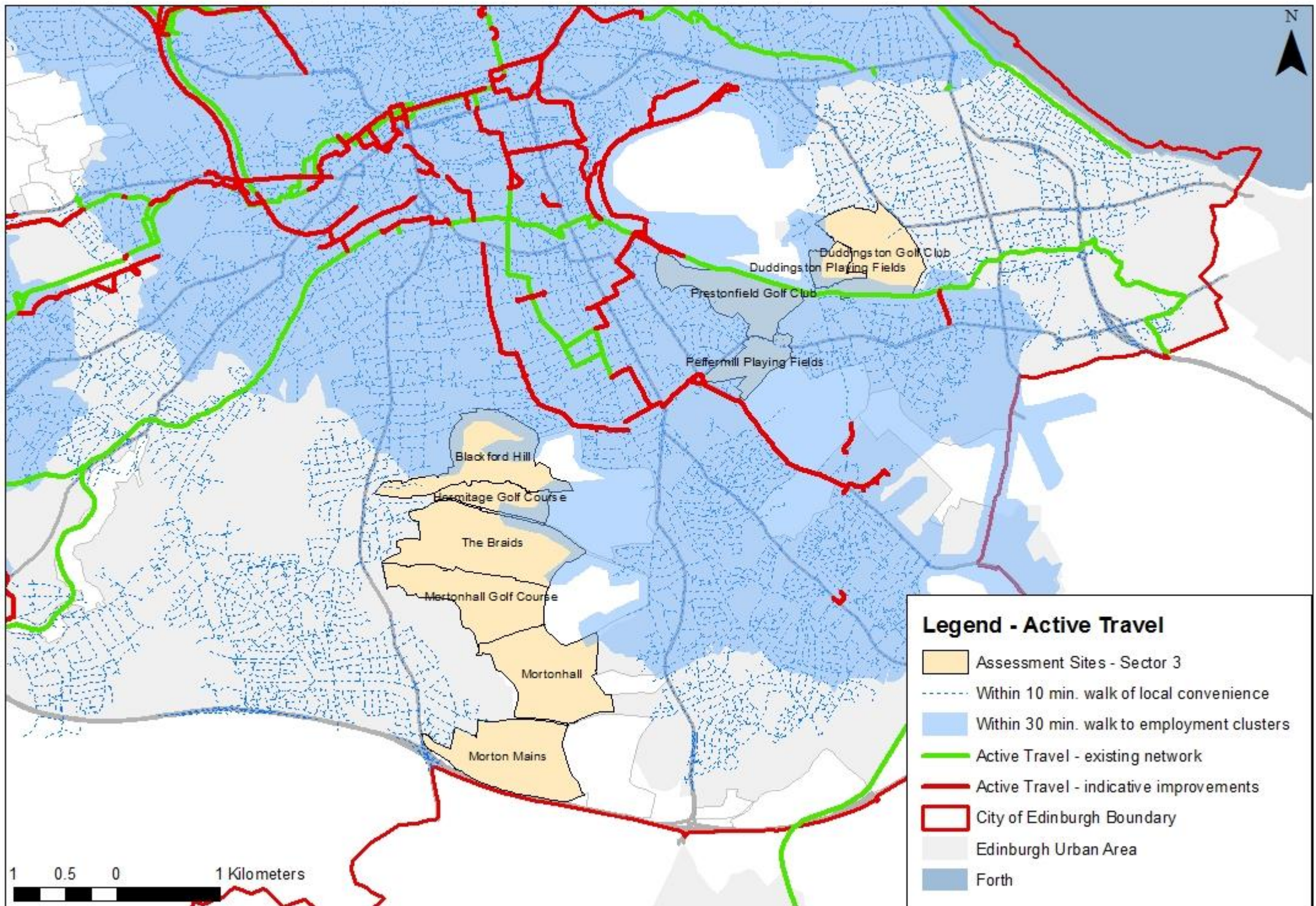
- Overview
- Active Travel
- Public Transport
- Green Network
- Flood Risk

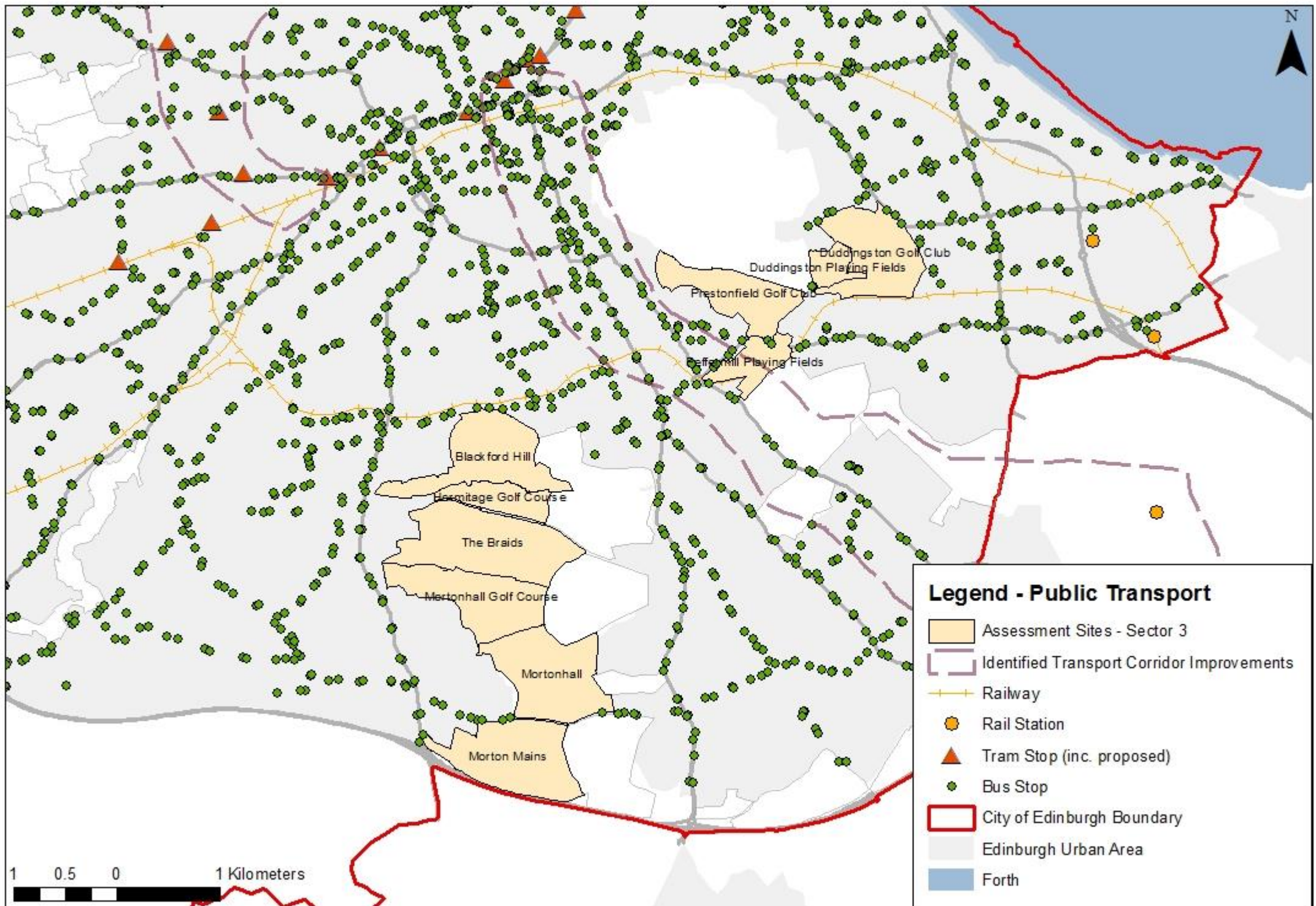
Assessment Summary

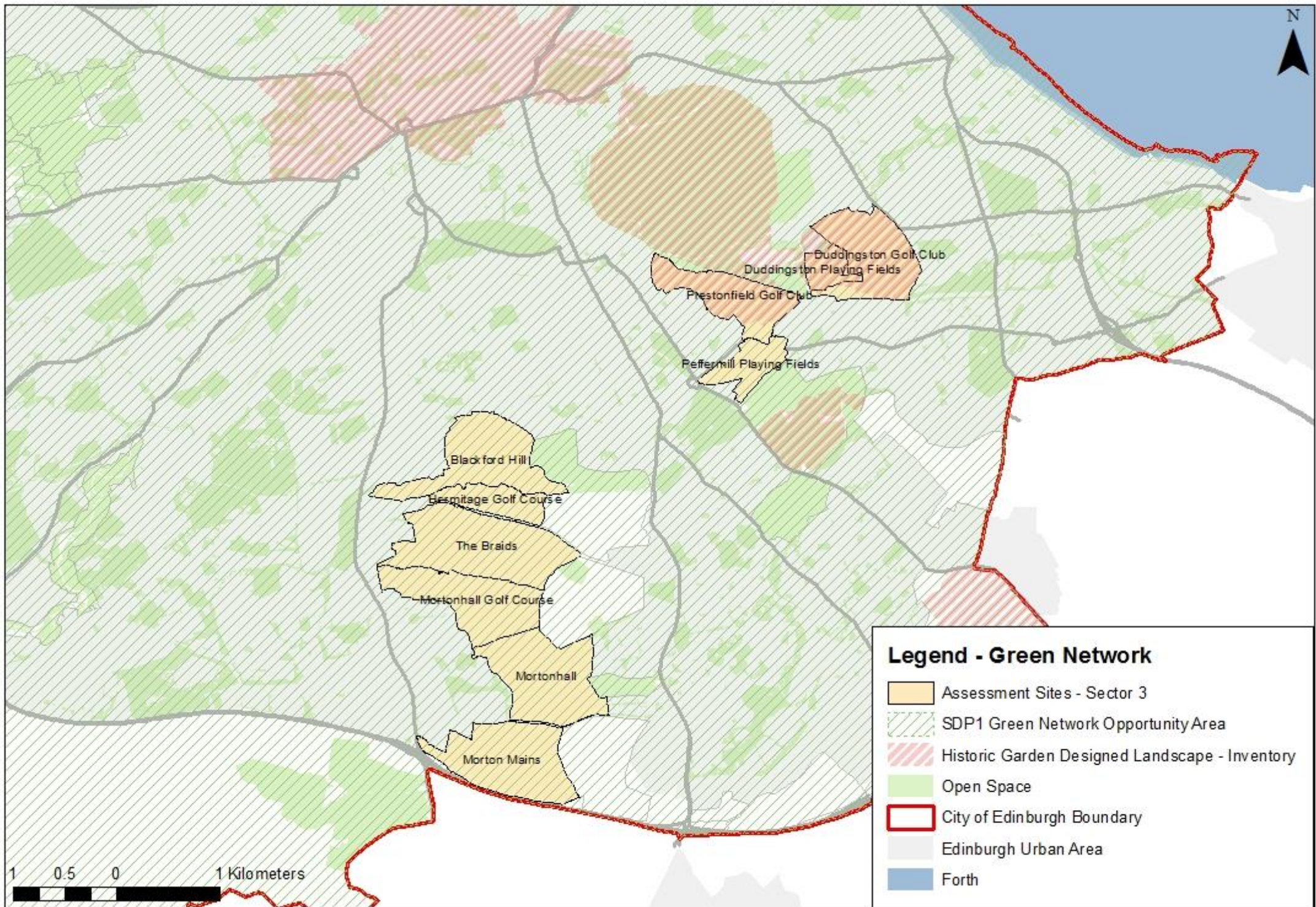
Individual Site Assessments

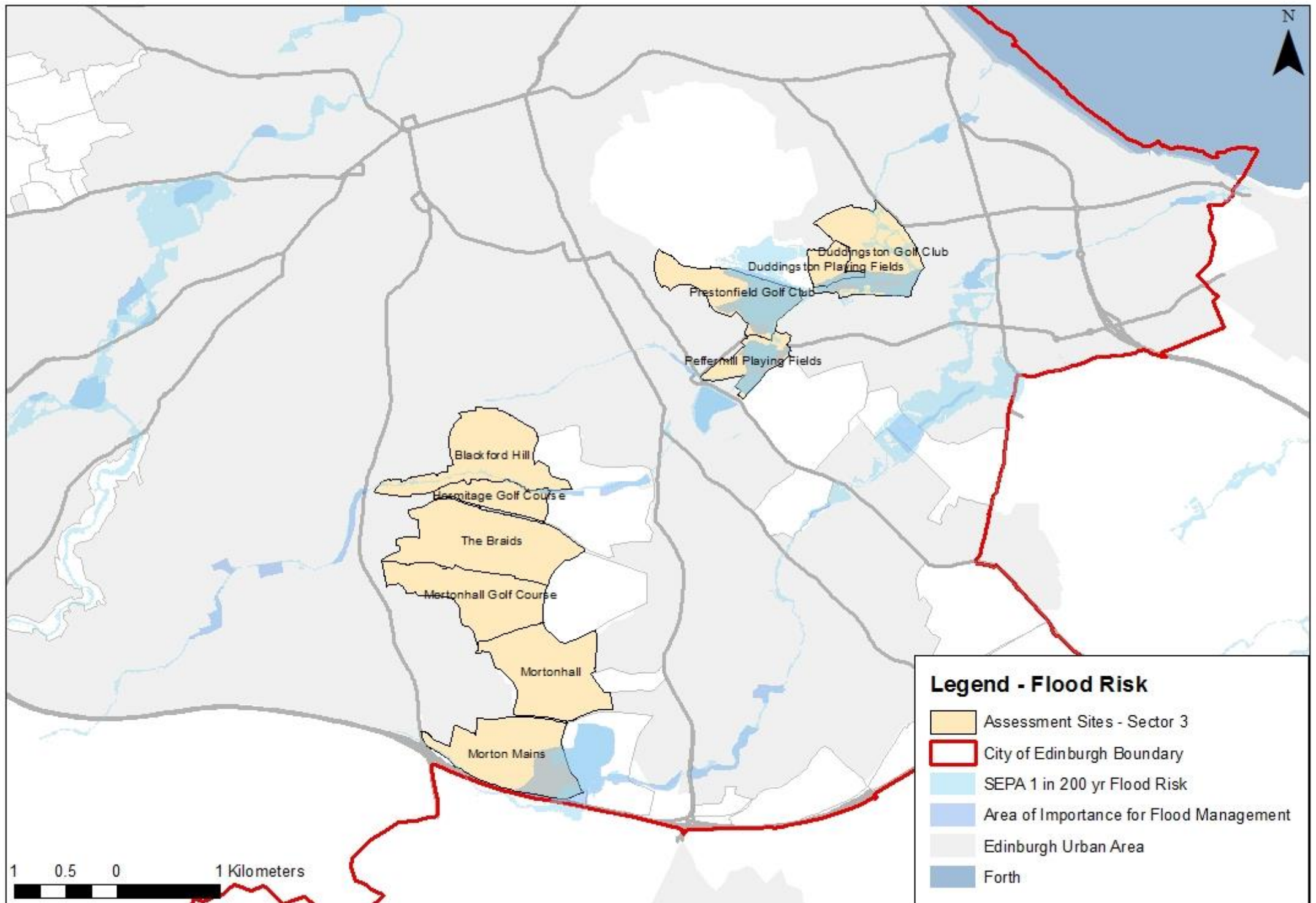
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Assessment Matrix

Sector 3

AREA NAME	SDP1 Strategic Development Areas	10 min walk to local convenience services	30 min walk to employment clusters	Access to wider cycle network	Active travel assessment (overall)	Access to existing public transport	Public transport assessment (overall)	Primary school capacity	Secondary school capacity	Community infrastructure assessment (overall)	Landscape character assessment	Green network assessment	Flood risk assessment	SUMMARY
Prestonfield Golf Club														
Duddingston Playing Fields														
Peffermill Playing Fields														
Duddingston Golf Club														
The Braids														
Hermitage Golf Course														
Mortonhall Golf Course														
Morton Mains														
Mortonhall														
Blackford Hill														

Site Assessments

Greenfield Site Assessment – Prestonfield Golf Club

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	No – The site is not within an identified SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	Yes – The site is within walking distance of local convenience services.
<i>Does the site support travel by foot to identified employment clusters?</i>	Yes – The site is within walking distance of employment clusters.
<i>Does the site have access to the wider cycle network?</i>	Yes – The site has access to the wider cycle network.
<i>Can the site support active travel overall through appropriate intervention?</i>	Yes – The site supports active travel overall. Limited points of walking access to the site and links to the Innocent Railway cycle path should be addressed through masterplanning.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	No – The site does not support travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	Partially – The site has limited support for travel by public transport based on an identified major intervention deliverable within the plan period. This intervention would serve the wider south-east corridor of the city along Old Dalkeith Road and improve accessibility from this area.
COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient primary school infrastructure capacity.
<i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient secondary school infrastructure capacity.

<p><i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i></p>	<p>Partially – The site does not have sufficient community infrastructure capacity to support development but this can be addressed through the extension of Prestonfield Primary School, subject to a feasibility study, and the delivery of additional capacity through the expansion strategy of the new Castlebrae High School.</p>
<p>LANDSCAPE CHARACTER</p>	
<p><i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i></p>	<p>No – No scope is identified here due to the number of landscape constraints on the site, and its contribution to the setting of the city adjacent to Holyrood Park.</p>
<p>GREEN NETWORK</p>	
<p><i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i></p>	<p>No – The site is of value for the strategic green network, due to lying within an area identified as a green network opportunity in Edinburgh itself. The site designated as open space, currently contributes to the unbroken landscape scale multi-functional green network stretching from Midlothian to Holyrood Park and is in active use for recreation as a golf club.</p>
<p>FLOOD RISK</p>	
<p><i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i></p>	<p>Partially – Approximately half of the site to the east is covered by an area of medium-high flood risk and an area of importance for flood management.</p>
<p>SUMMARY COMMENTS</p>	
<p><i>Is the site suitable for development?</i> No The site is not suitable for development due to its landscape constraints and contribution to the strategic green network.</p>	

Greenfield Site Assessment – Duddingston Playing Fields

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	No – The site is not within an identified SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	Partially – The site is within walking distance of local convenience centres but access is impeded by the poor walking environment on Duddingston Road West due to the road being more rural in character with narrow pavements and high traffic speed.
<i>Does the site support travel by foot to identified employment clusters?</i>	Partially – The site is within walking distance of employment clusters but access is impeded by the poor walking environment on Craigmillar Castle Road due to the road being more rural in character with narrow pavements and high traffic speed.
<i>Does the site have access to the wider cycle network?</i>	Partially – The site has access to the wider cycle network but access is impeded by Duddingston Road West which would require improvements to allow connection to the Innocent Railway Path.
<i>Can the site support active travel overall through appropriate intervention?</i>	Partially – The site could support active travel overall, as there is some existing limited access but intervention would be required to improve the walking environments on Duddingston Road West and Craigmillar Castle Road and to link the site to the Innocent Railway cycle path.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	No – The site does not support travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	No – The site does not support travel by public transport based on an identified intervention.
COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	Yes – The site has sufficient primary school infrastructure capacity.
<i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient secondary school infrastructure capacity.

<p><i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i></p>		<p>No – Appropriate intervention has not been identified on this site due to limited opportunities in this area.</p>
<p>LANDSCAPE CHARACTER</p>		
<p><i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i></p>		<p>No – No scope is identified here due to the number of landscape constraints on the site, and its contribution to the setting of the city adjacent to Holyrood Park.</p>
<p>GREEN NETWORK</p>		
<p><i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i></p>		<p>No – The site is of value for the strategic green network, due to lying within an area identified as a green network opportunity in Edinburgh itself. The site designated as open space, currently contributes to the unbroken landscape scale multi-functional green network stretching from Midlothian to Holyrood Park and is in active use for recreation as playing fields.</p>
<p>FLOOD RISK</p>		
<p><i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i></p>		<p>Partially – A small area of the site to the south is covered by an area of medium-high flood risk and/or an area of importance for flood management but this does not affect a larger area to the north of the site.</p>
<p>SUMMARY COMMENTS</p>		
<p><i>Is the site suitable for development?</i> No The site is not suitable for development due to its poor community infrastructure capacity, poor public transport accessibility, landscape constraints and contribution to the strategic green network.</p>		

Greenfield Site Assessment – Peffermill Playing Fields

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	No – The site is not within an identified SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	Yes – The site is within walking distance of local convenience services.
<i>Does the site support travel by foot to identified employment clusters?</i>	Yes – The site is within walking distance of employment clusters.
<i>Does the site have access to the wider cycle network?</i>	No – The site does not have access to the wider cycle network and access is unlikely to be improved as no suitable potential cycle route interventions have been identified which could serve the site.
<i>Can the site support active travel overall through appropriate intervention?</i>	No – The site would not support active travel overall, as access to the wider cycle network is poor and it is unlikely to be improved through an identified intervention.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	Partially – The site has limited support for travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	Yes – The site supports travel by public transport based on an identified major intervention deliverable within the plan period. This intervention would serve the wider south-east corridor of the city along Old Dalkeith Road and improve accessibility from this area.
COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient primary school infrastructure capacity.
<i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient secondary school infrastructure capacity.

<p><i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i></p>	<p>Partially – The site does not have sufficient community infrastructure capacity to support development but this can be addressed through the extension of Prestonfield Primary School, subject to a feasibility study, and the delivery of additional capacity through the expansion strategy of the new Castlebrae High School.</p>
<p>LANDSCAPE CHARACTER</p>	
<p><i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i></p>	<p>No – No scope for development has been identified on this site due to the number of landscape constraints on the site, as well as the risk of flooding.</p>
<p>GREEN NETWORK</p>	
<p><i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i></p>	<p>No – The site is of value for the strategic green network, due to lying within an area identified as a green network opportunity in Edinburgh itself. The site designated as open space, currently contributes to the unbroken landscape scale multi-functional green network stretching from Midlothian to Holyrood Park and is in active use for recreation as playing fields.</p>
<p>FLOOD RISK</p>	
<p><i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i></p>	<p>No – The majority of the site is covered by an identified area of medium-high flood risk and/or an area of importance for flood management.</p>
<p>SUMMARY COMMENTS</p>	
<p><i>Is the site suitable for development?</i> No The site is not suitable for development due to substantial flood risk, landscape constraints and contribution to the strategic green network.</p>	

Greenfield Site Assessment – Duddingston Golf Club

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	No – The site is not within an identified SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	Partially – The site is within walking distance of local convenience centres but access is impeded by the Hay Avenue tunnel which is a social barrier and restricts movement across the railway line south of the site.
<i>Does the site support travel by foot to identified employment clusters?</i>	Partially – The site is within walking distance of employment clusters but access is impeded by the Hay Avenue tunnel which is a social barrier and restricts movement across the railway line south of the site.
<i>Does the site have access to the wider cycle network?</i>	Yes – The site has access to the wider cycle network.
<i>Can the site support active travel overall through appropriate intervention?</i>	Partially – The site could support active travel overall, as there is some existing limited access but intervention would be required to improve the Hay Avenue tunnel which does not support movement beyond the railway to services in Craigmillar and employment beyond.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	No
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	No – Corridor not identified for intervention, partial.
COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient primary school infrastructure capacity.
<i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient secondary school infrastructure capacity.

<i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i>		No – The site does not have sufficient community infrastructure capacity to support development and no appropriate intervention has been identified on this site due to limited opportunities in this area.
LANDSCAPE CHARACTER		
<i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i>		No – No scope is identified here due to the number of landscape constraints on the site, and its contribution to the setting of the city adjacent to Holyrood Park.
GREEN NETWORK		
<i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i>		No – The site is of value for the strategic green network, due to lying within an area identified as a green network opportunity in Edinburgh itself. The site designated as open space, currently contributes to the unbroken landscape scale multi-functional green network stretching from Midlothian to Holyrood Park and is in active use for recreation as a golf club.
FLOOD RISK		
<i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i>		Partially – A significant area of the site to the south is covered by an area of medium-high flood risk and an area of importance for flood management but this does not affect a larger area to the north of the site.
SUMMARY COMMENTS		
<p><i>Is the site suitable for development?</i> No</p> <p>The site is not suitable for development due to its poor community infrastructure capacity, landscape constraints and contribution to the strategic green network.</p>		

Greenfield Site Assessment – The Braids

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	No – The site is not within an identified SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	Yes – The site is within walking distance of local convenience services.
<i>Does the site support travel by foot to identified employment clusters?</i>	Yes – The site is within walking distance of employment clusters.
<i>Does the site have access to the wider cycle network?</i>	No – The site does not have access to the wider cycle network and access is unlikely to be improved as no suitable potential cycle route interventions have been identified which could serve the site.
<i>Can the site support active travel overall through appropriate intervention?</i>	No – The site would not support active travel overall, as access to the wider cycle network is poor and it is unlikely to be improved through an identified intervention.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	No – The site does not support travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	No – The site does not support travel by public transport based on an identified intervention.
COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient primary school infrastructure capacity.
<i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient secondary school infrastructure capacity.

<p><i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i></p>	<p>No – The site does not have sufficient community infrastructure capacity to support development and no appropriate intervention has been identified to address this. A new primary school would be required. A new secondary school would be required. The Council’s preference is to deliver new secondary schools with a capacity for 1200 pupils but this would require significant new housing development in the area to generate this number of pupils. A new secondary school would have to serve a wide catchment area so good active travel and transport links would be important. There is not enough scope for development on this and nearby sites to support this level of intervention.</p>
<p>LANDSCAPE CHARACTER</p>	
<p><i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i></p>	<p>No – No scope is identified for development on this site due to its visual prominence and importance for the setting of the city.</p>
<p>GREEN NETWORK</p>	
<p><i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i></p>	<p>No – The site is of value for the strategic green network, due to lying within an area identified as a green network opportunity in Edinburgh itself. The site is currently used as open space and contributes to the unbroken landscape scale multi-functional green network stretching from Midlothian to Blackford Hill.</p>
<p>FLOOD RISK</p>	
<p><i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i></p>	<p>Yes – The site has no SEPA-identified areas of medium-high flood risk/for flood management.</p>
<p>SUMMARY COMMENTS</p>	
<p><i>Is the site suitable for development?</i> No The site is not suitable for development due to its poor accessibility, community infrastructure capacity, prominent landscape character and contribution to the strategic green network.</p>	

Greenfield Site Assessment – Hermitage Golf Course

SDP1 SDA AREAS		
<i>Does the site fit within an area identified as a strategic development area?</i>		No – The site is not within an identified SDA.
ACTIVE TRAVEL		
<i>Does the site support travel by foot to identified convenience services?</i>		No – The site is not within walking distance to local convenience services. It is unlikely that access can be improved and convenience services are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site support travel by foot to identified employment clusters?</i>		Yes – The site is within walking distance of employment clusters.
<i>Does the site have access to the wider cycle network?</i>		No – The site does not have access to the wider cycle network and access is unlikely to be improved as no suitable potential cycle route interventions have been identified which could serve the site.
<i>Can the site support active travel overall through appropriate intervention?</i>		No – The site would not support active travel overall, as the site is not within walking distance of local convenience services and these are unlikely to be provided through development due to lack of scope for development nearby. Access to the wider cycle network is poor and it is unlikely to be improved through an identified intervention.
PUBLIC TRANSPORT		
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>		No – The site does not support travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>		No – The site does not support travel by public transport based on an identified intervention.
COMMUNITY INFRASTRUCTURE		
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>		No – The site does not have sufficient primary school infrastructure capacity.
<i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i>		No – The site does not have sufficient secondary school infrastructure capacity.

<p><i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i></p>		<p>No – The site does not have sufficient community infrastructure capacity to support development and no appropriate intervention has been identified to address this. A new primary school would be required. A new secondary school would be required. The Council’s preference is to deliver new secondary schools with a capacity for 1200 pupils but this would require significant new housing development in the area to generate this number of pupils. A new secondary school would have to serve a wide catchment area so good active travel and transport links would be important. There is not enough scope for development on this and nearby sites to support this level of intervention.</p>
<p>LANDSCAPE CHARACTER</p>		
<p><i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i></p>		<p>No – No scope is identified for development on this site due to its visual prominence and importance for the setting of the city.</p>
<p>GREEN NETWORK</p>		
<p><i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i></p>		<p>No – The site is of value for the strategic green network, due to lying within an area identified as a green network opportunity in Edinburgh itself. The site is currently used as open space and contributes to the unbroken landscape scale multi-functional green network stretching from Midlothian to Blackford Hill.</p>
<p>FLOOD RISK</p>		
<p><i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i></p>		<p>Yes – The site has no SEPA-identified areas of medium-high flood risk/for flood management.</p>
<p>SUMMARY COMMENTS</p>		
<p><i>Is the site suitable for development?</i> No The site is not suitable for development due to its poor accessibility, community infrastructure capacity, prominent landscape character and contribution to the strategic green network.</p>		

Greenfield Site Assessment – Mortons Hall Golf Course

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	No – The site is not within an identified SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	No – The site is not within walking distance to local convenience services. It is unlikely that access can be improved and convenience services are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site support travel by foot to identified employment clusters?</i>	No – The site is not within walking distance to employment clusters. It is unlikely that access can be improved and employment clusters are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site have access to the wider cycle network?</i>	No – The site does not have access to the wider cycle network and access is unlikely to be improved as no suitable potential cycle route interventions have been identified which could serve the site.
<i>Can the site support active travel overall through appropriate intervention?</i>	No – The site would not support active travel overall, as the site is not within walking distance of local convenience services and these are unlikely to be provided through development due to lack of scope for development nearby. Access to the wider cycle network is poor and it is unlikely to be improved through an identified intervention.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	No – The site does not support travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	No – The site does not support travel by public transport based on an identified intervention.
COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient primary school infrastructure capacity.

<i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i>		No – The site does not have sufficient secondary school infrastructure capacity.
<i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i>		No – The site does not have sufficient community infrastructure capacity to support development and no appropriate intervention has been identified to address this. A new primary school would be required. A new secondary school would be required. The Council’s preference is to deliver new secondary schools with a capacity for 1200 pupils but this would require significant new housing development in the area to generate this number of pupils. A new secondary school would have to serve a wide catchment area so good active travel and transport links would be important. There is not enough scope for development on this and nearby sites to support this level of intervention.
LANDSCAPE CHARACTER		
<i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i>		No – No scope is identified for development on this site due to its visual prominence and importance for the setting of the city.
GREEN NETWORK		
<i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i>		No – The site is of value for the strategic green network, due to lying within an area identified as a green network opportunity in Edinburgh itself. The site is currently used as open space and contributes to the unbroken landscape scale multi-functional green network stretching from Midlothian to Blackford Hill.
FLOOD RISK		
<i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i>		Yes – The site has no SEPA-identified areas of medium-high flood risk/for flood management.
SUMMARY COMMENTS		
<p><i>Is the site suitable for development?</i> No</p> <p>The site is not suitable for development due to its poor accessibility, community infrastructure capacity, prominent landscape character and contribution to the strategic green network.</p>		

Greenfield Site Assessment – Morton Mains

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	No – The site is not within an identified SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	No – The site is not within walking distance to local convenience services. It is unlikely that access can be improved and convenience services are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site support travel by foot to identified employment clusters?</i>	No – The site is not within walking distance to employment clusters. It is unlikely that access can be improved and employment clusters are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site have access to the wider cycle network?</i>	No – The site does not have access to the wider cycle network and access is unlikely to be improved as no suitable potential cycle route interventions have been identified which could serve the site.
<i>Can the site support active travel overall through appropriate intervention?</i>	No – The site would not support active travel overall, as the site is not within walking distance of local convenience services and employment clusters and these are unlikely to be provided through development due to lack of scope for development nearby. Access to the wider cycle network is poor and it is unlikely to be improved through an identified intervention.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	Partially – The site has limited support for travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	Partially – The site has limited support for travel by public transport without major intervention deliverable within the plan period.
COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient primary school infrastructure capacity.

<i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i>		No – The site does not have sufficient secondary school infrastructure capacity.
<i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i>		No – The site does not have sufficient community infrastructure capacity to support development and no appropriate intervention has been identified to address this. A new primary school would be required. A new secondary school would be required. The Council’s preference is to deliver new secondary schools with a capacity for 1200 pupils but this would require significant new housing development in the area to generate this number of pupils. A new secondary school would have to serve a wide catchment area so good active travel and transport links would be important. There is not enough scope for development on this and nearby sites to support this level of intervention.
LANDSCAPE CHARACTER		
<i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i>		No – No scope for development has been identified on this site due to its visually prominent location, and forms a robust edge to urban development.
GREEN NETWORK		
<i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i>		No – The site may be considered of value for the strategic green network, due to lying within an area identified as a green network opportunity in Edinburgh itself and adjacent to the City of Edinburgh Bypass.
FLOOD RISK		
<i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i>		Partially – Part of the site is covered by identified areas of medium-high flood risk and an area of importance for flood management. This does not cover the majority of the site however.
SUMMARY COMMENTS		
<p><i>Is the site suitable for development?</i> No</p> <p>The site is not suitable for development due to its poor accessibility, community infrastructure capacity, prominent landscape character and contribution to the strategic green network.</p>		

Greenfield Site Assessment – Mortonhall

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	No – The site is not within an identified SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	No – The site is not within walking distance to local convenience services. It is unlikely that access can be improved and convenience services are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site support travel by foot to identified employment clusters?</i>	Yes – The site is within walking distance of employment clusters.
<i>Does the site have access to the wider cycle network?</i>	No – The site does not have access to the wider cycle network and access is unlikely to be improved as no suitable potential cycle route interventions have been identified which could serve the site.
<i>Can the site support active travel overall through appropriate intervention?</i>	No – The site would not support active travel overall, as the site is not within walking distance of local convenience services and these are unlikely to be provided through development due to lack of scope for development nearby. Access to the wider cycle network is poor and it is unlikely to be improved through an identified intervention.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	No – The site does not support travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	No – The site does not support travel by public transport based on an identified intervention.
COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient primary school infrastructure capacity.
<i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient secondary school infrastructure capacity.

<p><i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i></p>	<p>No – The site does not have sufficient community infrastructure capacity to support development and no appropriate intervention has been identified to address this. A new primary school would be required. A new secondary school would be required. The Council’s preference is to deliver new secondary schools with a capacity for 1200 pupils but this would require significant new housing development in the area to generate this number of pupils. A new secondary school would have to serve a wide catchment area so good active travel and transport links would be important. There is not enough scope for development on this and nearby sites to support this level of intervention.</p>
<p>LANDSCAPE CHARACTER</p>	
<p><i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i></p>	<p>No – No scope is identified for development on this site due to its designation as a designed landscape and SLA.</p>
<p>GREEN NETWORK</p>	
<p><i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i></p>	<p>No – The site is of value for the strategic green network, due to lying within an area identified as a green network opportunity in Edinburgh itself. The site is currently used as open space and contributes to the unbroken landscape scale multi-functional green network stretching from Midlothian to Blackford Hill.</p>
<p>FLOOD RISK</p>	
<p><i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i></p>	<p>Yes – The site has no SEPA-identified areas of medium-high flood risk/for flood management.</p>
<p>SUMMARY COMMENTS</p>	
<p><i>Is the site suitable for development?</i> No The site is not suitable for development due to its poor accessibility, community infrastructure capacity, landscape constraints and contribution to the strategic green network.</p>	

Greenfield Site Assessment – Blackford Hill

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	No – The site is not within an identified SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	Yes – The site is within walking distance of local convenience services.
<i>Does the site support travel by foot to identified employment clusters?</i>	Yes – The site is within walking distance of employment clusters.
<i>Does the site have access to the wider cycle network?</i>	No – The site does not have access to the wider cycle network and access is unlikely to be improved as no suitable potential cycle route interventions have been identified which could serve the site.
<i>Can the site support active travel overall through appropriate intervention?</i>	No – The site would not support active travel overall, as access to the wider cycle network is poor and it is unlikely to be improved through an identified intervention.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	No – The site does not support travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	No – The site does not support travel by public transport based on an identified intervention.
COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient primary school infrastructure capacity.
<i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient secondary school infrastructure capacity.

<p><i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i></p>	<p>No – The site does not have sufficient community infrastructure capacity to support development and no appropriate intervention has been identified to address this. A new primary school would be required. A new secondary school would be required. The Council’s preference is to deliver new secondary schools with a capacity for 1200 pupils but this would require significant new housing development in the area to generate this number of pupils. A new secondary school would have to serve a wide catchment area so good active travel and transport links would be important. There is not enough scope for development on this and nearby sites to support this level of intervention.</p>
<p>LANDSCAPE CHARACTER</p>	
<p><i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i></p>	<p>No – No scope is identified for development on this site due to its visual prominence and importance for the setting of the city.</p>
<p>GREEN NETWORK</p>	
<p><i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i></p>	<p>No – The site is of value for the strategic green network, due to lying within an area identified as a green network opportunity in Edinburgh itself. The site is currently used as open space and contributes to the unbroken landscape scale multi-functional green network stretching from Midlothian to Blackford Hill.</p>
<p>FLOOD RISK</p>	
<p><i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i></p>	<p>Partially – Part of the site is covered by identified areas of medium-high flood risk, this does not cover the majority of the site however.</p>
<p>SUMMARY COMMENTS</p>	
<p><i>Is the site suitable for development?</i> No The site is not suitable for development due to its poor accessibility, community infrastructure capacity, prominent landscape character and contribution to the strategic green network.</p>	

3.4 Assessments – Sector 4

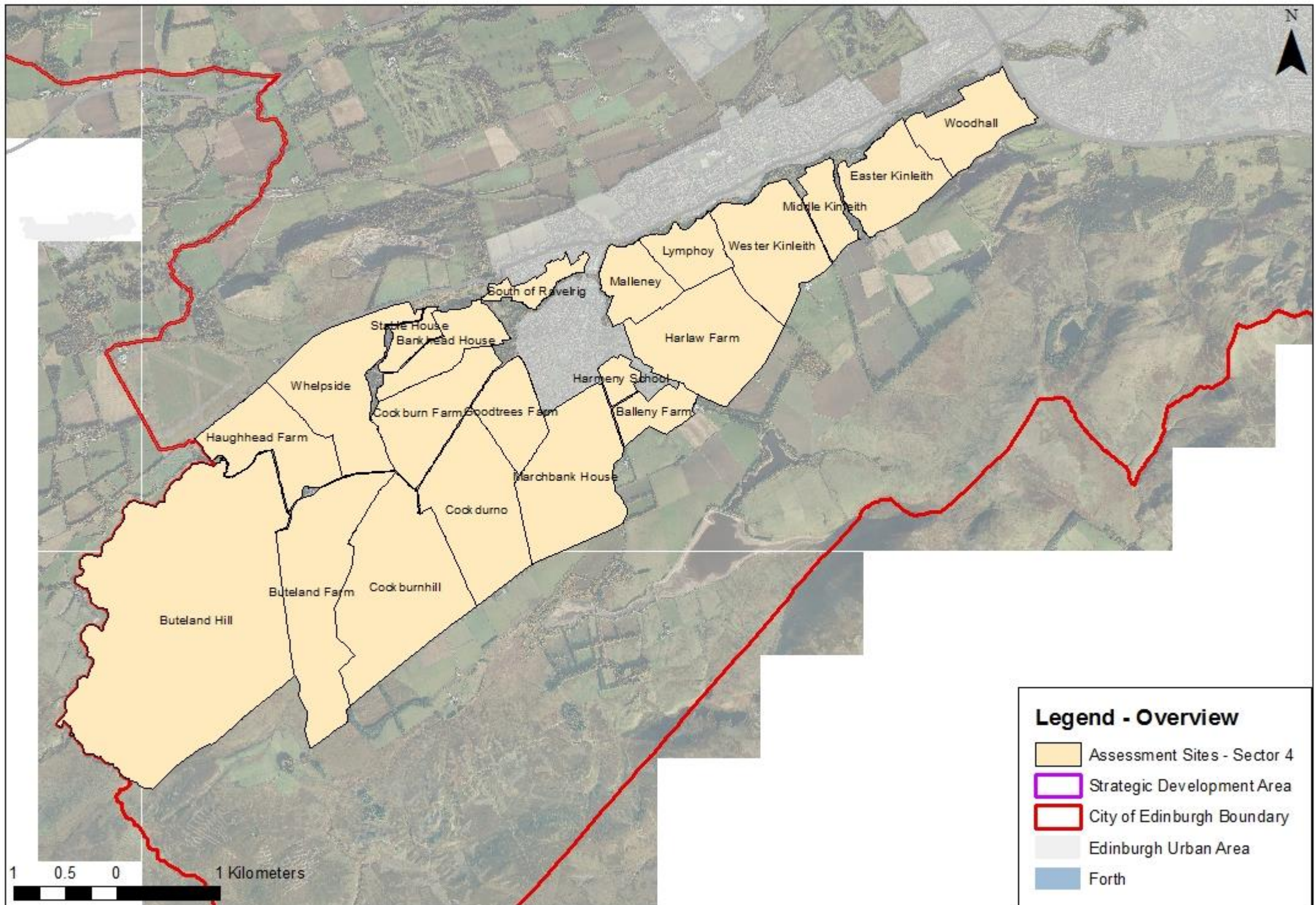
Mapping

- Overview
- Active Travel
- Public Transport
- Green Network
- Flood Risk

Assessment Summary

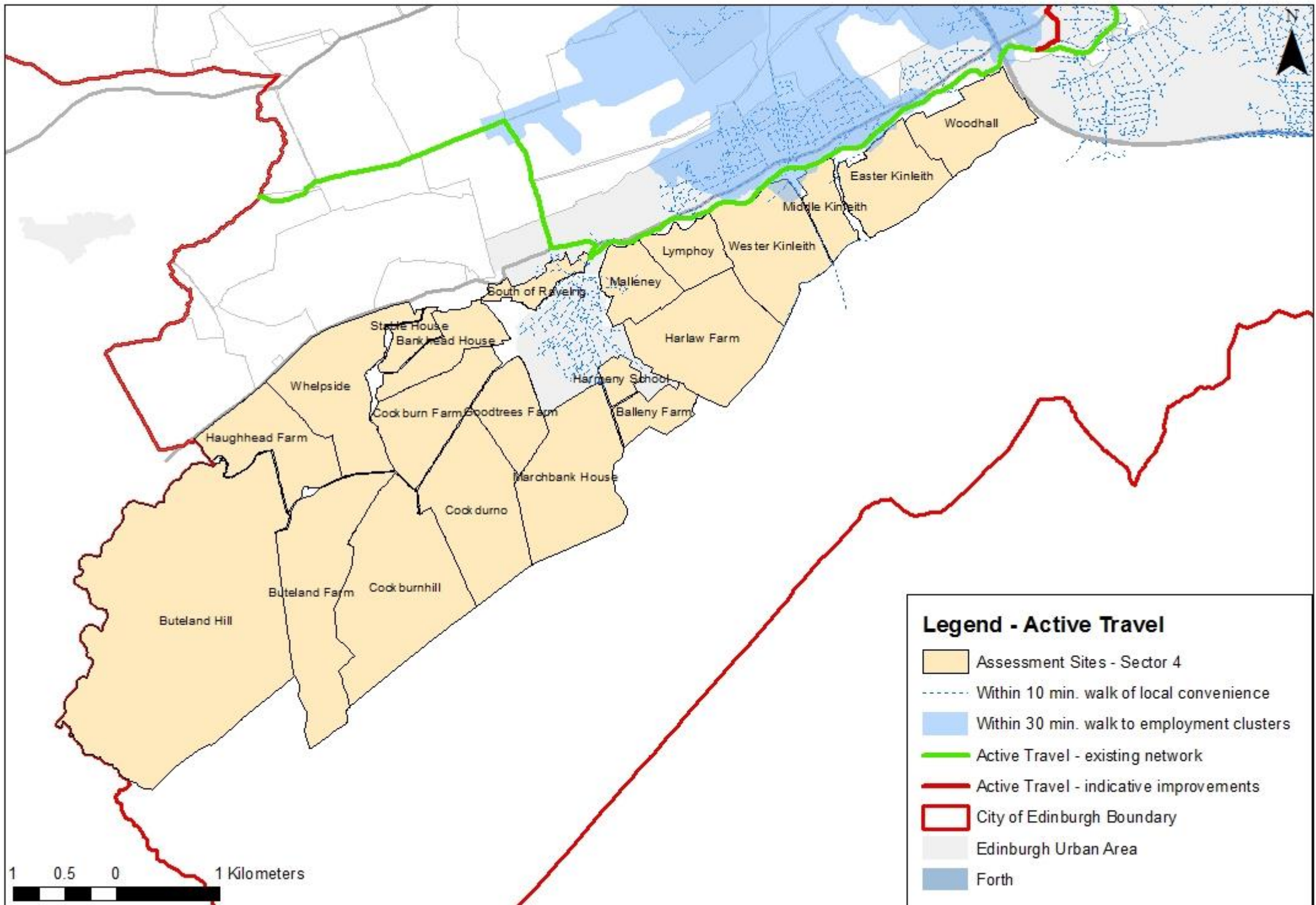
Individual Site Assessments

	Page No.		Page No.	Page No.	
Woodhall	110	Buteland Hill	124	Marchbank House	138
Harlaw Farm	112	Buteland Farm	126	Cockburn Farm	140
Malloney	114	Cockburnhill	128	South of Ravelrig	142
Lymphoy	116	Goodtrees Farm	130	Haughead Farm	144
Easter Kinleith	118	Cockdurno	132	Whelpside	146
Wester Kinleith	120	Harmeny School	134	Bankhead House	148
Middle Kinleith	122	Balleny Farm	136	Stable House	150



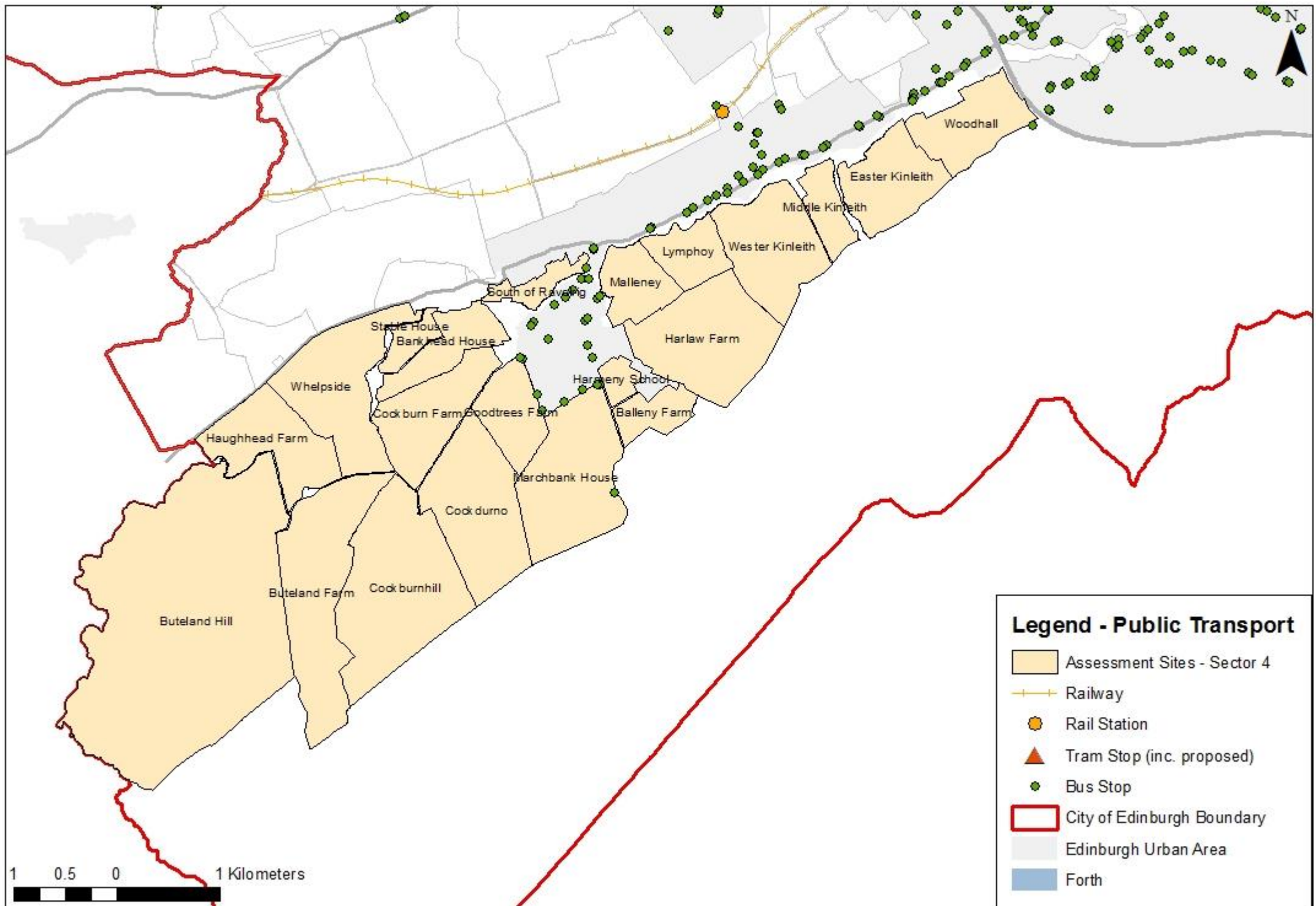
Legend - Overview

- Assessment Sites - Sector 4
- Strategic Development Area
- City of Edinburgh Boundary
- Edinburgh Urban Area
- Forth



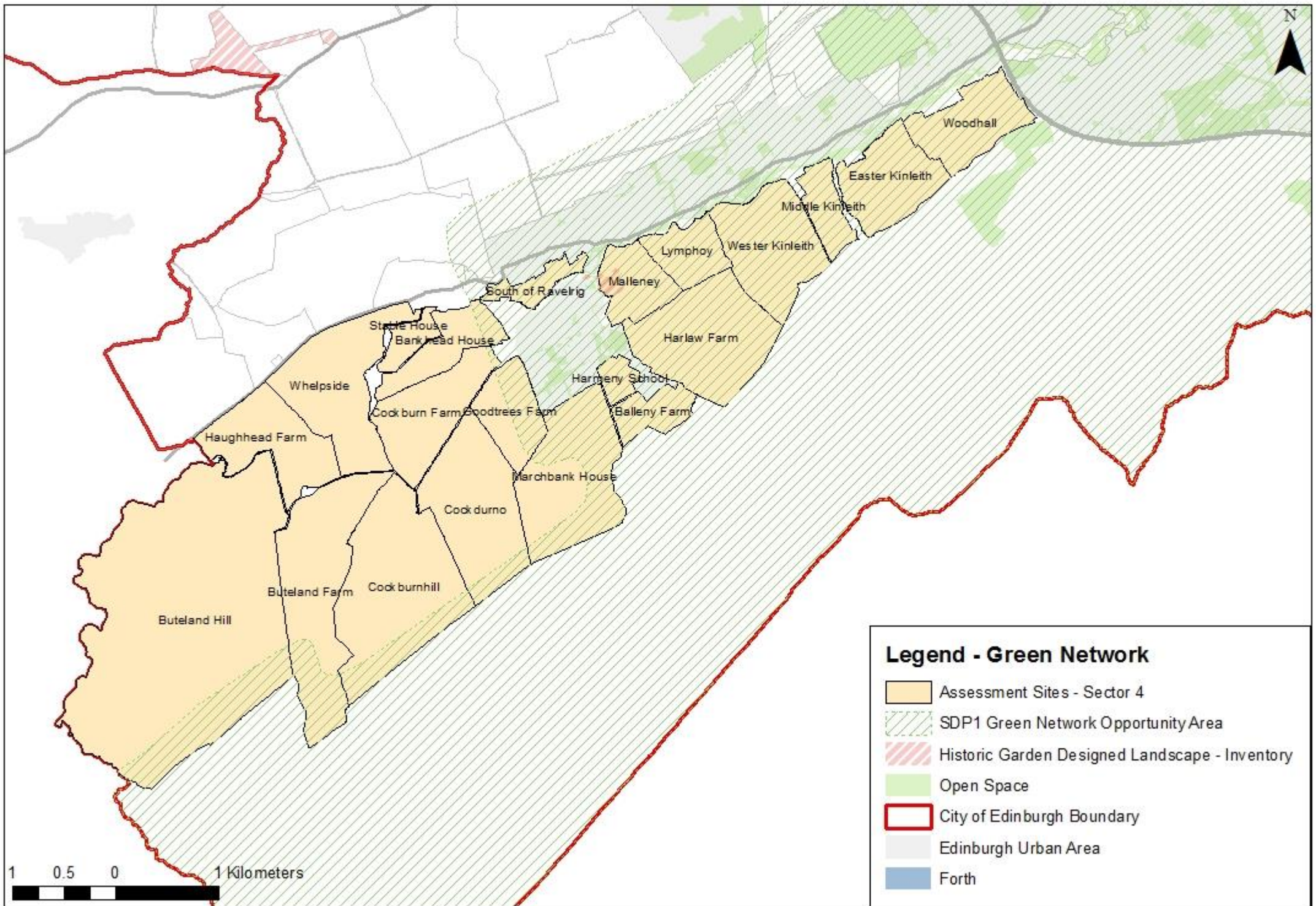
Legend - Active Travel

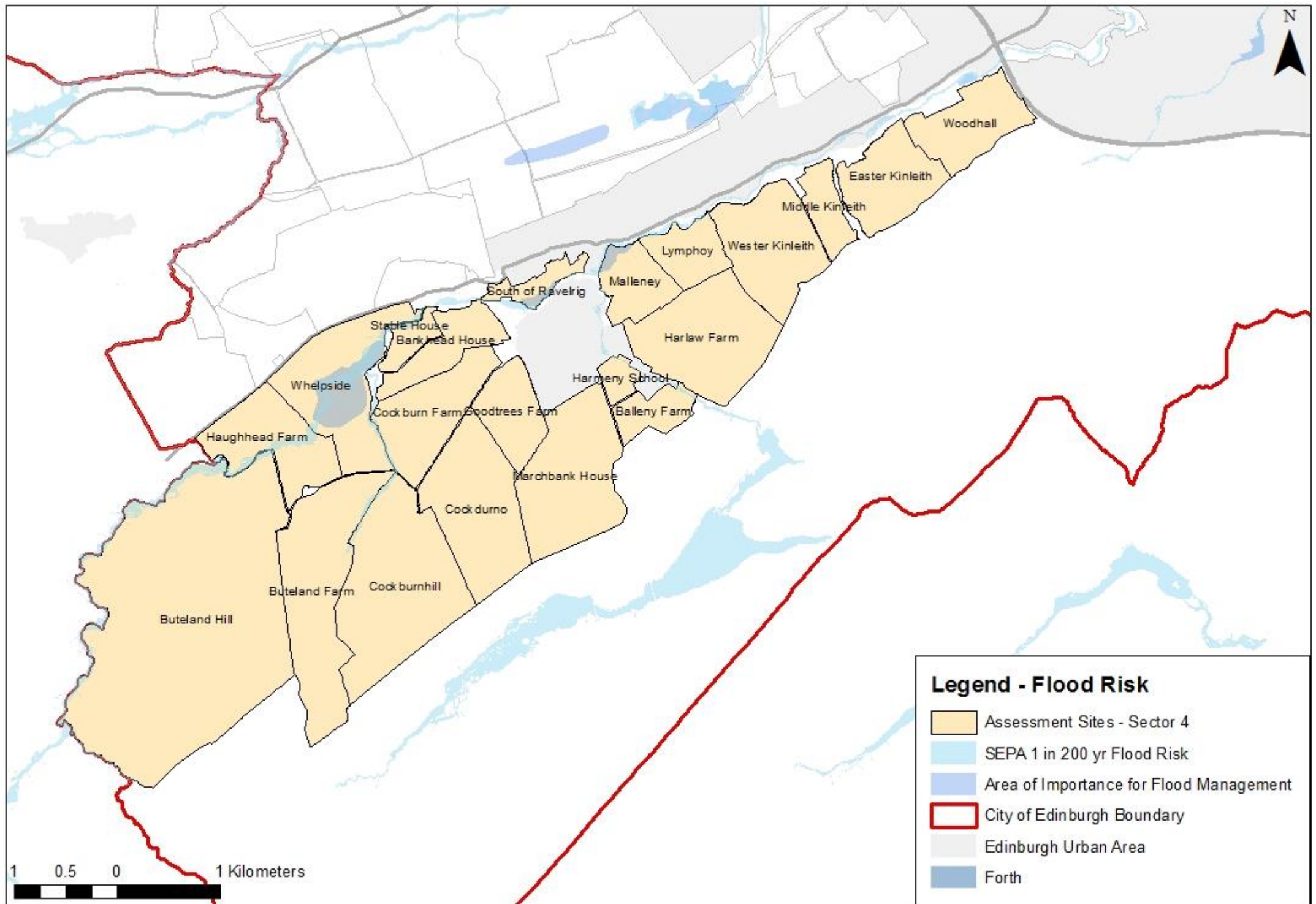
- Assessment Sites - Sector 4
- Within 10 min. walk of local convenience
- Within 30 min. walk to employment clusters
- Active Travel - existing network
- Active Travel - indicative improvements
- City of Edinburgh Boundary
- Edinburgh Urban Area
- Forth



Legend - Public Transport

- Assessment Sites - Sector 4
- Railway
- Rail Station
- Tram Stop (inc. proposed)
- Bus Stop
- City of Edinburgh Boundary
- Edinburgh Urban Area
- Forth





Assessment Matrix

Sector 4

AREA NAME	SDP1 Strategic Development Areas	10 min walk to local convenience services	30 min walk to employment clusters	Access to wider cycle network	Active travel assessment (overall)	Access to existing public transport	Public transport assessment (overall)	Primary school capacity	Secondary school capacity	Community infrastructure assessment (overall)	Landscape character assessment	Green network assessment	Flood risk assessment	SUMMARY
Woodhall														
Harlaw Farm														
Malloney														
Lymphoy														
Easter Kinleith														
Wester Kinleith														
Middle Kinleith														
Buteland Hill														
Buteland Farm														
Cockburnhill														
Goodtrees Farm														
Cockdurno														
Harmeny School														
Ballyen Farm														
Marchbank House														
Cockburn Farm														
South of Ravelrig														
Haughhead Farm														
Whelpside														
Bankhead House														
Stable House														

Site Assessments

Greenfield Site Assessment – Woodhall

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	No – The site is not within an identified SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	Yes – The site is within walking distance of local convenience services.
<i>Does the site support travel by foot to identified employment clusters?</i>	No – The site is not within walking distance to employment clusters. It is unlikely that access can be improved and employment clusters are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site have access to the wider cycle network?</i>	No – The site has access to the wider cycle network but access is impeded by the Water of Leith path which is poorly overlooked, unlit and unsuited to everyday journeys. Upgrading the route without significant impact on the ecology of the area is considered unlikely and highly challenging.
<i>Can the site support active travel overall through appropriate intervention?</i>	No – The site would not support active travel overall, as the site is not within walking distance of employment clusters and these are unlikely to be provided through development due to lack of scope for development nearby. Access to the wider cycle network is poor and it is unlikely to be improved through an identified intervention.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	No – The site does not support travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	No – The site does not support travel by public transport based on an identified intervention.
COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient primary school infrastructure capacity.

<i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient secondary school infrastructure capacity.
<i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i>	No – The site does not have sufficient community infrastructure capacity to support development and no appropriate intervention has been identified to address this. A new primary school would be required. A new secondary school may be required. The Council’s preference is to deliver new secondary schools with a capacity for 1200 pupils but this would require significant new housing development in the area to generate this number of pupils. A new secondary school would have to serve a wide catchment area so good active travel and transport links would be important. There is not enough scope for development on this and nearby sites to support this level of intervention.
LANDSCAPE CHARACTER	
<i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i>	No – No scope for development is identified on this site due to it being integral to the setting of the Pentland Hills, and being south of the robust settlement boundary of the Water of Leith which preserves the settlement pattern of mill towns associated with the river.
GREEN NETWORK	
<i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i>	Partially – The site may be considered of value for the strategic green network, due to lying within an area identified as a green network opportunity adjacent to the Pentland Hills, City of Edinburgh Bypass and the Water of Leith.
FLOOD RISK	
<i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i>	Yes – The site has no SEPA-identified areas of medium-high flood risk/for flood management.
SUMMARY COMMENTS	
<i>Is the site suitable for development?</i> No The site is not suitable for development due to its poor accessibility, community infrastructure capacity, and landscape character.	

Greenfield Site Assessment – Harlaw Farm

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	No – The site is not within an identified SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	Yes – The site is within walking distance of local convenience services.
<i>Does the site support travel by foot to identified employment clusters?</i>	No – The site is not within walking distance to employment clusters. It is unlikely that access can be improved and employment clusters are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site have access to the wider cycle network?</i>	No – The site does not have access to the wider cycle network and access is unlikely to be improved as no suitable potential cycle route interventions have been identified which could serve the site.
<i>Can the site support active travel overall through appropriate intervention?</i>	No – The site would not support active travel overall, as the site is not within walking distance of employment clusters and these are unlikely to be provided through development due to lack of scope for development nearby. Access to the wider cycle network is poor and it is unlikely to be improved through an identified intervention.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	No – The site does not support travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	No – The site does not support travel by public transport based on an identified intervention.
COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient primary school infrastructure capacity.
<i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient secondary school infrastructure capacity.

<i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i>	No – The site does not have sufficient community infrastructure capacity to support development and no appropriate intervention has been identified to address this. A new primary school would be required. An expanded Balerno High School could accommodate a small amount of pupil growth. However, anything more would require a new secondary school. The Council’s preference is to deliver new secondary schools with a capacity for 1200 pupils but this would require significant new housing development in the area to generate this number of pupils. A new secondary school would have to serve a wide catchment area so good active travel and transport links would be important. There is not enough scope for development on this and nearby sites to support this level of intervention.
LANDSCAPE CHARACTER	
<i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i>	No – No scope for development is identified on this site due to it being integral to the setting of the Pentland Hills, and being south of the robust settlement boundary of the Water of Leith which preserves the settlement pattern of mill towns associated with the river.
GREEN NETWORK	
<i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i>	Partially – The site may be considered of value for the strategic green network, due to lying within an area identified as a green network opportunity adjacent to the Pentland Hills and Water of Leith.
FLOOD RISK	
<i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i>	Yes – The site has no SEPA-identified areas of medium-high flood risk/for flood management.
SUMMARY COMMENTS	
<i>Is the site suitable for development?</i> No The site is not suitable for development due to its poor accessibility, community infrastructure capacity, and landscape character.	

Greenfield Site Assessment – Malleney

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	No – The site is not within an identified SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	Yes – The site is within walking distance of local convenience services.
<i>Does the site support travel by foot to identified employment clusters?</i>	No – The site is not within walking distance to employment clusters. It is unlikely that access can be improved and employment clusters are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site have access to the wider cycle network?</i>	No – The site has access to the wider cycle network but access is impeded by the Water of Leith path which is poorly overlooked, unlit and unsuited to everyday journeys. Upgrading the route without significant impact on the ecology of the area is considered unlikely and highly challenging.
<i>Can the site support active travel overall through appropriate intervention?</i>	No – The site would not support active travel overall, as the site is not within walking distance of employment clusters and these are unlikely to be provided through development due to lack of scope for development nearby. Access to the wider cycle network is poor and it is unlikely to be improved through an identified intervention.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	No – The site does not support travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	No – The site does not support travel by public transport based on an identified intervention.
COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient primary school infrastructure capacity.

<i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i>		No – The site does not have sufficient secondary school infrastructure capacity.
<i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i>		No – The site does not have sufficient community infrastructure capacity to support development and no appropriate intervention has been identified to address this. A new primary school would be required. An expanded Balerno High School could accommodate a small amount of pupil growth. However, anything more would require a new secondary school. The Council’s preference is to deliver new secondary schools with a capacity for 1200 pupils but this would require significant new housing development in the area to generate this number of pupils. A new secondary school would have to serve a wide catchment area so good active travel and transport links would be important. There is not enough scope for development on this and nearby sites to support this level of intervention.
LANDSCAPE CHARACTER		
<i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i>		No – No scope for development is identified on this site due to it being integral to the setting of the Pentland Hills, and being south of the robust settlement boundary of the Water of Leith which preserves the settlement pattern of mill towns associated with the river.
GREEN NETWORK		
<i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i>		Partially – The site may be considered of value for the strategic green network, due to lying within an area identified as a green network opportunity adjacent to the Water of Leith. Part of the site is designated as green open space.
FLOOD RISK		
<i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i>		Partially – Part of the site is covered by identified areas of importance for flood management. This covers the area designated as green open space.
SUMMARY COMMENTS		
<i>Is the site suitable for development?</i> No The site is not suitable for development due to its poor accessibility, community infrastructure capacity, and landscape character.		

Greenfield Site Assessment – Lymphoy

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	No – The site is not within an identified SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	No – The site is not within walking distance to local convenience services. It is unlikely that access can be improved and convenience services are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site support travel by foot to identified employment clusters?</i>	No – The site is not within walking distance to employment clusters. It is unlikely that access can be improved and employment clusters are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site have access to the wider cycle network?</i>	No – The site has access to the wider cycle network but access is impeded by the Water of Leith path which is poorly overlooked, unlit and unsuited to everyday journeys. Upgrading the route without significant impact on the ecology of the area is considered unlikely and highly challenging.
<i>Can the site support active travel overall through appropriate intervention?</i>	No – The site would not support active travel overall, as the site is not within walking distance of local convenience services and employment clusters and these are unlikely to be provided through development due to lack of scope for development nearby. Access to the wider cycle network is poor and it is unlikely to be improved through an identified intervention.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	No – The site does not support travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	No – The site does not support travel by public transport based on an identified intervention.
COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient primary school infrastructure capacity.

<i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i>		No – The site does not have sufficient secondary school infrastructure capacity.
<i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i>		No – The site does not have sufficient community infrastructure capacity to support development and no appropriate intervention has been identified to address this. A new primary school would be required. A new secondary school may be required. The Council’s preference is to deliver new secondary schools with a capacity for 1200 pupils but this would require significant new housing development in the area to generate this number of pupils. A new secondary school would have to serve a wide catchment area so good active travel and transport links would be important. There is not enough scope for development on this and nearby sites to support this level of intervention.
LANDSCAPE CHARACTER		
<i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i>		No – No scope for development is identified on this site due to it being integral to the setting of the Pentland Hills, and being south of the robust settlement boundary of the Water of Leith which preserves the settlement pattern of mill towns associated with the river.
GREEN NETWORK		
<i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i>		Partially – The site may be considered of value for the strategic green network, due to lying within an area identified as a green network opportunity adjacent to the Water of Leith.
FLOOD RISK		
<i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i>		Yes – The site has no SEPA-identified areas of medium-high flood risk/for flood management.
SUMMARY COMMENTS		
<i>Is the site suitable for development?</i> No The site is not suitable for development due to its poor accessibility, community infrastructure capacity, and landscape character.		

Greenfield Site Assessment – Easter Kinleith

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	No – The site is not within an identified SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	No – The site is not within walking distance to local convenience services due to the poor walking environment of the unlit, steep Water of Leith valley. It is unlikely that access can be improved and convenience services are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site support travel by foot to identified employment clusters?</i>	No – The site is not within walking distance to employment clusters due to the poor walking environment of the unlit, steep Water of Leith valley. It is unlikely that access can be improved and employment clusters are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site have access to the wider cycle network?</i>	No – The site has access to the wider cycle network but access is impeded by the Water of Leith path which is poorly overlooked, unlit and unsuited to everyday journeys. Upgrading the route without significant impact on the ecology of the area is considered unlikely and highly challenging.
<i>Can the site support active travel overall through appropriate intervention?</i>	No – The site would not support active travel overall, as the site has no suitable access to local convenience services and employment clusters and these are unlikely to be provided through development due to lack of scope for development nearby. Access to the wider cycle network is poor and it is unlikely to be improved through an identified intervention.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	No – The site does not support travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	No – The site does not support travel by public transport based on an identified intervention.
COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient primary school infrastructure capacity.

<i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i>		No – The site does not have sufficient secondary school infrastructure capacity.
<i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i>		No – The site does not have sufficient community infrastructure capacity to support development and no appropriate intervention has been identified to address this. A new primary school would be required. A new secondary school may be required. The Council’s preference is to deliver new secondary schools with a capacity for 1200 pupils but this would require significant new housing development in the area to generate this number of pupils. A new secondary school would have to serve a wide catchment area so good active travel and transport links would be important. There is not enough scope for development on this and nearby sites to support this level of intervention.
LANDSCAPE CHARACTER		
<i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i>		No – No scope for development is identified on this site due to it being integral to the setting of the Pentland Hills, and being south of the robust settlement boundary of the Water of Leith which preserves the settlement pattern of mill towns associated with the river.
GREEN NETWORK		
<i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i>		Partially – The site may be considered of value for the strategic green network, due to lying within an area identified as a green network opportunity adjacent to the Pentland Hills and Water of Leith. Part of the site is designated as green open space.
FLOOD RISK		
<i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i>		Yes – The site has no SEPA-identified areas of medium-high flood risk/for flood management.
SUMMARY COMMENTS		
<i>Is the site suitable for development?</i> No The site is not suitable for development due to its poor accessibility, community infrastructure capacity, and landscape character.		

Greenfield Site Assessment – Wester Kinleith

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	No – The site is not within an identified SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	No – The site is not within walking distance to local convenience services due to the poor walking environment of the unlit, steep Water of Leith valley. It is unlikely that access can be improved and convenience services are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site support travel by foot to identified employment clusters?</i>	No – The site is not within walking distance to employment clusters due to the poor walking environment of the unlit, steep Water of Leith valley. It is unlikely that access can be improved and employment clusters are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site have access to the wider cycle network?</i>	No – The site has access to the wider cycle network but access is impeded by the Water of Leith path which is poorly overlooked, unlit and unsuited to everyday journeys. Upgrading the route without significant impact on the ecology of the area is considered unlikely and highly challenging.
<i>Can the site support active travel overall through appropriate intervention?</i>	No – The site would not support active travel overall, as the site has no suitable access to local convenience services and employment clusters and these are unlikely to be provided through development due to lack of scope for development nearby. Access to the wider cycle network is poor and it is unlikely to be improved through an identified intervention.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	No – The site does not support travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	No – The site does not support travel by public transport based on an identified intervention.
COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient primary school infrastructure capacity.

<i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient secondary school infrastructure capacity.
<i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i>	No – The site does not have sufficient community infrastructure capacity to support development and no appropriate intervention has been identified to address this. A new primary school would be required. A new secondary school may be required. The Council’s preference is to deliver new secondary schools with a capacity for 1200 pupils but this would require significant new housing development in the area to generate this number of pupils. A new secondary school would have to serve a wide catchment area so good active travel and transport links would be important. There is not enough scope for development on this and nearby sites to support this level of intervention.
LANDSCAPE CHARACTER	
<i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i>	No – No scope for development is identified on this site due to it being integral to the setting of the Pentland Hills, and being south of the robust settlement boundary of the Water of Leith which preserves the settlement pattern of mill towns associated with the river.
GREEN NETWORK	
<i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i>	Partially – The site may be considered of value for the strategic green network, due to lying within an area identified as a green network opportunity adjacent to the Pentland Hills and Water of Leith.
FLOOD RISK	
<i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i>	Yes – The site has no SEPA-identified areas of medium-high flood risk/for flood management.
SUMMARY COMMENTS	
<i>Is the site suitable for development?</i> No The site is not suitable for development due to its poor accessibility, community infrastructure capacity, and landscape character.	

Greenfield Site Assessment – Middle Kinleith

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	No – The site is not within an identified SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	No – The site is not within walking distance to local convenience services due to the poor walking environment of the unlit, steep Water of Leith valley. It is unlikely that access can be improved and convenience services are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site support travel by foot to identified employment clusters?</i>	No – The site is not within walking distance to employment clusters due to the poor walking environment of the unlit, steep Water of Leith valley. It is unlikely that access can be improved and employment clusters are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site have access to the wider cycle network?</i>	No – The site has access to the wider cycle network but access is impeded by the Water of Leith path which is poorly overlooked, unlit and unsuited to everyday journeys. Upgrading the route without significant impact on the ecology of the area is considered unlikely and highly challenging.
<i>Can the site support active travel overall through appropriate intervention?</i>	No – The site would not support active travel overall, as the site has no suitable access to local convenience services and employment clusters and these are unlikely to be provided through development due to lack of scope for development nearby. Access to the wider cycle network is poor and it is unlikely to be improved through an identified intervention.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	No – The site does not support travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	No – The site does not support travel by public transport based on an identified intervention.
COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient primary school infrastructure capacity.

<i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i>		No – The site does not have sufficient secondary school infrastructure capacity.
<i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i>		No – The site does not have sufficient community infrastructure capacity to support development and no appropriate intervention has been identified to address this. A new primary school would be required. A new secondary school may be required. The Council’s preference is to deliver new secondary schools with a capacity for 1200 pupils but this would require significant new housing development in the area to generate this number of pupils. A new secondary school would have to serve a wide catchment area so good active travel and transport links would be important. There is not enough scope for development on this and nearby sites to support this level of intervention.
LANDSCAPE CHARACTER		
<i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i>		No – No scope for development is identified on this site due to it being integral to the setting of the Pentland Hills, and being south of the robust settlement boundary of the Water of Leith which preserves the settlement pattern of mill towns associated with the river.
GREEN NETWORK		
<i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i>		Partially – The site may be considered of value for the strategic green network, due to lying within an area identified as a green network opportunity adjacent to the Pentland Hills and Water of Leith.
FLOOD RISK		
<i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i>		Yes – The site has no SEPA-identified areas of medium-high flood risk/for flood management.
SUMMARY COMMENTS		
<i>Is the site suitable for development?</i> No The site is not suitable for development due to its poor accessibility, community infrastructure capacity, and landscape character.		

Greenfield Site Assessment – Buteland Hill

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	No – The site is not within an identified SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	No – The site is not within walking distance to local convenience services. It is unlikely that access can be improved and convenience services are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site support travel by foot to identified employment clusters?</i>	No – The site is not within walking distance to employment clusters. It is unlikely that access can be improved and employment clusters are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site have access to the wider cycle network?</i>	No – The site does not have access to the wider cycle network and access is unlikely to be improved as no suitable potential cycle route interventions have been identified which could serve the site.
<i>Can the site support active travel overall through appropriate intervention?</i>	No – The site would not support active travel overall, as the site is not within walking distance of local convenience services and employment clusters and these are unlikely to be provided through development due to lack of scope for development nearby. Access to the wider cycle network is poor and it is unlikely to be improved through an identified intervention.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	No – The site does not support travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	No – The site does not support travel by public transport based on an identified intervention.
COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient primary school infrastructure capacity.

<i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i>		No – The site does not have sufficient secondary school infrastructure capacity.
<i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i>		No – The site does not have sufficient community infrastructure capacity to support development and no appropriate intervention has been identified to address this. A new primary school would be required. An expanded Balerno High School could accommodate a small amount of pupil growth. However, anything more would require a new secondary school. The Council’s preference is to deliver new secondary schools with a capacity for 1200 pupils but this would require significant new housing development in the area to generate this number of pupils. A new secondary school would have to serve a wide catchment area so good active travel and transport links would be important. There is not enough scope for development on this and nearby sites to support this level of intervention.
LANDSCAPE CHARACTER		
<i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i>		No – No scope is identified for development on this site due to the effect development would have on the strongly rural character and distance from existing settlement, conflict with existing local settlement pattern around the Water of Leith and the visual impact of development due to the sites elevation and openness.
GREEN NETWORK		
<i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i>		Partially – The site may be considered of value for the strategic green network due to lying adjacent to an area identified as a green network opportunity related to the Pentland Hills.
FLOOD RISK		
<i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i>		Yes – The site has no SEPA-identified areas of medium-high flood risk/for flood management.
SUMMARY COMMENTS		
<p><i>Is the site suitable for development?</i> No</p> <p>The site is not suitable for development due to its poor accessibility, community infrastructure capacity, and landscape character.</p>		

Greenfield Site Assessment – Buteland Farm

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	No – The site is not within an identified SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	No – The site is not within walking distance to local convenience services. It is unlikely that access can be improved and convenience services are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site support travel by foot to identified employment clusters?</i>	No – The site is not within walking distance to employment clusters. It is unlikely that access can be improved and employment clusters are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site have access to the wider cycle network?</i>	No – The site does not have access to the wider cycle network and access is unlikely to be improved as no suitable potential cycle route interventions have been identified which could serve the site.
<i>Can the site support active travel overall through appropriate intervention?</i>	No – The site would not support active travel overall, as the site is not within walking distance of local convenience services and employment clusters and these are unlikely to be provided through development due to lack of scope for development nearby. Access to the wider cycle network is poor and it is unlikely to be improved through an identified intervention.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	No – The site does not support travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	No – The site does not support travel by public transport based on an identified intervention.
COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient primary school infrastructure capacity.

<i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i>		No – The site does not have sufficient secondary school infrastructure capacity.
<i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i>		No – The site does not have sufficient community infrastructure capacity to support development and no appropriate intervention has been identified to address this. A new primary school would be required. An expanded Balerno High School could accommodate a small amount of pupil growth. However, anything more would require a new secondary school. The Council’s preference is to deliver new secondary schools with a capacity for 1200 pupils but this would require significant new housing development in the area to generate this number of pupils. A new secondary school would have to serve a wide catchment area so good active travel and transport links would be important. There is not enough scope for development on this and nearby sites to support this level of intervention.
LANDSCAPE CHARACTER		
<i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i>		No – No scope is identified for development on this site due to the effect development would have on the strongly rural character and distance from existing settlement, conflict with existing local settlement pattern around the Water of Leith and the visual impact of development due to the sites elevation and openness.
GREEN NETWORK		
<i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i>		Partially – The site may be considered of value for the strategic green network due to lying adjacent to an area identified as a green network opportunity related to the Pentland Hills.
FLOOD RISK		
<i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i>		Yes – The site has no SEPA-identified areas of medium-high flood risk/for flood management.
SUMMARY COMMENTS		
<p><i>Is the site suitable for development?</i> No</p> <p>The site is not suitable for development due to its poor accessibility, community infrastructure capacity, and landscape character.</p>		

Greenfield Site Assessment – Cockburnhill

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	No – The site is not within an identified SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	No – The site is not within walking distance to local convenience services. It is unlikely that access can be improved and convenience services are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site support travel by foot to identified employment clusters?</i>	No – The site is not within walking distance to employment clusters. It is unlikely that access can be improved and employment clusters are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site have access to the wider cycle network?</i>	No – The site does not have access to the wider cycle network and access is unlikely to be improved as no suitable potential cycle route interventions have been identified which could serve the site.
<i>Can the site support active travel overall through appropriate intervention?</i>	No – The site would not support active travel overall, as the site is not within walking distance of local convenience services and employment clusters and these are unlikely to be provided through development due to lack of scope for development nearby. Access to the wider cycle network is poor and it is unlikely to be improved through an identified intervention.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	No – The site does not support travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	No – The site does not support travel by public transport based on an identified intervention.
COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient primary school infrastructure capacity.

<i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i>		No – The site does not have sufficient secondary school infrastructure capacity.
<i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i>		No – The site does not have sufficient community infrastructure capacity to support development and no appropriate intervention has been identified to address this. A new primary school would be required. An expanded Balerno High School could accommodate a small amount of pupil growth. However, anything more would require a new secondary school. The Council’s preference is to deliver new secondary schools with a capacity for 1200 pupils but this would require significant new housing development in the area to generate this number of pupils. A new secondary school would have to serve a wide catchment area so good active travel and transport links would be important. There is not enough scope for development on this and nearby sites to support this level of intervention.
LANDSCAPE CHARACTER		
<i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i>		No – No scope for development is identified on this site due to its importance for the setting of Balerno and the Pentland Hills, adverse effect on the views toward the Pentland Hills and position to the west of the robust settlement boundary formed by mature woodland along Cockburn Crescent.
GREEN NETWORK		
<i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i>		Partially – The site may be considered of value for the strategic green network due to lying adjacent to an area identified as a green network opportunity related to the Pentland Hills.
FLOOD RISK		
<i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i>		Yes – The site has no SEPA-identified areas of medium-high flood risk/for flood management.
SUMMARY COMMENTS		
<i>Is the site suitable for development?</i> No The site is not suitable for development due to its poor accessibility, community infrastructure capacity, and landscape character.		

Greenfield Site Assessment – Goodtrees Farm

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	No – The site is not within an identified SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	No – The site is not within walking distance to local convenience services. It is unlikely that access can be improved and convenience services are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site support travel by foot to identified employment clusters?</i>	No – The site is not within walking distance to employment clusters. It is unlikely that access can be improved and employment clusters are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site have access to the wider cycle network?</i>	No – The site does not have access to the wider cycle network and access is unlikely to be improved as no suitable potential cycle route interventions have been identified which could serve the site.
<i>Can the site support active travel overall through appropriate intervention?</i>	No – The site would not support active travel overall, as the site is not within walking distance of local convenience services and employment clusters and these are unlikely to be provided through development due to lack of scope for development nearby. Access to the wider cycle network is poor and it is unlikely to be improved through an identified intervention.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	No – The site does not support travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	No – The site may support travel by public transport based on an identified intervention, but this intervention is not deliverable within the plan period.
COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient primary school infrastructure capacity.

<i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i>		No – The site does not have sufficient secondary school infrastructure capacity.
<i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i>		No – The site does not have sufficient community infrastructure capacity to support development and no appropriate intervention has been identified to address this. A new primary school would be required. An expanded Balerno High School could accommodate a small amount of pupil growth. However, anything more would require a new secondary school. The Council’s preference is to deliver new secondary schools with a capacity for 1200 pupils but this would require significant new housing development in the area to generate this number of pupils. A new secondary school would have to serve a wide catchment area so good active travel and transport links would be important. There is not enough scope for development on this and nearby sites to support this level of intervention.
LANDSCAPE CHARACTER		
<i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i>		No – No scope for development is identified on this site due to its importance for the setting of Balerno and the Pentland Hills, adverse effect on the views toward the Pentland Hills and position to the west of the robust settlement boundary formed by mature woodland along Cockburn Crescent.
GREEN NETWORK		
<i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i>		Partially – The site may be considered of value for the strategic green network due to lying adjacent to an area identified as a green network opportunity related to Balerno.
FLOOD RISK		
<i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i>		Yes – The site has no SEPA-identified areas of medium-high flood risk/for flood management.
SUMMARY COMMENTS		
<p><i>Is the site suitable for development?</i> No</p> <p>The site is not suitable for development due to its poor accessibility, community infrastructure capacity, and landscape character.</p>		

Greenfield Site Assessment – Cockdurno

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	No – The site is not within an identified SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	No – The site is not within walking distance to local convenience services. It is unlikely that access can be improved and convenience services are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site support travel by foot to identified employment clusters?</i>	No – The site is not within walking distance to employment clusters. It is unlikely that access can be improved and employment clusters are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site have access to the wider cycle network?</i>	No – The site does not have access to the wider cycle network and access is unlikely to be improved as no suitable potential cycle route interventions have been identified which could serve the site.
<i>Can the site support active travel overall through appropriate intervention?</i>	No – The site would not support active travel overall, as the site is not within walking distance of local convenience services and employment clusters and these are unlikely to be provided through development due to lack of scope for development nearby. Access to the wider cycle network is poor and it is unlikely to be improved through an identified intervention.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	No – The site does not support travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	No – The site does not support travel by public transport based on an identified intervention.
COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient primary school infrastructure capacity.

<i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i>		No – The site does not have sufficient secondary school infrastructure capacity.
<i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i>		No – The site does not have sufficient community infrastructure capacity to support development and no appropriate intervention has been identified to address this. A new primary school would be required. An expanded Balerno High School could accommodate a small amount of pupil growth. However, anything more would require a new secondary school. The Council’s preference is to deliver new secondary schools with a capacity for 1200 pupils but this would require significant new housing development in the area to generate this number of pupils. A new secondary school would have to serve a wide catchment area so good active travel and transport links would be important. There is not enough scope for development on this and nearby sites to support this level of intervention.
LANDSCAPE CHARACTER		
<i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i>		No – No scope for development is identified on this site due to its importance for the setting of Balerno and the Pentland Hills, adverse effect on the views toward the Pentland Hills and position to the west of the robust settlement boundary formed by mature woodland along Cockburn Crescent.
GREEN NETWORK		
<i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i>		Partially – The site may be considered of value for the strategic green network due to lying adjacent to an area identified as a green network opportunity related to the Pentland Hills.
FLOOD RISK		
<i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i>		Yes – The site has no SEPA-identified areas of medium-high flood risk/for flood management.
SUMMARY COMMENTS		
<p><i>Is the site suitable for development?</i> No</p> <p>The site is not suitable for development due to its poor accessibility, community infrastructure capacity, and landscape character.</p>		

Greenfield Site Assessment – Harmeny School

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	No – The site is not within an identified SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	Yes – The site is within walking distance of local convenience services.
<i>Does the site support travel by foot to identified employment clusters?</i>	No – The site is not within walking distance to employment clusters. It is unlikely that access can be improved and employment clusters are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site have access to the wider cycle network?</i>	No – The site does not have access to the wider cycle network and access is unlikely to be improved as no suitable potential cycle route interventions have been identified which could serve the site.
<i>Can the site support active travel overall through appropriate intervention?</i>	No – The site would not support active travel overall, as the site is not within walking distance of employment clusters and these are unlikely to be provided through development due to lack of scope for development nearby. Access to the wider cycle network is poor and it is unlikely to be improved through an identified intervention.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	No – The site does not support travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	No – The site does not support travel by public transport based on an identified intervention.
COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient primary school infrastructure capacity.
<i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient secondary school infrastructure capacity.

<p><i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i></p>	<p>No – The site does not have sufficient community infrastructure capacity to support development and no appropriate intervention has been identified to address this. A new primary school would be required. An expanded Balerno High School could accommodate a small amount of pupil growth. However, anything more would require a new secondary school. The Council’s preference is to deliver new secondary schools with a capacity for 1200 pupils but this would require significant new housing development in the area to generate this number of pupils. A new secondary school would have to serve a wide catchment area so good active travel and transport links would be important. There is not enough scope for development on this and nearby sites to support this level of intervention.</p>
<p>LANDSCAPE CHARACTER</p>	
<p><i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i></p>	<p>No – No scope for development is identified on this site due to it being integral to the setting of the Pentland Hills, and being south of the robust settlement boundary of the Water of Leith which preserves the settlement pattern of mill towns associated with the river.</p>
<p>GREEN NETWORK</p>	
<p><i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i></p>	<p>Partially – The site may be considered of value for the strategic green network, due to lying within an area identified as a green network opportunity adjacent to the Water of Leith.</p>
<p>FLOOD RISK</p>	
<p><i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i></p>	<p>Yes – The site has no SEPA-identified areas of medium-high flood risk/for flood management.</p>
<p>SUMMARY COMMENTS</p>	
<p><i>Is the site suitable for development?</i> No The site is not suitable for development due to its poor accessibility, community infrastructure capacity, and landscape character.</p>	

Greenfield Site Assessment – Balleny Farm

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	No – The site is not within an identified SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	No – The site is not within walking distance to local convenience services. It is unlikely that access can be improved and convenience services are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site support travel by foot to identified employment clusters?</i>	No – The site is not within walking distance to employment clusters. It is unlikely that access can be improved and employment clusters are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site have access to the wider cycle network?</i>	No – The site does not have access to the wider cycle network and access is unlikely to be improved as no suitable potential cycle route interventions have been identified which could serve the site.
<i>Can the site support active travel overall through appropriate intervention?</i>	No – The site would not support active travel overall, as the site is not within walking distance of local convenience services and employment clusters and these are unlikely to be provided through development due to lack of scope for development nearby. Access to the wider cycle network is poor and it is unlikely to be improved through an identified intervention.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	No – The site does not support travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	No – The site does not support travel by public transport based on an identified intervention.
COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient primary school infrastructure capacity.

<i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient secondary school infrastructure capacity.
<i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i>	No – The site does not have sufficient community infrastructure capacity to support development and no appropriate intervention has been identified to address this. A new primary school would be required. An expanded Balerno High School could accommodate a small amount of pupil growth. However, anything more would require a new secondary school. The Council’s preference is to deliver new secondary schools with a capacity for 1200 pupils but this would require significant new housing development in the area to generate this number of pupils. A new secondary school would have to serve a wide catchment area so good active travel and transport links would be important. There is not enough scope for development on this and nearby sites to support this level of intervention.
LANDSCAPE CHARACTER	
<i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i>	No – No scope for development is identified on this site due to it being integral to the setting of the Pentland Hills, and being south of the robust settlement boundary of the Water of Leith which preserves the settlement pattern of mill towns associated with the river.
GREEN NETWORK	
<i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i>	Partially – The site may be considered of value for the strategic green network, due to lying within an area identified as a green network opportunity adjacent to the Pentland Hills and Water of Leith.
FLOOD RISK	
<i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i>	Yes – The site has no SEPA-identified areas of medium-high flood risk/for flood management.
SUMMARY COMMENTS	
<i>Is the site suitable for development?</i> No The site is not suitable for development due to its poor accessibility, community infrastructure capacity, and landscape character.	

Greenfield Site Assessment – Marchbank House

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	No – The site is not within an identified SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	Yes – The site is within walking distance of local convenience services.
<i>Does the site support travel by foot to identified employment clusters?</i>	No – The site is not within walking distance to employment clusters. It is unlikely that access can be improved and employment clusters are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site have access to the wider cycle network?</i>	No – The site does not have access to the wider cycle network and access is unlikely to be improved as no suitable potential cycle route interventions have been identified which could serve the site.
<i>Can the site support active travel overall through appropriate intervention?</i>	No – The site would not support active travel overall, as the site is not within walking distance of employment clusters and these are unlikely to be provided through development due to lack of scope for development nearby. Access to the wider cycle network is poor and it is unlikely to be improved through an identified intervention.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	No – The site does not support travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	No – The site may support travel by public transport based on an identified intervention, but this intervention is not deliverable within the plan period.
COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient primary school infrastructure capacity.
<i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient secondary school infrastructure capacity.

<p><i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i></p>		<p>No – The site does not have sufficient community infrastructure capacity to support development and no appropriate intervention has been identified to address this. A new primary school would be required. An expanded Balerno High School could accommodate a small amount of pupil growth. However, anything more would require a new secondary school. The Council’s preference is to deliver new secondary schools with a capacity for 1200 pupils but this would require significant new housing development in the area to generate this number of pupils. A new secondary school would have to serve a wide catchment area so good active travel and transport links would be important. There is not enough scope for development on this and nearby sites to support this level of intervention.</p>
<p>LANDSCAPE CHARACTER</p>		
<p><i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i></p>		<p>Partially – Limited scope for development is identified in the northern part of the site where existing shelterbelts and field boundary trees give the opportunity to form new robust settlement boundaries. Land to the south of this, beyond the ridgeline and high voltage transmission line is more visible and contributes to the setting of the Pentland Hills, limiting potential development to the north where the north facing slopes would be associated with existing unscreened development at Balerno.</p>
<p>GREEN NETWORK</p>		
<p><i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i></p>		<p>Partially – The site may be considered of value for the strategic green network due to lying adjacent to an area identified as a green network opportunity related to the Pentland Hills and Balerno.</p>
<p>FLOOD RISK</p>		
<p><i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i></p>		<p>Yes – The site has no SEPA-identified areas of medium-high flood risk/for flood management.</p>
<p>SUMMARY COMMENTS</p>		
<p><i>Is the site suitable for development?</i> No The site is not suitable for development due to its poor accessibility and community infrastructure capacity.</p>		

Greenfield Site Assessment – Cockburn Farm

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	No – The site is not within an identified SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	No – The site is not within walking distance to local convenience services. It is unlikely that access can be improved and convenience services are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site support travel by foot to identified employment clusters?</i>	No – The site is not within walking distance to employment clusters. It is unlikely that access can be improved and employment clusters are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site have access to the wider cycle network?</i>	No – The site does not have access to the wider cycle network and access is unlikely to be improved as no suitable potential cycle route interventions have been identified which could serve the site.
<i>Can the site support active travel overall through appropriate intervention?</i>	No – The site would not support active travel overall, as the site is not within walking distance of local convenience services and employment clusters and these are unlikely to be provided through development due to lack of scope for development nearby. Access to the wider cycle network is poor and it is unlikely to be improved through an identified intervention.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	No – The site does not support travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	No – The site may support travel by public transport based on an identified intervention, but this intervention is not deliverable within the plan period.
COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient primary school infrastructure capacity.

<i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i>		No – The site does not have sufficient secondary school infrastructure capacity.
<i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i>		No – The site does not have sufficient community infrastructure capacity to support development and no appropriate intervention has been identified to address this. A new primary school would be required. An expanded Balerno High School could accommodate a small amount of pupil growth. However, anything more would require a new secondary school. The Council’s preference is to deliver new secondary schools with a capacity for 1200 pupils but this would require significant new housing development in the area to generate this number of pupils. A new secondary school would have to serve a wide catchment area so good active travel and transport links would be important. There is not enough scope for development on this and nearby sites to support this level of intervention.
LANDSCAPE CHARACTER		
<i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i>		No – No scope for development is identified on this site due to its importance for the setting of Balerno and the Pentland Hills, adverse effect on the views toward the Pentland Hills and position to the west of the robust settlement boundary formed by mature woodland along Cockburn Crescent.
GREEN NETWORK		
<i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i>		Partially – The site may be considered of value for the strategic green network due to lying adjacent to an area identified as a green network opportunity related to Balerno.
FLOOD RISK		
<i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i>		Yes – The site has no SEPA-identified areas of medium-high flood risk/for flood management.
SUMMARY COMMENTS		
<p><i>Is the site suitable for development?</i> No</p> <p>The site is not suitable for development due to its poor accessibility, community infrastructure capacity, and landscape character.</p>		

Greenfield Site Assessment – South of Ravelrig

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	No – The site is not within an identified SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	Yes – The site is within walking distance of local convenience services.
<i>Does the site support travel by foot to identified employment clusters?</i>	No – The site is not within walking distance to employment clusters. It is unlikely that access can be improved and employment clusters are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site have access to the wider cycle network?</i>	No – The site has access to the wider cycle network but access is impeded by the Water of Leith path which is poorly overlooked, unlit and unsuited to everyday journeys. Upgrading the route without significant impact on the ecology of the area is considered unlikely and highly challenging.
<i>Can the site support active travel overall through appropriate intervention?</i>	No – The site would not support active travel overall, as the site is not within walking distance of employment clusters and these are unlikely to be provided through development due to lack of scope for development nearby. Access to the wider cycle network is poor and it is unlikely to be improved through an identified intervention.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	No – The site does not support travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	No – The site does not support travel by public transport based on an identified intervention.
COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient primary school infrastructure capacity.

<i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient secondary school infrastructure capacity.
<i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i>	No – The site does not have sufficient community infrastructure capacity to support development and no appropriate intervention has been identified to address this. A new primary school would be required. An expanded Balerno High School could accommodate a small amount of pupil growth. However, anything more would require a new secondary school. The Council’s preference is to deliver new secondary schools with a capacity for 1200 pupils but this would require significant new housing development in the area to generate this number of pupils. A new secondary school would have to serve a wide catchment area so good active travel and transport links would be important. There is not enough scope for development on this and nearby sites to support this level of intervention.
LANDSCAPE CHARACTER	
<i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i>	No – No scope for development has been identified on this site due to development here being contrary to the local settlement pattern along the Water of Leith, the steep and complex slopes requiring significant ground modification, and overall negative impact on the character of this stretch of the Water of Leith valley.
GREEN NETWORK	
<i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i>	Partially – The site may be considered of value for the strategic green network due to lying adjacent to an area identified as a green network opportunity related to Balerno/Ravelrig. Part of the site is designated as green open space.
FLOOD RISK	
<i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i>	Partially – Part of the site is covered by identified areas of medium-high flood risk and areas of importance for flood management, this covers part of the site however.
SUMMARY COMMENTS	
<p><i>Is the site suitable for development?</i> No</p> <p>The site is not suitable for development due to its poor accessibility, community infrastructure capacity, and landscape character.</p>	

Greenfield Site Assessment – Haughhead Farm

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	No – The site is not within an identified SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	No – The site is not within walking distance to local convenience services. It is unlikely that access can be improved and convenience services are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site support travel by foot to identified employment clusters?</i>	No – The site is not within walking distance to employment clusters. It is unlikely that access can be improved and employment clusters are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site have access to the wider cycle network?</i>	No – The site does not have access to the wider cycle network and access is unlikely to be improved as no suitable potential cycle route interventions have been identified which could serve the site.
<i>Can the site support active travel overall through appropriate intervention?</i>	No – The site would not support active travel overall, as the site is not within walking distance of local convenience services and employment clusters and these are unlikely to be provided through development due to lack of scope for development nearby. Access to the wider cycle network is poor and it is unlikely to be improved through an identified intervention.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	No – The site does not support travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	No – The site does not support travel by public transport based on an identified intervention.
COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient primary school infrastructure capacity.

<i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i>		No – The site does not have sufficient secondary school infrastructure capacity.
<i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i>		No – The site does not have sufficient community infrastructure capacity to support development and no appropriate intervention has been identified to address this. A new primary school would be required. An expanded Balerno High School could accommodate a small amount of pupil growth. However, anything more would require a new secondary school. The Council’s preference is to deliver new secondary schools with a capacity for 1200 pupils but this would require significant new housing development in the area to generate this number of pupils. A new secondary school would have to serve a wide catchment area so good active travel and transport links would be important. There is not enough scope for development on this and nearby sites to support this level of intervention.
LANDSCAPE CHARACTER		
<i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i>		No – No scope is identified for development on this site due to the effect development would have on the strongly rural character and distance from existing settlement, conflict with existing local settlement pattern around the Water of Leith and the visual impact of development due to the sites elevation and openness.
GREEN NETWORK		
<i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i>		Yes – The site may not be considered of value for the strategic green network, due to lying outwith identified green network opportunity areas and having no identified existing or potential use as part of the network.
FLOOD RISK		
<i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i>		Partially – Part of the site is covered by identified areas of medium-high flood risk and areas of importance for flood management, this covers part of the site however.
SUMMARY COMMENTS		
<p><i>Is the site suitable for development?</i> No</p> <p>The site is not suitable for development due to its poor accessibility, community infrastructure capacity, and landscape character.</p>		

Greenfield Site Assessment – Whelpside

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	No – The site is not within an identified SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	No – The site is not within walking distance to local convenience services. It is unlikely that access can be improved and convenience services are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site support travel by foot to identified employment clusters?</i>	No – The site is not within walking distance to employment clusters. It is unlikely that access can be improved and employment clusters are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site have access to the wider cycle network?</i>	No – The site does not have access to the wider cycle network and access is unlikely to be improved as no suitable potential cycle route interventions have been identified which could serve the site.
<i>Can the site support active travel overall through appropriate intervention?</i>	No – The site would not support active travel overall, as the site is not within walking distance of local convenience services and employment clusters and these are unlikely to be provided through development due to lack of scope for development nearby. Access to the wider cycle network is poor and it is unlikely to be improved through an identified intervention.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	No – The site does not support travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	No – The site does not support travel by public transport based on an identified intervention.
COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient primary school infrastructure capacity.

<i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient secondary school infrastructure capacity.
<i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i>	No – The site does not have sufficient community infrastructure capacity to support development and no appropriate intervention has been identified to address this. A new primary school would be required. An expanded Balerno High School could accommodate a small amount of pupil growth. However, anything more would require a new secondary school. The Council’s preference is to deliver new secondary schools with a capacity for 1200 pupils but this would require significant new housing development in the area to generate this number of pupils. A new secondary school would have to serve a wide catchment area so good active travel and transport links would be important. There is not enough scope for development on this and nearby sites to support this level of intervention.
LANDSCAPE CHARACTER	
<i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i>	No – No scope is identified for development on this site due to the effect development would have on the strongly rural character and distance from existing settlement, conflict with existing local settlement pattern around the Water of Leith and the visual impact of development due to the sites elevation and openness.
GREEN NETWORK	
<i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i>	Yes – The site may not be considered of value for the strategic green network, due to lying outwith identified green network opportunity areas and having no identified existing or potential use as part of the network.
FLOOD RISK	
<i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i>	Partially – Part of the site is covered by identified areas of medium-high flood risk and areas of importance for flood management, this covers part of the site however.
SUMMARY COMMENTS	
<p><i>Is the site suitable for development?</i> No</p> <p>The site is not suitable for development due to its poor accessibility, community infrastructure capacity, and landscape character.</p>	

Greenfield Site Assessment – Bankhead House

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	No – The site is not within an identified SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	No – The site is not within walking distance to local convenience services. It is unlikely that access can be improved and convenience services are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site support travel by foot to identified employment clusters?</i>	No – The site is not within walking distance to employment clusters. It is unlikely that access can be improved and employment clusters are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site have access to the wider cycle network?</i>	No – The site does not have access to the wider cycle network and access is unlikely to be improved as no suitable potential cycle route interventions have been identified which could serve the site.
<i>Can the site support active travel overall through appropriate intervention?</i>	No – The site would not support active travel overall, as the site is not within walking distance of local convenience services and employment clusters and these are unlikely to be provided through development due to lack of scope for development nearby. Access to the wider cycle network is poor and it is unlikely to be improved through an identified intervention.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	No – The site does not support travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	No – The site does not support travel by public transport based on an identified intervention.
COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient primary school infrastructure capacity.

<i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i>		No – The site does not have sufficient secondary school infrastructure capacity.
<i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i>		No – The site does not have sufficient community infrastructure capacity to support development and no appropriate intervention has been identified to address this. A new primary school would be required. An expanded Balerno High School could accommodate a small amount of pupil growth. However, anything more would require a new secondary school. The Council’s preference is to deliver new secondary schools with a capacity for 1200 pupils but this would require significant new housing development in the area to generate this number of pupils. A new secondary school would have to serve a wide catchment area so good active travel and transport links would be important. There is not enough scope for development on this and nearby sites to support this level of intervention.
LANDSCAPE CHARACTER		
<i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i>		No – No scope for development is identified on this site due to its importance for the setting of Balerno and the Pentland Hills, adverse effect on the views toward the Pentland Hills and position to the west of the robust settlement boundary formed by mature woodland along Cockburn Crescent.
GREEN NETWORK		
<i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i>		Partially – The site may be considered of value for the strategic green network due to lying adjacent to an area identified as a green network opportunity related to Balerno/Ravelrig.
FLOOD RISK		
<i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i>		Yes – The site has no SEPA-identified areas of medium-high flood risk/for flood management.
SUMMARY COMMENTS		
<p><i>Is the site suitable for development?</i> No</p> <p>The site is not suitable for development due to its poor accessibility, community infrastructure capacity, and landscape character.</p>		

Greenfield Site Assessment – Stable House

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	No – The site is not within an identified SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	No – The site is not within walking distance to local convenience services. It is unlikely that access can be improved and convenience services are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site support travel by foot to identified employment clusters?</i>	No – The site is not within walking distance to employment clusters. It is unlikely that access can be improved and employment clusters are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site have access to the wider cycle network?</i>	No – The site does not have access to the wider cycle network and access is unlikely to be improved as no suitable potential cycle route interventions have been identified which could serve the site.
<i>Can the site support active travel overall through appropriate intervention?</i>	No – The site would not support active travel overall, as the site is not within walking distance of local convenience services and employment clusters and these are unlikely to be provided through development due to lack of scope for development nearby. Access to the wider cycle network is poor and it is unlikely to be improved through an identified intervention.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	No – The site does not support travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	No – The site does not support travel by public transport based on an identified intervention.
COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient primary school infrastructure capacity.

<i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient secondary school infrastructure capacity.
<i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i>	No – The site does not have sufficient community infrastructure capacity to support development and no appropriate intervention has been identified to address this. A new primary school would be required. An expanded Balerno High School could accommodate a small amount of pupil growth. However, anything more would require a new secondary school. The Council’s preference is to deliver new secondary schools with a capacity for 1200 pupils but this would require significant new housing development in the area to generate this number of pupils. A new secondary school would have to serve a wide catchment area so good active travel and transport links would be important. There is not enough scope for development on this and nearby sites to support this level of intervention.
LANDSCAPE CHARACTER	
<i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i>	No – No scope is identified for development here due to the adverse effect development would have on the character of villas within wooded policies, the potential for visual intrusion and the historic association of settlements with the Water of Leith in this area.
GREEN NETWORK	
<i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i>	Yes – The site may not be considered of value for the strategic green network, due to lying outwith identified green network opportunity areas and having no identified existing or potential use as part of the network.
FLOOD RISK	
<i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i>	Partially – Part of the site is covered by identified areas of medium-high flood risk and areas of importance for flood management, this covers part of the site however.
SUMMARY COMMENTS	
<i>Is the site suitable for development?</i> No The site is not suitable for development due to its poor accessibility, community infrastructure capacity, and landscape character.	

3.5 Assessments - Sector 5

Mapping

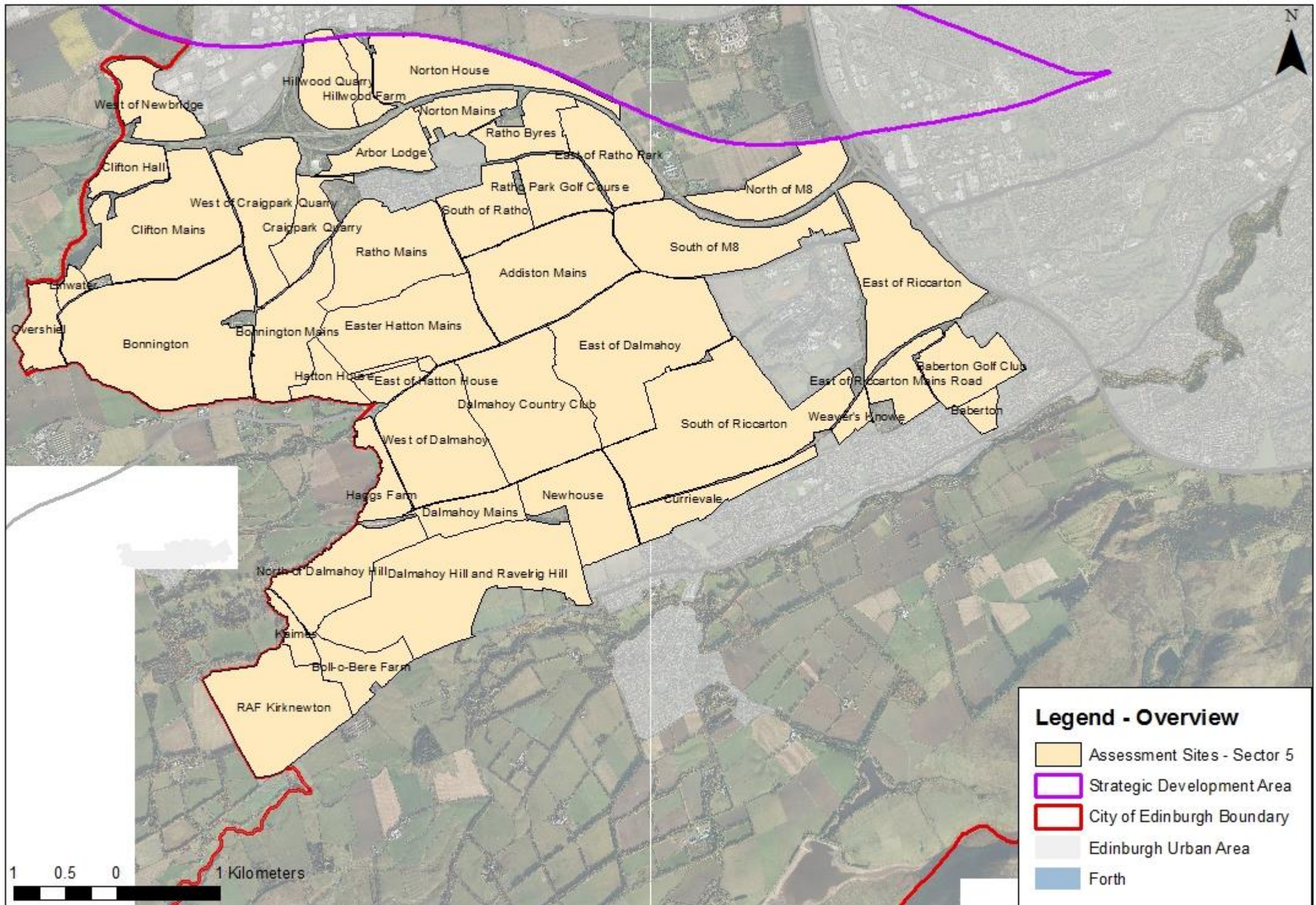
- Overview
- Active Travel
- Public Transport
- Green Network
- Flood Risk

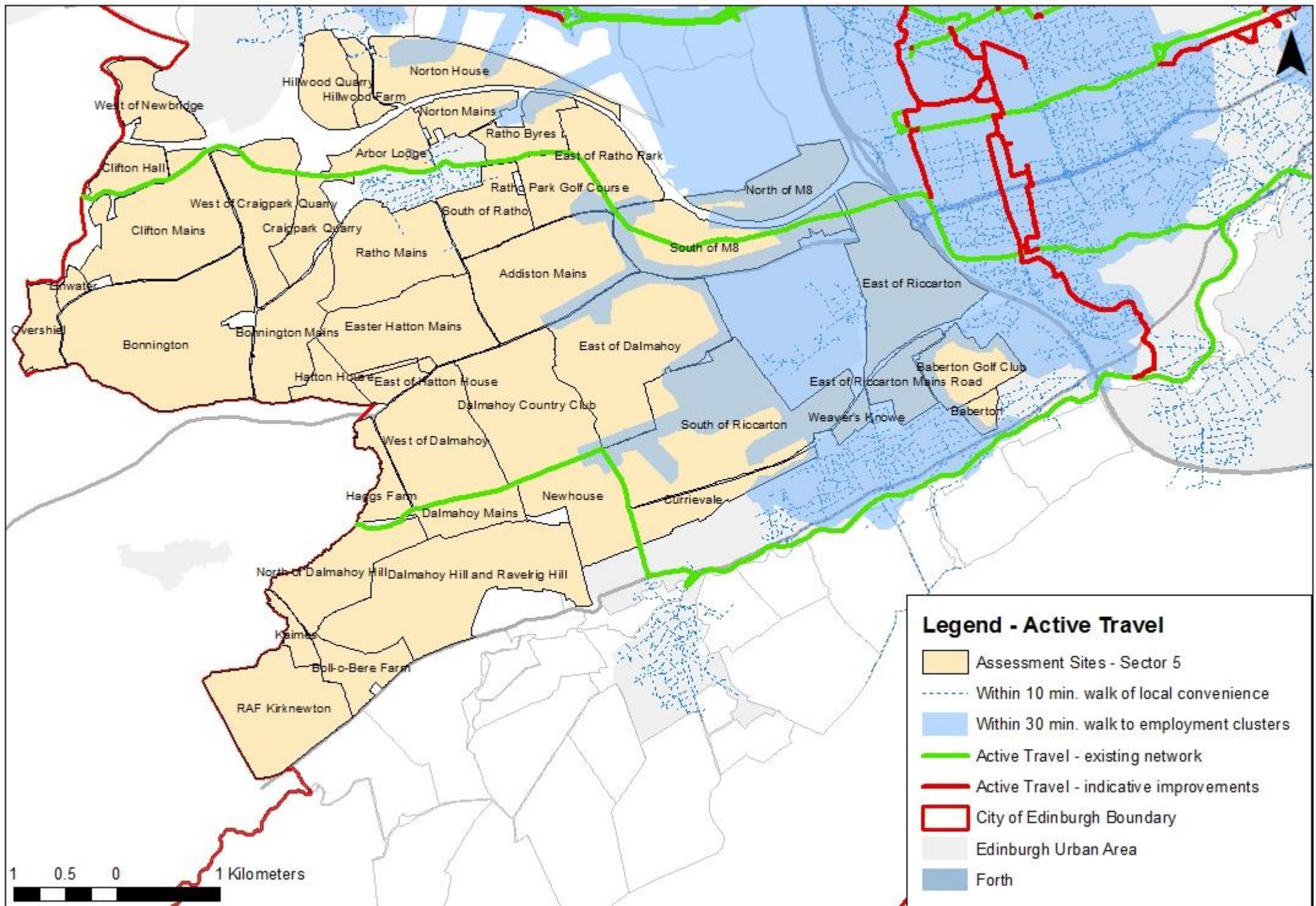
Assessment Summary

Individual Site Assessments

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West of Newbridge

Hillwood Quarry
Hillwood Farm

Norton House

Norton Mains

Ratho Byres

East of Ratho Park

Arbor Lodge

Ratho Park Golf Course

North of M8

West of Craigpark Quarry

South of Ratho

South of M8

Clifton Mains

Craigpark Quarry

Ratho Mains

Addiston Mains

East of Riccarton

Erwater

Overshield

Bonnington

Bonnington Mains

Easter Hatton Mains

East of Dalmahoy

Hatton House

East of Hatton House

Dalmahoy Country Club

South of Riccarton

East of Riccarton Mains Road

Baberton Golf Club

Weavers Knowe

Baberton

West of Dalmahoy

Higgs Farm

Newhouse

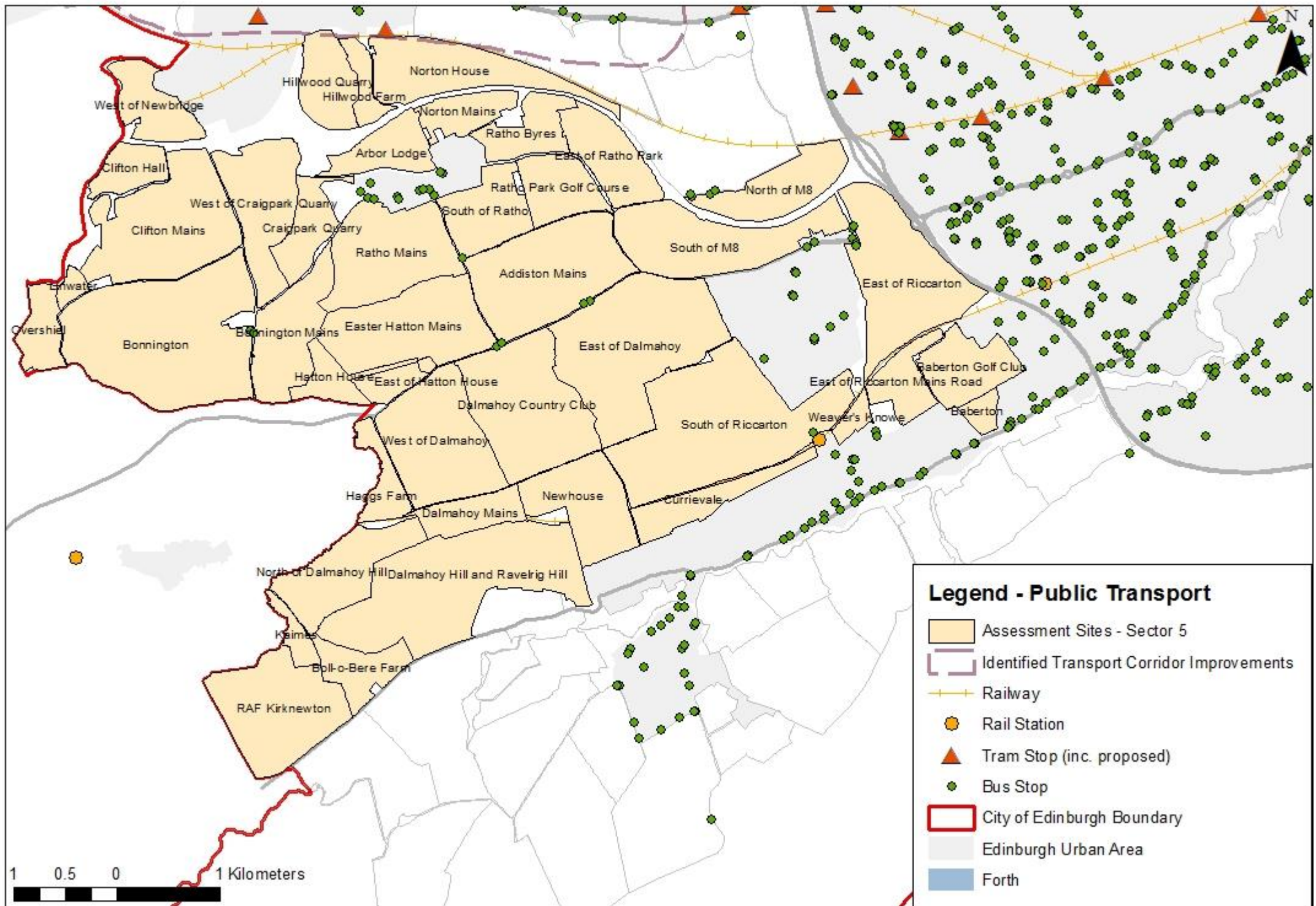
Currievale

North of Dalmahoy Hill
Dalmahoy Hill and Ravelrig Hill

Ksimes

Boll-o-Bere Farm

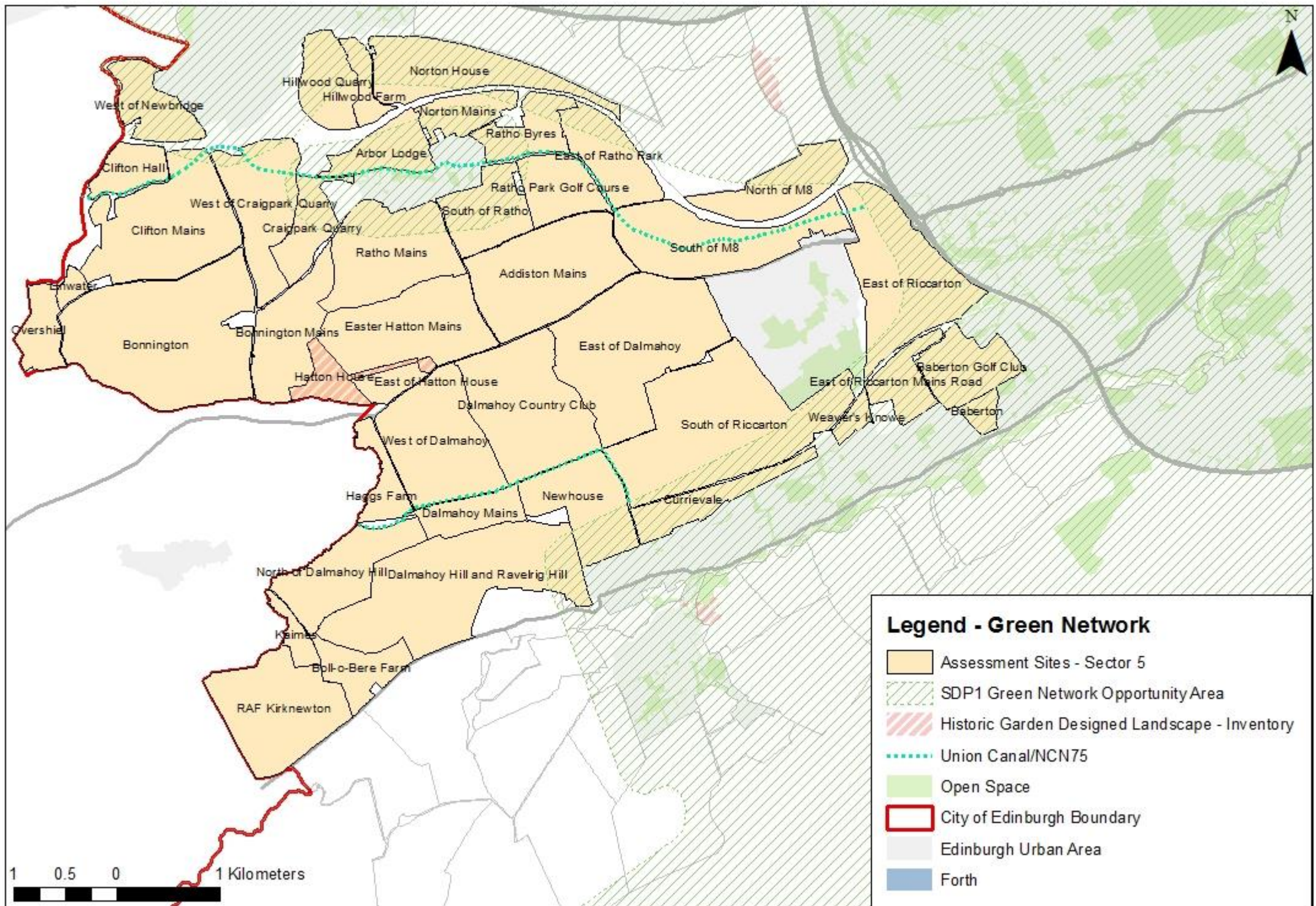
RAF Kirknewton

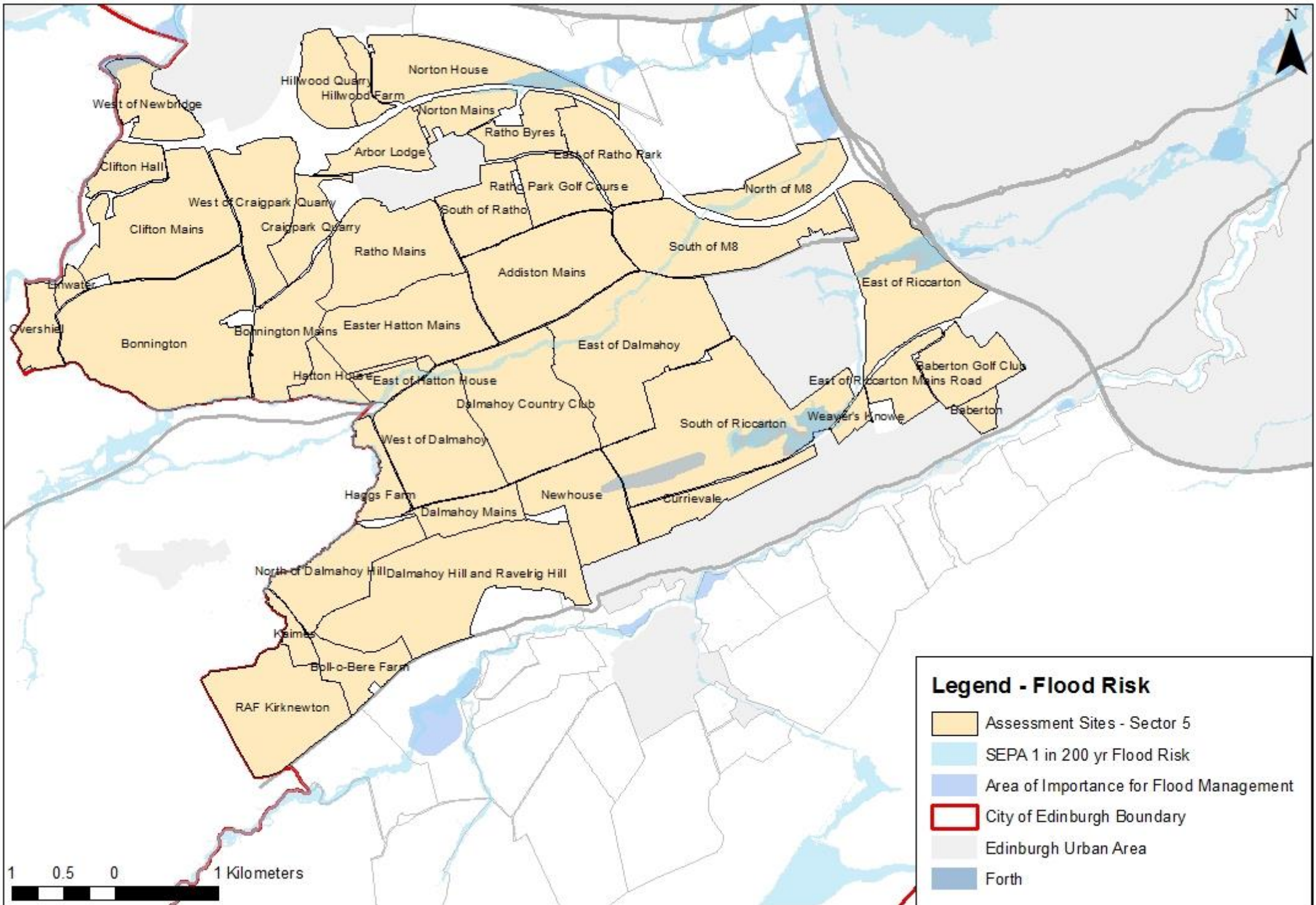


Legend - Public Transport

- Assessment Sites - Sector 5
- Identified Transport Corridor Improvements
- Railway
- Rail Station
- Tram Stop (inc. proposed)
- Bus Stop
- City of Edinburgh Boundary
- Edinburgh Urban Area
- Forth

1 0.5 0 1 Kilometers





Assessment Matrix

Sector 5

AREA NAME	SDP1 Strategic Development Areas	10 min walk to local convenience services	30 min walk to employment clusters	Access to wider cycle network	Active travel assessment (overall)	Access to existing public transport	Public transport assessment (overall)	Primary school capacity	Secondary school capacity	Community infrastructure assessment (overall)	Landscape character assessment	Green network assessment	Flood risk assessment	SUMMARY
East of Riccarton														
South of M8														
South of Riccarton														
Baberton														
Currievale														
Baberton Golf Club														
Ratho Park Golf Course														
Dalmahoy Country Club														
West of Dalmahoy														
East of Riccarton Mains Road														
Ratho Byres														
Arbor Lodge														
South of Ratho														
East of Ratho Park														
Bonnington														
Hatton House								n/a	n/a					
Addiston Mains														
East of Dalmahoy														
Dalmahoy Hill and Ravelrig Hill														
West of Newbridge														
East of Hatton House								n/a	n/a					
Newhouse														
Dalmahoy Mains														
South of Dalmahoy Hill														
Ratho Mains														
Easter Hatton Mains								n/a	n/a					
Bonnington Mains								n/a	n/a					
Craigpark Quarry														
Clifton Hall														
Clifton Mains														
West of Craigpark Quarry														
Overshiel								n/a	n/a					
Linwater								n/a	n/a					
Hillwood Quarry														
Hillwood Farm														
Norton House														
RAF Kirknewton														
Boll-o-Bere Farm														
Haggs Farm														
Kaimes														
North of Dalmahoy Hill														
Weaver's Knowe														
Norton Mains														
North of M8														

Site Assessments

Greenfield Site Assessment – East of Riccarton

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	No – The site is not within an identified SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	Partially – The site is not within walking distance to local convenience services. Convenience services can be provided on the site due to scope for development here.
<i>Does the site support travel by foot to identified employment clusters?</i>	Partially – The site is within walking distance of employment clusters but access is impeded by the poor walking environment along Riccarton Mains Road and Curriehill Road, which form a barrier to the Riccarton employment cluster.
<i>Does the site have access to the wider cycle network?</i>	No – The site does have access to the wider cycle network but access is impeded by the Union Canal cycle path which is considered at capacity. Access is unlikely to be improved as capacity cannot be improved here and no other suitable potential cycle route interventions have been identified which could serve the site. A new bridge would be required over the City of Edinburgh Bypass to connect to the West Edinburgh Link cycle intervention.
<i>Can the site support active travel overall through appropriate intervention?</i>	No – The site would not support active travel overall, as the site is not within walking distance of local convenience services and these are unlikely to be provided through development due to lack of scope for development nearby. Access to the wider cycle network is poor and would require a bridge connection to the West Edinburgh Link cycle intervention to improve this, which is not committed.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	No – The site does not support travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	No – The site may support travel by public transport based on an identified intervention, but this intervention is not deliverable within the plan period.

COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient primary school infrastructure capacity.
<i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient secondary school infrastructure capacity.
<i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i>	Partially – The site does not have sufficient community infrastructure capacity to support development and no appropriate existing intervention has been identified to address this. A new primary school would be required. The site is in a location that means that catchment change could be considered as a way of mitigating the impact of the development. If the site became part of the WHEC catchment area it could benefit from additional capacity provided by the redevelopment of the school.
LANDSCAPE CHARACTER	
<i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i>	Yes – Scope for development on this site is identified due to the lack of scenic views across the site, lack of contribution to the setting of the city and less rural character compared to other landscapes, and the settlement pattern of Currie already being disrupted by development at Baberton. Although it is beyond the robust settlement boundary formed by the City of Edinburgh Bypass, opportunities to create new boundaries exist to the west and south. Overhead power lines form a constraint to development here.
GREEN NETWORK	
<i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i>	Partially – The site may be considered of value for the strategic green network, due to lying within an area identified as a green network opportunity adjacent to the City of Edinburgh Bypass and the Union Canal. There is opportunity to incorporate land around the Murray Burn, identified as an area of medium-high flood risk, into a part of the strategic green network for the west of the city following the burn from the City of Edinburgh Bypass to Ravelrig Road, north of Balerno. The Union Canal is considered part of the strategic green network and its surroundings should be enhanced alongside any development proposal adjacent to it. Connections should be considered between these elements as well as the adjacent identified strategic green network component formed by Baberton Golf Club.

FLOOD RISK	
<p><i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i></p>	<p>Partially – Part of the site is covered by an area of medium-high flood risk and area of importance for flood management, although this does not cover a substantial area of the overall site.</p> <p>The site can still be developed while avoiding these areas to mitigate major flood risk, and opportunity exists to incorporate this within development as part of the strategic green network.</p>
SUMMARY COMMENTS	
<p><i>Is the site suitable for development? Yes</i></p> <p>The site is considered suitable for development, despite not being within the SESplan Strategic Development Areas as set out in its spatial strategy, and poor accessibility in the short/medium term. The site should be considered as an urban extension between the City of Edinburgh Bypass and Riccarton. Any development should have regard to areas of flood risk, potential blue/green infrastructure, the improvement of Riccarton Mains Road for active travel and public transport users and improving access across the Bypass to the existing urban area. Although public transport access remains relatively poor in the short-term and major intervention is only expected post-plan, the site is located adjacent to the Hermiston Park and Ride site and some high frequency bus services serve the area. As the site is not within the SESplan spatial strategy it should be considered as a reasonable alternative to other sites within the Strategic Development Areas.</p> <p>Development of the site will result in a new settlement boundary beyond the Bypass formed by the railway line, Riccarton and Calder Road/Hermiston and opportunities to enhance screening by tree planting in relevant areas should be considered, particularly where the site faces the Bypass although there may also be scope for non-housing land-uses to act as a buffer to the Bypass. Accessibility improvements are required to enable development, and a new crossing over the Bypass to Wester Hailes would be required as well as improvements to Riccarton Mains Road and Calder Road to improve walking and public transport. The masterplan for the site should have regard to a potential long-term major public transport intervention to serve the wider area. A strategy for moving or undergrounding the overhead power lines should be investigated to improve the development potential in this area, if not appropriate uses should be found for the land below these lines. As part of the development of a wider strategic green network, connections should be made to the area of medium-high flood risk within the site, associated with the Murray Burn, which is identified as a potential landscape-scale component of the network. The level of development proposed here and in adjacent sites would require three new non-denominational primary schools, one new roman catholic primary school and one new non-denominational secondary school. There would be a partial requirement for a new roman catholic secondary school to address growth here and citywide. These requirements should be co-ordinated through a brief for this site.</p>	

Greenfield Site Assessment – South of M8

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	No – The site is not within an identified SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	Partially – The site is not within walking distance of local convenience centres but access could be improved by provision of services on nearby sites with scope for development.
<i>Does the site support travel by foot to identified employment clusters?</i>	Partially – The site is within walking distance of employment clusters but access is impeded by the poor walking environment along the A71, which forms a barrier to the Riccarton employment cluster.
<i>Does the site have access to the wider cycle network?</i>	No – The site does have access to the wider cycle network but access is impeded by the Union Canal cycle path which is considered at capacity. Access is unlikely to be improved as capacity cannot be improved here and no other suitable potential cycle route interventions have been identified which could serve the site.
<i>Can the site support active travel overall through appropriate intervention?</i>	No – The site would not support active travel overall, as the site is not within walking distance of local convenience services and these are unlikely to be provided through development due to lack of scope for development nearby. Access to the wider cycle network is poor and it is unlikely to be improved through an identified intervention.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	No – The site does not support travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	No – The site may support travel by public transport based on an identified intervention, but this intervention is not deliverable within the plan period.
COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient primary school infrastructure capacity.

<p><i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i></p>	<p>No – The site does not have sufficient secondary school infrastructure capacity.</p>
<p><i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i></p>	<p>No – The site does not have sufficient community infrastructure capacity to support development and no appropriate intervention has been identified to address this. A new primary school would be required. Depending on the scale of development a new secondary school may be required. There will be no spare capacity at Currie High School so as a minimum catchment change will be necessary. The Council’s preference is to deliver new secondary schools with a capacity for 1200 pupils but this would require significant new housing development in the area to generate this number of pupils. A new secondary school would have to serve a wide catchment area so good active travel and transport links would be important. Depending on the scale of new housing proposed in the area, it may be possible for a redeveloped WHEC to provide sufficient capacity to support some housing growth in the area but this would require catchment change. There is not enough scope for development on this and nearby sites to support this level of intervention.</p>
<p>LANDSCAPE CHARACTER</p>	
<p><i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i></p>	<p>No – No scope is identified for development on this site due to its open rolling farmland and strong rural character which forms a setting for the Union Canal.</p>
<p>GREEN NETWORK</p>	
<p><i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i></p>	<p>Partially – The site may be considered of value for the strategic green network, due to lying within an area identified as a green network opportunity adjacent to the City of Edinburgh Bypass and the Union Canal.</p>
<p>FLOOD RISK</p>	
<p><i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i></p>	<p>Partially – Part of the site is covered by an area of medium-high flood risk and area of importance for flood management, although this does not cover a substantial area of the overall site.</p>
<p>SUMMARY COMMENTS</p>	
<p><i>Is the site suitable for development?</i> No The site is not suitable for development due to its poor public transport accessibility, community infrastructure capacity, and landscape character associated with the Union Canal.</p>	

Greenfield Site Assessment – South of Riccarton

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	No – The site is not within an identified SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	No – The site is not within walking distance to local convenience services. It is unlikely that access can be improved and convenience services are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site support travel by foot to identified employment clusters?</i>	Partially – The site is within walking distance of employment clusters but access is impeded by the poor walking environment along Curriehill Road and Long Dalmahoy Road, which forms a barrier to the Riccarton employment cluster.
<i>Does the site have access to the wider cycle network?</i>	No – The site has access to the wider cycle network but access is impeded by the Water of Leith path which is poorly overlooked, unlit and unsuited to everyday journeys. Upgrading the route without significant impact on the ecology of the area is considered unlikely and highly challenging and no other suitable potential cycle route interventions have been identified which could serve the site.
<i>Can the site support active travel overall through appropriate intervention?</i>	No – The site would not support active travel overall, as the site is not within walking distance of local convenience services and these are unlikely to be provided through development due to lack of scope for development nearby. Access to the wider cycle network is poor and it is unlikely to be improved through an identified intervention.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	No – The site does not support travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	No – The site may support travel by public transport based on an identified intervention, but this intervention is not deliverable within the plan period.
COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient primary school infrastructure capacity.

<i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i>		No – The site does not have sufficient secondary school infrastructure capacity.
<i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i>		No – The site does not have sufficient community infrastructure capacity to support development and no appropriate intervention has been identified to address this. A new primary school would be required. Depending on the scale of development a new secondary school may be required. There will be no spare capacity at Currie High School so as a minimum catchment change will be necessary. The Council’s preference is to deliver new secondary schools with a capacity for 1200 pupils but this would require significant new housing development in the area to generate this number of pupils. A new secondary school would have to serve a wide catchment area so good active travel and transport links would be important. Depending on the scale of new housing proposed in the area, it may be possible for a redeveloped WHEC to provide sufficient capacity to support some housing growth in the area but this would require catchment change. There is not enough scope for development on this and nearby sites to support this level of intervention.
LANDSCAPE CHARACTER		
<i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i>		Partially – Some scope is identified for development on this site as woodland and landform provides the opportunity to create robust new boundaries to development and the location of the site is visually contained, limiting the impact of development on views. Development of this site should avoid the more rural character of the wider valley landscape to the north of Long Dalmahoy Road. Overhead power lines form a constraint to development here.
GREEN NETWORK		
<i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i>		Partially – The site may be considered of value for the strategic green network due to lying adjacent to an area identified as a green network opportunity related to the NCN75 cycle route and Currie. There is opportunity to incorporate land around the Murray Burn, identified as an area of medium-high flood risk, into a part of the strategic green network for the west of the city following the burn from the City of Edinburgh Bypass to Ravelrig Road, north of Balerno.

FLOOD RISK	
<p><i>Would development of the site avoid identified areas of 'medium-high flood risk' (fluvial) or areas of importance for flood management?</i></p>	<p>Partially – Part of the site is covered by an area of medium-high flood risk and area of importance for flood management, although this does not cover a substantial area of the overall site.</p> <p>The site can still be developed while avoiding these areas to mitigate major flood risk, and opportunity exists to incorporate this within development as part of the strategic green network.</p>
SUMMARY COMMENTS	
<p><i>Is the site suitable for development?</i> No</p> <p>The site is not suitable for development due to its poor public transport accessibility, and community infrastructure capacity as although there may be school capacity provision through a redeveloped WHEC this capacity is already taken by scope for development in the East of Riccarton site.</p>	

Greenfield Site Assessment – Baberton

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	No – The site is not within an identified SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	Yes – The site is within walking distance of local convenience services.
<i>Does the site support travel by foot to identified employment clusters?</i>	Partially – The site is within walking distance of employment clusters but access is impeded by the poor walking environment along Riccarton Mains Road, which form a barrier to the Riccarton employment cluster.
<i>Does the site have access to the wider cycle network?</i>	No – The site has access to the wider cycle network but access is impeded by the Water of Leith path which is poorly overlooked, unlit and unsuited to everyday journeys. Upgrading the route without significant impact on the ecology of the area is considered unlikely and highly challenging and no other suitable potential cycle route interventions have been identified which could serve the site.
<i>Can the site support active travel overall through appropriate intervention?</i>	No – The site would not support active travel overall, as access to the wider cycle network is poor and it is unlikely to be improved through an identified intervention.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	No – The site does not support travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	No – The site may support travel by public transport based on an identified intervention, but this intervention is not deliverable within the plan period.
COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient primary school infrastructure capacity.
<i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient secondary school infrastructure capacity.

<p><i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i></p>	<p>No – The site does not have sufficient community infrastructure capacity to support development and no appropriate intervention has been identified to address this. A new primary school would be required. The site is in a location that means that catchment change could be considered as a way of mitigating the impact of the development. If the site became part of the WHEC catchment area it could potentially be accommodated within the existing building, or benefit from additional capacity provided by the potential redevelopment of the school. There is not enough scope for development on this and nearby sites to support this level of intervention.</p>
<p>LANDSCAPE CHARACTER</p>	
<p><i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i></p>	<p>Partially – Some scope for development is identified on this site due to it being visually contained, with existing housing and woodland providing opportunity to form robust new settlement edges. Overhead power lines form a constraint to development here.</p>
<p>GREEN NETWORK</p>	
<p><i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i></p>	<p>Partially – The site may be considered of value for the strategic green network, due to lying within an area identified as a green network opportunity adjacent to the NCN75 cycle route.</p> <p>Connections should be considered to the identified strategic green network component formed by Baberton Golf Club.</p>
<p>FLOOD RISK</p>	
<p><i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i></p>	<p>Yes – The site has no SEPA-identified areas of medium-high flood risk/for flood management.</p>
<p>SUMMARY COMMENTS</p>	
<p><i>Is the site suitable for development?</i> No</p> <p>The site is not suitable for development due to its poor public transport accessibility, and community infrastructure capacity as although there may be school capacity provision through a redeveloped WHEC this capacity is already taken by scope for development in the East of Riccarton site.</p>	

Greenfield Site Assessment – Currievale

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	No – The site is not within an identified SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	Yes – The site is within walking distance of local convenience services.
<i>Does the site support travel by foot to identified employment clusters?</i>	Partially – The site is within walking distance of employment clusters but access is impeded by the poor walking environment along Curriehill Road, which forms a barrier to the Riccarton employment cluster.
<i>Does the site have access to the wider cycle network?</i>	No – The site has access to the wider cycle network but access is impeded by the Water of Leith path which is poorly overlooked, unlit and unsuited to everyday journeys. Upgrading the route without significant impact on the ecology of the area is considered unlikely and highly challenging and no other suitable potential cycle route interventions have been identified which could serve the site.
<i>Can the site support active travel overall through appropriate intervention?</i>	No – The site would not support active travel overall, as access to the wider cycle network is poor and it is unlikely to be improved through an identified intervention.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	No – The site does not support travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	No – The site may support travel by public transport based on an identified intervention, but this intervention is not deliverable within the plan period.
COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient primary school infrastructure capacity.
<i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient secondary school infrastructure capacity.

<p><i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i></p>	<p>No – The site does not have sufficient community infrastructure capacity to support development and no appropriate intervention has been identified to address this. A new primary school would be required. Depending on the scale of development a new secondary school may be required. There will be no spare capacity at Currie High School so as a minimum catchment change will be necessary. The Council’s preference is to deliver new secondary schools with a capacity for 1200 pupils but this would require significant new housing development in the area to generate this number of pupils. A new secondary school would have to serve a wide catchment area so good active travel and transport links would be important. Depending on the scale of new housing proposed in the area, it may be possible for a redeveloped WHEC to provide sufficient capacity to support some housing growth in the area but this would require catchment change. There is not enough scope for development on this and nearby sites to support this level of intervention.</p>
<p>LANDSCAPE CHARACTER</p>	
<p><i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i></p>	<p>Partially – Some scope is identified for development on this site as the rail line provides the opportunity to create robust new boundaries to development and the location of the site is visually contained, limiting the impact of development on views. Development of this site could avoid affecting the more rural character of the wider valley landscape. Overhead power lines form a constraint to development here.</p>
<p>GREEN NETWORK</p>	
<p><i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i></p>	<p>Partially – The site may be considered of value for the strategic green network due to lying adjacent to an area identified as a green network opportunity related to the NCN75 cycle route and Currie.</p>
<p>FLOOD RISK</p>	
<p><i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i></p>	<p>Yes – The site has no SEPA-identified areas of medium-high flood risk/for flood management.</p>
<p>SUMMARY COMMENTS</p>	
<p><i>Is the site suitable for development?</i> No</p> <p>The site is not suitable for development due to its poor public transport accessibility, and community infrastructure capacity as although there may be school capacity provision through a redeveloped WHEC this capacity is already taken by scope for development in the East of Riccarton site.</p>	

Greenfield Site Assessment – Baberton Golf Club

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	No – The site is not within an identified SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	Yes – The site is within walking distance of local convenience services.
<i>Does the site support travel by foot to identified employment clusters?</i>	Partially – The site is within walking distance of employment clusters but access is impeded by the poor walking environment along Riccarton Mains Road and Baberton Road, which form a barrier to the Riccarton employment cluster.
<i>Does the site have access to the wider cycle network?</i>	No – The site does not have access to the wider cycle network and access is unlikely to be improved as no suitable potential cycle route interventions have been identified which could serve the site.
<i>Can the site support active travel overall through appropriate intervention?</i>	No – The site would not support active travel overall, as access to the wider cycle network is poor and it is unlikely to be improved through an identified intervention.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	No – The site does not support travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	No – The site may support travel by public transport based on an identified intervention, but this intervention is not deliverable within the plan period.
COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient primary school infrastructure capacity.
<i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient secondary school infrastructure capacity.

<p><i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i></p>	<p>No – The site does not have sufficient community infrastructure capacity to support development and no appropriate intervention has been identified to address this. A new primary school would be required. The site is in a location that means that catchment change could be considered as a way of mitigating the impact of the development. If the site became part of the WHEC catchment area it could potentially be accommodated within the existing building, or benefit from additional capacity provided by the potential redevelopment of the school. There is not enough scope for development on this and nearby sites to support this level of intervention.</p>
<p>LANDSCAPE CHARACTER</p>	
<p><i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i></p>	<p>No – The site has no scope for development due to being a well-used non-inventory landscape.</p>
<p>GREEN NETWORK</p>	
<p><i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i></p>	<p>No – The site is of value for the strategic green network, due to lying adjacent to an area identified as a green network opportunity related to Currie and Juniper Green and being designated as open space, currently contributes to the landscape scale multi-functional green network in the west and is in active use for recreation as a golf club.</p>
<p>FLOOD RISK</p>	
<p><i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i></p>	<p>Yes – The site has no SEPA-identified areas of medium-high flood risk/for flood management.</p>
<p>SUMMARY COMMENTS</p>	
<p><i>Is the site suitable for development?</i> No The site is not suitable for development due to its poor public transport accessibility, landscape character, contribution to the strategic green network and community infrastructure capacity as although there may be school capacity provision through a redeveloped WHEC this capacity is already taken by scope for development in the East of Riccarton site.</p>	

Greenfield Site Assessment – Ratho Park Golf Course

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	No – The site is not within an identified SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	No – The site is not within walking distance to local convenience services. It is unlikely that access can be improved and convenience services are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site support travel by foot to identified employment clusters?</i>	Partially – The site is within walking distance of employment clusters but access is impeded by the poor walking environment along the A71 and Addiston Farm Road, which forms a barrier to the Riccarton employment cluster.
<i>Does the site have access to the wider cycle network?</i>	No – The site does have access to the wider cycle network but access is impeded by the Union Canal cycle path which is considered at capacity. Access is unlikely to be improved as capacity cannot be improved here and no other suitable potential cycle route interventions have been identified which could serve the site.
<i>Can the site support active travel overall through appropriate intervention?</i>	No – The site would not support active travel overall, as the site is not within walking distance of local convenience services and these are unlikely to be provided through development due to lack of scope for development nearby. Access to the wider cycle network is poor and it is unlikely to be improved through an identified intervention.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	No – The site does not support travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	No – The site does not support travel by public transport based on an identified intervention.
COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient primary school infrastructure capacity.

<i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i>		No – The site does not have sufficient secondary school infrastructure capacity.
<i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i>		No – The site does not have sufficient community infrastructure capacity to support development and no appropriate intervention has been identified to address this. A new primary school would be required. A new secondary school would be required. A new secondary school in this area could help to address pressures on secondary school capacity from new housing already proposed within West Edinburgh. The Council’s preference is to deliver new secondary schools with a capacity for 1200 pupils. If a new 1200 secondary school was delivered it could support a significant amount of additional housing development, but it would have to serve a wide catchment area so good active travel and transport links would be important. There is not enough scope for development on this and nearby sites to support this level of intervention.
LANDSCAPE CHARACTER		
<i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i>		No – No scope is identified for development on this site due to comprising a well-used gold course set in a non-inventory designed landscape.
GREEN NETWORK		
<i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i>		No – The site is of value for the strategic green network, due to lying within an area identified as a green network opportunity adjacent to the Union Canal and being covered by a non-inventory designed landscape currently used for recreation.
FLOOD RISK		
<i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i>		Yes – The site has no SEPA-identified areas of medium-high flood risk/for flood management.
SUMMARY COMMENTS		
<p><i>Is the site suitable for development?</i> No</p> <p>The site is not suitable for development due to its poor accessibility, community infrastructure capacity, landscape constraints and contribution to the strategic green network.</p>		

Greenfield Site Assessment – Dalmahoy Country Club

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	No – The site is not within an identified SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	No – The site is not within walking distance to local convenience services. It is unlikely that access can be improved and convenience services are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site support travel by foot to identified employment clusters?</i>	Partially – The site is within walking distance of employment clusters but access is impeded by the poor walking environment along Long Dalmahoy Road and Warriston Farm Road, which forms a barrier to the Riccarton employment cluster.
<i>Does the site have access to the wider cycle network?</i>	No – The site has access to the wider cycle network but access is impeded by the Water of Leith path which is poorly overlooked, unlit and unsuited to everyday journeys. Upgrading the route without significant impact on the ecology of the area is considered unlikely and highly challenging and no other suitable potential cycle route interventions have been identified which could serve the site.
<i>Can the site support active travel overall through appropriate intervention?</i>	No – The site would not support active travel overall, as the site is not within walking distance of local convenience services and these are unlikely to be provided through development due to lack of scope for development nearby. Access to the wider cycle network is poor and it is unlikely to be improved through an identified intervention.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	No – The site does not support travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	No – The site may support travel by public transport based on an identified intervention, but this intervention is not deliverable within the plan period.
COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient primary school infrastructure capacity.

<i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i>		No – The site does not have sufficient secondary school infrastructure capacity.
<i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i>		No – The site does not have sufficient community infrastructure capacity to support development and no appropriate intervention has been identified to address this. A new primary school would be required. Depending on the scale of development a new secondary school may be required. There will be no spare capacity at Currie High School so as a minimum catchment change will be necessary. The Council’s preference is to deliver new secondary schools with a capacity for 1200 pupils but this would require significant new housing development in the area to generate this number of pupils. A new secondary school would have to serve a wide catchment area so good active travel and transport links would be important. Depending on the scale of new housing proposed in the area, it may be possible for a redeveloped WHEC to provide sufficient capacity to support some housing growth in the area but this would require catchment change. There is not enough scope for development on this and nearby sites to support this level of intervention.
LANDSCAPE CHARACTER		
<i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i>		No – No scope for development is identified on this site due to its distinct designed landscape setting, and any development here being divorced from existing settlements.
GREEN NETWORK		
<i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i>		Partially – The site may be considered of value for the strategic green network due to lying adjacent to an area identified as a green network opportunity related to the NCN75 cycle route. It is currently used for recreation.
FLOOD RISK		
<i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i>		Partially – Part of the site is covered by an area of importance for flood management, although this does not cover a substantial area of the overall site.
SUMMARY COMMENTS		
<p><i>Is the site suitable for development?</i> No</p> <p>The site is not suitable for development due to its poor accessibility, community infrastructure capacity, landscape constraints and rural character.</p>		

Greenfield Site Assessment – West of Dalmahoy

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	No – The site is not within an identified SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	No – The site is not within walking distance to local convenience services. It is unlikely that access can be improved and convenience services are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site support travel by foot to identified employment clusters?</i>	No – The site is not within walking distance to employment clusters. It is unlikely that access can be improved and employment clusters are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site have access to the wider cycle network?</i>	No – The site has access to the wider cycle network but access is impeded by the Water of Leith path which is poorly overlooked, unlit and unsuited to everyday journeys. Upgrading the route without significant impact on the ecology of the area is considered unlikely and highly challenging and no other suitable potential cycle route interventions have been identified which could serve the site.
<i>Can the site support active travel overall through appropriate intervention?</i>	No – The site would not support active travel overall, as the site is not within walking distance of local convenience services and employment clusters and these are unlikely to be provided through development due to lack of scope for development nearby. Access to the wider cycle network is poor and it is unlikely to be improved through an identified intervention.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	No – The site does not support travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	No – The site may support travel by public transport based on an identified intervention, but this intervention is not deliverable within the plan period.
COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient primary school infrastructure capacity.

<i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i>		No – The site does not have sufficient secondary school infrastructure capacity.
<i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i>		No – The site does not have sufficient community infrastructure capacity to support development and no appropriate intervention has been identified to address this. A new primary school would be required. Depending on the scale of development a new secondary school may be required. There will be no spare capacity at Currie High School so as a minimum catchment change will be necessary. The Council’s preference is to deliver new secondary schools with a capacity for 1200 pupils but this would require significant new housing development in the area to generate this number of pupils. A new secondary school would have to serve a wide catchment area so good active travel and transport links would be important. Depending on the scale of new housing proposed in the area, it may be possible for a redeveloped WHEC to provide sufficient capacity to support some housing growth in the area but this would require catchment change. There is not enough scope for development on this and nearby sites to support this level of intervention.
LANDSCAPE CHARACTER		
<i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i>		No – No scope for development is identified on this site due to its distinct designed landscape setting, and any development here being divorced from existing settlements.
GREEN NETWORK		
<i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i>		Partially – The site may be considered of value for the strategic green network due to lying adjacent to an area identified as a green network opportunity related to the NCN75 cycle route.
FLOOD RISK		
<i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i>		Partially – Part of the site is covered by an area of importance for flood management, although this does not cover a substantial area of the overall site.
SUMMARY COMMENTS		
<p><i>Is the site suitable for development?</i> No</p> <p>The site is not suitable for development due to its poor accessibility, community infrastructure capacity, landscape constraints and rural character.</p>		

Greenfield Site Assessment – East of Riccarton Mains Road

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	No – The site is not within an identified SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	Yes – The site is within walking distance of local convenience services.
<i>Does the site support travel by foot to identified employment clusters?</i>	Partially – The site is within walking distance of employment clusters but access is impeded by the poor walking environment along Riccarton Mains Road, which form a barrier to the Riccarton employment cluster.
<i>Does the site have access to the wider cycle network?</i>	No – The site does not have access to the wider cycle network and access is unlikely to be improved as no suitable potential cycle route interventions have been identified which could serve the site.
<i>Can the site support active travel overall through appropriate intervention?</i>	No – The site would not support active travel overall, as access to the wider cycle network is poor and it is unlikely to be improved through an identified intervention.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	No – The site does not support travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	No – The site may support travel by public transport based on an identified intervention, but this intervention is not deliverable within the plan period.
COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient primary school infrastructure capacity.
<i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient secondary school infrastructure capacity.

<p><i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i></p>	<p>No – The site does not have sufficient community infrastructure capacity to support development and no appropriate intervention has been identified to address this. A new primary school would be required. The site is in a location that means that catchment change could be considered as a way of mitigating the impact of the development. If the site became part of the WHEC catchment area it could potentially be accommodated within the existing building, or benefit from additional capacity provided by the potential redevelopment of the school. There is not enough scope for development on this and nearby sites to support this level of intervention.</p>
<p>LANDSCAPE CHARACTER</p>	
<p><i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i></p>	<p>Partially – Scope for development is identified on this site as development would be similar in form to nearby Baberton, despite effectively extending Currie to the north, and low-rise housing may be partially screened by the small hill on the southern boundary of the site. Visual containment could be enhanced by woodland planting on this small hill. Overhead power lines form a constraint to development here.</p>
<p>GREEN NETWORK</p>	
<p><i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i></p>	<p>Partially – The site does not lie within an area identified as a green network opportunity but may be considered partially of value for the strategic green network, as a small hill on the site has been identified as a landscape feature and should be protected from development. Connections should be considered to the identified strategic green network components formed by the Murray Burn and Baberton Golf Club.</p>
<p>FLOOD RISK</p>	
<p><i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i></p>	<p>Yes – The site has no SEPA-identified areas of medium-high flood risk/for flood management.</p>
<p>SUMMARY COMMENTS</p>	
<p><i>Is the site suitable for development?</i> No The site is not suitable for development due to its poor public transport accessibility, and community infrastructure capacity as although there may be school capacity provision through a redeveloped WHEC this capacity is already taken by scope for development in the East of Riccarton site.</p>	

Greenfield Site Assessment – Ratho Byres

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	No – The site is not within an identified SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	No – The site is not within walking distance to local convenience services. It is unlikely that access can be improved and convenience services are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site support travel by foot to identified employment clusters?</i>	Partially – The site is within walking distance of employment clusters but access is impeded by the poor walking environment along Freelands Road, which forms a barrier to the Airport/IBG employment cluster.
<i>Does the site have access to the wider cycle network?</i>	No – The site does have access to the wider cycle network but access is impeded by the Union Canal cycle path which is considered at capacity. Access is unlikely to be improved as capacity cannot be improved here and no other suitable potential cycle route interventions have been identified which could serve the site.
<i>Can the site support active travel overall through appropriate intervention?</i>	No – The site would not support active travel overall, as the site is not within walking distance of local convenience services and these are unlikely to be provided through development due to lack of scope for development nearby. Access to the wider cycle network is poor and it is unlikely to be improved through an identified intervention.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	No – The site does not support travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	No – The site does not support travel by public transport based on an identified intervention.
COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient primary school infrastructure capacity.

<i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient secondary school infrastructure capacity.
<i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i>	No – The site does not have sufficient community infrastructure capacity to support development and no appropriate intervention has been identified to address this. A new primary school would be required. A new secondary school would be required. A new secondary school in this area could help to address pressures on secondary school capacity from new housing already proposed within West Edinburgh. The Council’s preference is to deliver new secondary schools with a capacity for 1200 pupils. If a new 1200 secondary school was delivered it could support a significant amount of additional housing development, but it would have to serve a wide catchment area so good active travel and transport links would be important. There is not enough scope for development on this and nearby sites to support this level of intervention.
LANDSCAPE CHARACTER	
<i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i>	No – No scope is identified for development on this site due to its location beyond the thick screen planting at the edge of Ratho, and the openness of the landscape limits opportunity to create a new firm settlement boundary. Development here would also cause significant effect to the rural setting of the Union Canal.
GREEN NETWORK	
<i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i>	Partially – The site may be considered of value for the strategic green network, due to lying adjacent to an area identified as a green network opportunity related to Ratho and the Union Canal.
FLOOD RISK	
<i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i>	Yes – The site has no SEPA-identified areas of medium-high flood risk/for flood management.
SUMMARY COMMENTS	
<i>Is the site suitable for development?</i> No The site is not suitable for development due to its poor accessibility, community infrastructure capacity, landscape constraints and rural character.	

Greenfield Site Assessment – Arbor Lodge

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	No – The site is not within an identified SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	Yes – The site is within walking distance of local convenience services.
<i>Does the site support travel by foot to identified employment clusters?</i>	No – The site is not within walking distance to employment clusters. It is unlikely that access can be improved and employment clusters are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site have access to the wider cycle network?</i>	No – The site does have access to the wider cycle network but access is impeded by the Union Canal cycle path which is considered at capacity. Access is unlikely to be improved as capacity cannot be improved here and no other suitable potential cycle route interventions have been identified which could serve the site.
<i>Can the site support active travel overall through appropriate intervention?</i>	No – The site would not support active travel overall, as the site is not within walking distance of employment clusters and these are unlikely to be provided through development due to lack of scope for development nearby. Access to the wider cycle network is poor and it is unlikely to be improved through an identified intervention.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	No – The site does not support travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	No – The site does not support travel by public transport based on an identified intervention.
COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient primary school infrastructure capacity.

<i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient secondary school infrastructure capacity.
<i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i>	No – The site does not have sufficient community infrastructure capacity to support development and no appropriate intervention has been identified to address this. A new primary school would be required. A new secondary school would be required. A new secondary school in this area could help to address pressures on secondary school capacity from new housing already proposed within West Edinburgh. The Council’s preference is to deliver new secondary schools with a capacity for 1200 pupils. If a new 1200 secondary school was delivered it could support a significant amount of additional housing development, but it would have to serve a wide catchment area so good active travel and transport links would be important. There is not enough scope for development on this and nearby sites to support this level of intervention.
LANDSCAPE CHARACTER	
<i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i>	Partially – Some limited scope for development is identified on the northern part of the site where it is more visually discrete and surrounding roads and ridgetop woodland would provide firm boundaries, despite some conflict with the linear settlement pattern of Ratho. The rest of the site, incorporating the ridge and south-facing slopes are an important well-wooded component of the settlement of Ratho.
GREEN NETWORK	
<i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i>	Partially – The site may be considered of value for the strategic green network, due to lying adjacent to an area identified as a green network opportunity related to Ratho and the Union Canal.
FLOOD RISK	
<i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i>	Yes – The site has no SEPA-identified areas of medium-high flood risk/for flood management.
SUMMARY COMMENTS	
<i>Is the site suitable for development?</i> No The site is not suitable for development due to its poor accessibility and community infrastructure capacity.	

Greenfield Site Assessment – South of Ratho

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	No – The site is not within an identified SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	Yes – The site is within walking distance of local convenience services.
<i>Does the site support travel by foot to identified employment clusters?</i>	No – The site is not within walking distance to employment clusters. It is unlikely that access can be improved and employment clusters are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site have access to the wider cycle network?</i>	No – The site does have access to the wider cycle network but access is impeded by the Union Canal cycle path which is considered at capacity. Access is unlikely to be improved as capacity cannot be improved here and no other suitable potential cycle route interventions have been identified which could serve the site.
<i>Can the site support active travel overall through appropriate intervention?</i>	No – The site would not support active travel overall, as the site is not within walking distance of employment clusters and these are unlikely to be provided through development due to lack of scope for development nearby. Access to the wider cycle network is poor and it is unlikely to be improved through an identified intervention.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	No – The site does not support travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	No – The site may support travel by public transport based on an identified intervention, but this intervention is not deliverable within the plan period.
COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient primary school infrastructure capacity.

<p><i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i></p>		<p>No – The site does not have sufficient secondary school infrastructure capacity.</p>
<p><i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i></p>		<p>No – The site does not have sufficient community infrastructure capacity to support development and no appropriate intervention has been identified to address this. A new primary school would be required. A new secondary school would be required. A new secondary school in this area could help to address pressures on secondary school capacity from new housing already proposed within West Edinburgh. The Council’s preference is to deliver new secondary schools with a capacity for 1200 pupils. If a new 1200 secondary school was delivered it could support a significant amount of additional housing development, but it would have to serve a wide catchment area so good active travel and transport links would be important. There is not enough scope for development on this and nearby sites to support this level of intervention.</p>
<p>LANDSCAPE CHARACTER</p>		
<p><i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i></p>		<p>Partially – Some limited scope for development is identified on this site, directly to the south of existing housing at Ratho extending down the slopes to above the closest valley, as the existing housing in unscreened and highly visible. Advance planting of woodland should be undertaken to provide a new and firm edge to settlement.</p>
<p>GREEN NETWORK</p>		
<p><i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i></p>		<p>Partially – The site may be considered of value for the strategic green network, due to lying adjacent to an area identified as a green network opportunity related to Ratho and the Union Canal.</p>
<p>FLOOD RISK</p>		
<p><i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i></p>		<p>Yes – The site has no SEPA-identified areas of medium-high flood risk/for flood management.</p>
<p>SUMMARY COMMENTS</p>		
<p><i>Is the site suitable for development?</i> No The site is not suitable for development due to its poor accessibility and community infrastructure capacity.</p>		

Greenfield Site Assessment – East of Ratho Park

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	No – The site is not within an identified SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	No – The site is not within walking distance to local convenience services. It is unlikely that access can be improved and convenience services are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site support travel by foot to identified employment clusters?</i>	Partially – The site is within walking distance of employment clusters but access is impeded by the poor walking environment along the A71 and Addiston Farm Road, which forms a barrier to the Riccarton employment cluster.
<i>Does the site have access to the wider cycle network?</i>	No – The site does have access to the wider cycle network but access is impeded by the Union Canal cycle path which is considered at capacity. Access is unlikely to be improved as capacity cannot be improved here and no other suitable potential cycle route interventions have been identified which could serve the site.
<i>Can the site support active travel overall through appropriate intervention?</i>	No – The site would not support active travel overall, as the site is not within walking distance of local convenience services and these are unlikely to be provided through development due to lack of scope for development nearby. Access to the wider cycle network is poor and it is unlikely to be improved through an identified intervention.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	No – The site does not support travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	No – The site does not support travel by public transport based on an identified intervention.
COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient primary school infrastructure capacity.

<i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient secondary school infrastructure capacity.
<i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i>	No – The site does not have sufficient community infrastructure capacity to support development and no appropriate intervention has been identified to address this. A new primary school would be required. A new secondary school may be required. The Council’s preference is to deliver new secondary schools with a capacity for 1200 pupils but this would require significant new housing development in the area to generate this number of pupils. A new secondary school would have to serve a wide catchment area so good active travel and transport links would be important. There is not enough scope for development on this and nearby sites to support this level of intervention.
LANDSCAPE CHARACTER	
<i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i>	No – No scope is identified for development on this site due to its location cut off from the nearest associated settlement of Roddinglaw by the M8, and this site would contribute to the gradual erosion of the open rural setting of the Union Canal.
GREEN NETWORK	
<i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i>	Partially – The site may be considered of value for the strategic green network, due to lying within an area identified as a green network opportunity adjacent to the Union Canal.
FLOOD RISK	
<i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i>	Yes – The site has no SEPA-identified areas of medium-high flood risk/for flood management.
SUMMARY COMMENTS	
<i>Is the site suitable for development?</i> No The site is not suitable for development due to its poor accessibility, community infrastructure capacity and landscape character.	

Greenfield Site Assessment – Bonnington

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	No – The site is not within an identified SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	Partially – The site is not within walking distance to local convenience services. Convenience services can be provided on the site due to scope for development here.
<i>Does the site support travel by foot to identified employment clusters?</i>	No – The site is not within walking distance to employment clusters. It is unlikely that access can be improved and employment clusters are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site have access to the wider cycle network?</i>	No – The site does not have access to the wider cycle network and access is unlikely to be improved as no suitable potential cycle route interventions have been identified which could serve the site.
<i>Can the site support active travel overall through appropriate intervention?</i>	No – The site would not support active travel overall, as the site is not within walking distance of local convenience services and employment clusters and these are unlikely to be provided through development due to lack of scope for development nearby. Access to the wider cycle network is poor and it is unlikely to be improved through an identified intervention.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	No – The site does not support travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	No – The site does not support travel by public transport based on an identified intervention.
COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient primary school infrastructure capacity.
<i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient secondary school infrastructure capacity.

<p><i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i></p>	<p>Partially – The site does not have sufficient community infrastructure capacity to support development and no appropriate existing intervention has been identified to address this. A new primary school would be required. A new secondary school would be required. The Council’s preference is to deliver new secondary schools with a capacity for 1200 pupils. If a new 1200 secondary school was delivered it could support a significant amount of additional housing development, but it would have to serve a wide catchment area so good active travel and transport links would be important. Capacity could be partially addressed through provision of schools included as part of the Calderwood development in West Lothian, subject to discussion with this authority.</p>
<p>LANDSCAPE CHARACTER</p>	
<p><i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i></p>	<p>No – No scope is identified for development on this site due to its setting, ancient woodland and inclusion within a designed landscape.</p> <p>Any development should protect the setting of the landscape and sculptures and important view cones around the sculpture park and woodland which forms the core of this designed landscape.</p>
<p>GREEN NETWORK</p>	
<p><i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i></p>	<p>Partially – Most of the site may not be considered of value for the strategic green network, due to lying outwith identified green network opportunity areas and having no identified existing or potential use as part of the network.</p> <p>However the site includes the Jupiter Artland sculpture park and designed landscape, which is in active use as a cultural attraction and has value as a potential component of the green network. Any development should protect the setting and important view cones around the park.</p>
<p>FLOOD RISK</p>	
<p><i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i></p>	<p>Yes – The site has no SEPA-identified areas of medium-high flood risk/for flood management.</p>
<p>SUMMARY COMMENTS</p>	
<p><i>Is the site suitable for development? Yes</i></p> <p>The site is considered suitable for development, despite not being within the SESplan Strategic Development Areas as set out in its spatial strategy, and poor accessibility and landscape impact. The site should be considered as part of the wider Calderwood development in West Lothian, directly across the boundary from this site. As the site is not within the SESplan spatial strategy it should be considered as a reasonable alternative to other sites within the Strategic Development Areas.</p>	

Development of the site will form part of a new settlement beyond the urban edge of Edinburgh and opportunities to enhance screening by tree planting should be considered, particularly to the east where the landscape has an open rural character. Masterplanning should mitigate impact on the views and setting of the Jupiter Artland sculpture park and designed landscape by allowing open viewlines from key areas of the park across the surrounding sites. Accessibility improvements are required to enable development, and improvements to public transport will need to be investigated to serve this area. Connections to the cycle network are unlikely in this location. The level of development proposed here and in adjacent sites would require three new non-denominational primary schools, one new roman catholic primary school and one new non-denominational secondary school. There would be a partial requirement for a new roman catholic secondary school to address growth here and citywide. Catchments, capacity and pupil numbers will need to be assessed further as the site sits within the West Lothian catchment area. **These requirements should be co-ordinated through a brief for this site.**

Greenfield Site Assessment – Hatton House

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	No – The site is not within an identified SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	No – The site is not within walking distance to local convenience services. It is unlikely that access can be improved and convenience services are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site support travel by foot to identified employment clusters?</i>	No – The site is not within walking distance to employment clusters. It is unlikely that access can be improved and employment clusters are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site have access to the wider cycle network?</i>	No – The site does not have access to the wider cycle network and access is unlikely to be improved as no suitable potential cycle route interventions have been identified which could serve the site.
<i>Can the site support active travel overall through appropriate intervention?</i>	No – The site would not support active travel overall, as the site is not within walking distance of local convenience services and employment clusters and these are unlikely to be provided through development due to lack of scope for development nearby. Access to the wider cycle network is poor and it is unlikely to be improved through an identified intervention.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	No – The site does not support travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	No – The site may support travel by public transport based on an identified intervention, but this intervention is not deliverable within the plan period.
COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	n/a – The site is currently within a West Lothian school catchment area.

<i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i>	n/a – The site is currently within a West Lothian school catchment area.
<i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i>	No – The site does not have sufficient community infrastructure capacity to support development and no appropriate intervention has been identified to address this. Depending on the scale of new development in the wider area, this site could become part of a new school catchment area. There is not enough scope for development on this and nearby sites to support this level of intervention.
LANDSCAPE CHARACTER	
<i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i>	No – No scope for development is identified on this site due to its strongly rural character and open landscape which would be significantly affected by development, and the visibility of development from the surrounding raised areas. The western part of the site forms part of the Ratho Hills ridge landscape which is a highly visible ridge raised above surrounding farmland.
GREEN NETWORK	
<i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i>	Yes – The site may not be considered of value for the strategic green network, due to lying outwith identified green network opportunity areas and having no identified existing or potential use as part of the network.
FLOOD RISK	
<i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i>	Yes – The site has no SEPA-identified areas of medium-high flood risk/for flood management.
SUMMARY COMMENTS	
<p><i>Is the site suitable for development?</i> No</p> <p>The site is not suitable for development due to its poor accessibility, community infrastructure capacity, open landscape and rural character.</p>	

Greenfield Site Assessment – Addiston Mains

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	No – The site is not within an identified SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	No – The site is not within walking distance to local convenience services. It is unlikely that access can be improved and convenience services are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site support travel by foot to identified employment clusters?</i>	Partially – The site is within walking distance of employment clusters but access is impeded by the poor walking environment along the A71, which forms a barrier to the Riccarton employment cluster.
<i>Does the site have access to the wider cycle network?</i>	No – The site does have access to the wider cycle network but access is impeded by the Union Canal cycle path which is considered at capacity. Access is unlikely to be improved as capacity cannot be improved here and no other suitable potential cycle route interventions have been identified which could serve the site.
<i>Can the site support active travel overall through appropriate intervention?</i>	No – The site would not support active travel overall, as the site is not within walking distance of local convenience services and these are unlikely to be provided through development due to lack of scope for development nearby. Access to the wider cycle network is poor and it is unlikely to be improved through an identified intervention.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	No – The site does not support travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	No – The site may support travel by public transport based on an identified intervention, but this intervention is not deliverable within the plan period.
COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient primary school infrastructure capacity.

<i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i>		No – The site does not have sufficient secondary school infrastructure capacity.
<i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i>		No – The site does not have sufficient community infrastructure capacity to support development and no appropriate intervention has been identified to address this. A new primary school would be required. Depending on the scale of development a new secondary school may be required. There will be no spare capacity at Currie High School so as a minimum catchment change will be necessary. The Council’s preference is to deliver new secondary schools with a capacity for 1200 pupils but this would require significant new housing development in the area to generate this number of pupils. A new secondary school would have to serve a wide catchment area so good active travel and transport links would be important. Depending on the scale of new housing proposed in the area, it may be possible for a redeveloped WHEC to provide sufficient capacity to support some housing growth in the area but this would require catchment change. There is not enough scope for development on this and nearby sites to support this level of intervention.
LANDSCAPE CHARACTER		
<i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i>		No – No scope for development is identified on this site due to its strongly rural character and open landscape which would be significantly affected by development, and the visibility of development from the surrounding raised areas.
GREEN NETWORK		
<i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i>		Yes – The site may not be considered of value for the strategic green network, due to lying outwith identified green network opportunity areas and having no identified existing or potential use as part of the network.
FLOOD RISK		
<i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i>		Yes – The site has no SEPA-identified areas of medium-high flood risk/for flood management.
SUMMARY COMMENTS		
<p><i>Is the site suitable for development?</i> No</p> <p>The site is not suitable for development due to its poor accessibility, community infrastructure capacity, open landscape and rural character.</p>		

Greenfield Site Assessment – East of Dalmahoy

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	No – The site is not within an identified SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	No – The site is not within walking distance to local convenience services. It is unlikely that access can be improved and convenience services are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site support travel by foot to identified employment clusters?</i>	Partially – The site is within walking distance of employment clusters but access is impeded by the poor walking environment along Curriehill Road and Warriston Farm Road, which forms a barrier to the Riccarton employment cluster.
<i>Does the site have access to the wider cycle network?</i>	No – The site has access to the wider cycle network but access is impeded by the Water of Leith path which is poorly overlooked, unlit and unsuited to everyday journeys. Upgrading the route without significant impact on the ecology of the area is considered unlikely and highly challenging and no other suitable potential cycle route interventions have been identified which could serve the site.
<i>Can the site support active travel overall through appropriate intervention?</i>	No – The site would not support active travel overall, as the site is not within walking distance of local convenience services and these are unlikely to be provided through development due to lack of scope for development nearby. Access to the wider cycle network is poor and it is unlikely to be improved through an identified intervention.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	No – The site does not support travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	No – The site may support travel by public transport based on an identified intervention, but this intervention is not deliverable within the plan period.
COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient primary school infrastructure capacity.

<i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient secondary school infrastructure capacity.
<i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i>	No – The site does not have sufficient community infrastructure capacity to support development and no appropriate intervention has been identified to address this. A new primary school would be required. Depending on the scale of development a new secondary school may be required. There will be no spare capacity at Currie High School so as a minimum catchment change will be necessary. The Council’s preference is to deliver new secondary schools with a capacity for 1200 pupils but this would require significant new housing development in the area to generate this number of pupils. A new secondary school would have to serve a wide catchment area so good active travel and transport links would be important. Depending on the scale of new housing proposed in the area, it may be possible for a redeveloped WHEC to provide sufficient capacity to support some housing growth in the area but this would require catchment change. There is not enough scope for development on this and nearby sites to support this level of intervention.
LANDSCAPE CHARACTER	
<i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i>	No – No scope for development is identified on this site due to its distinct designed landscape setting, and any development here being divorced from existing settlements.
GREEN NETWORK	
<i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i>	Partially – The site may be considered of value for the strategic green network due to lying adjacent to an area identified as a green network opportunity related to the NCN75 cycle route.
FLOOD RISK	
<i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i>	Partially – Part of the site is covered by an area of importance for flood management, although this does not cover a substantial area of the overall site.
SUMMARY COMMENTS	
<i>Is the site suitable for development?</i> No The site is not suitable for development due to its poor accessibility, community infrastructure capacity and landscape setting.	

Greenfield Site Assessment – Dalmahoy Hill and Ravelrig Hill

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	No – The site is not within an identified SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	No – The site is not within walking distance to local convenience services. It is unlikely that access can be improved and convenience services are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site support travel by foot to identified employment clusters?</i>	No – The site is not within walking distance to employment clusters. It is unlikely that access can be improved and employment clusters are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site have access to the wider cycle network?</i>	No – The site has access to the wider cycle network via a quarry road but access is impeded by the Water of Leith path which is poorly overlooked, unlit and unsuited to everyday journeys. Upgrading the route without significant impact on the ecology of the area is considered unlikely and highly challenging and no other suitable potential cycle route interventions have been identified which could serve the site.
<i>Can the site support active travel overall through appropriate intervention?</i>	No – The site would not support active travel overall, as the site is not within walking distance of local convenience services and employment clusters and these are unlikely to be provided through development due to lack of scope for development nearby. Access to the wider cycle network is poor and it is unlikely to be improved through an identified intervention.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	No – The site does not support travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	No – The site may support travel by public transport based on an identified intervention, but this intervention is not deliverable within the plan period.
COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient primary school infrastructure capacity.

<i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i>		No – The site does not have sufficient secondary school infrastructure capacity.
<i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i>		No – The site does not have sufficient community infrastructure capacity to support development and no appropriate intervention has been identified to address this. A new primary school would be required. An expanded Balerno High School could accommodate a small amount of pupil growth. However, anything more would require a new secondary school. The Council’s preference is to deliver new secondary schools with a capacity for 1200 pupils but this would require significant new housing development in the area to generate this number of pupils. A new secondary school would have to serve a wide catchment area so good active travel and transport links would be important. There is not enough scope for development on this and nearby sites to support this level of intervention.
LANDSCAPE CHARACTER		
<i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i>		No – No scope is identified for development is identified on this site due to the prominence of these hills, and the physical constraints associated with developing steep slopes.
GREEN NETWORK		
<i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i>		Partially – The site may be considered of value for the strategic green network due to lying adjacent to an area identified as a green network opportunity related to Balerno/Ravelrig.
FLOOD RISK		
<i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i>		Yes – The site has no SEPA-identified areas of medium-high flood risk/for flood management.
SUMMARY COMMENTS		
<p><i>Is the site suitable for development?</i> No</p> <p>The site is not suitable for development due to its poor accessibility, community infrastructure capacity and prominent landscape.</p>		

Greenfield Site Assessment – West of Newbridge

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	No – The site is not within an identified SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	No – The site is not within walking distance to local convenience services. It is unlikely that access can be improved and convenience services are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site support travel by foot to identified employment clusters?</i>	No – The site is not within walking distance to employment clusters. It is unlikely that access can be improved and employment clusters are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site have access to the wider cycle network?</i>	No – The site does have access to the wider cycle network but access is impeded by the Union Canal cycle path which is considered at capacity. Access is unlikely to be improved as capacity cannot be improved here and no other suitable potential cycle route interventions have been identified which could serve the site.
<i>Can the site support active travel overall through appropriate intervention?</i>	No – The site would not support active travel overall, as the site is not within walking distance of local convenience services and employment clusters and these are unlikely to be provided through development due to lack of scope for development nearby. Access to the wider cycle network is poor and it is unlikely to be improved through an identified intervention.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	No – The site does not support travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	No – The site does not support travel by public transport based on an identified intervention.
COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient primary school infrastructure capacity.

<i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i>		No – The site does not have sufficient secondary school infrastructure capacity.
<i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i>		No – The site does not have sufficient community infrastructure capacity to support development and no appropriate intervention has been identified to address this. A new primary school would be required. A new secondary school would be required. A new secondary school in this area could help to address pressures on secondary school capacity from new housing already proposed within West Edinburgh. The Council’s preference is to deliver new secondary schools with a capacity for 1200 pupils. If a new 1200 secondary school was delivered it could support a significant amount of additional housing development, but it would have to serve a wide catchment area so good active travel and transport links would be important. There is not enough scope for development on this and nearby sites to support this level of intervention.
LANDSCAPE CHARACTER		
<i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i>		No – No scope for development is identified on this site due to its location being divorced from existing settlement, despite potential for development boundaries to be formed.
GREEN NETWORK		
<i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i>		Partially – The site may be considered of value for the strategic green network, due to lying within an area identified as a green network opportunity adjacent to the River Almond.
FLOOD RISK		
<i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i>		Partially – Part of the site is covered by an area of importance for flood management, although this does not cover a substantial area of the overall site.
SUMMARY COMMENTS		
<i>Is the site suitable for development?</i> No The site is not suitable for development due to its poor accessibility, community infrastructure capacity and landscape character.		

Greenfield Site Assessment – East of Hatton House

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	No – The site is not within an identified SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	No – The site is not within walking distance to local convenience services. It is unlikely that access can be improved and convenience services are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site support travel by foot to identified employment clusters?</i>	No – The site is not within walking distance to employment clusters. It is unlikely that access can be improved and employment clusters are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site have access to the wider cycle network?</i>	No – The site does not have access to the wider cycle network and access is unlikely to be improved as no suitable potential cycle route interventions have been identified which could serve the site.
<i>Can the site support active travel overall through appropriate intervention?</i>	No – The site would not support active travel overall, as the site is not within walking distance of local convenience services and employment clusters and these are unlikely to be provided through development due to lack of scope for development nearby. Access to the wider cycle network is poor and it is unlikely to be improved through an identified intervention.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	No – The site does not support travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	No – The site may support travel by public transport based on an identified intervention, but this intervention is not deliverable within the plan period.
COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	n/a – The site is currently within a West Lothian school catchment area.

<i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i>	n/a – The site is currently within a West Lothian school catchment area.
<i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i>	No – The site does not have sufficient community infrastructure capacity to support development and no appropriate intervention has been identified to address this. Depending on the scale of new development in the wider area, this site could become part of a new school catchment area. There is not enough scope for development on this and nearby sites to support this level of intervention.
LANDSCAPE CHARACTER	
<i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i>	No – No scope for development is identified on this site due to its strongly rural character and open landscape which would be significantly affected by development, and the visibility of development from the surrounding raised areas.
GREEN NETWORK	
<i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i>	Yes – The site may not be considered of value for the strategic green network, due to lying outwith identified green network opportunity areas and having no identified existing or potential use as part of the network.
FLOOD RISK	
<i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i>	Partially – Part of the site is covered by an area of importance for flood management, although this does not cover a substantial area of the overall site.
SUMMARY COMMENTS	
<p><i>Is the site suitable for development?</i> No</p> <p>The site is not suitable for development due to its poor accessibility, community infrastructure capacity, open landscape and rural character.</p>	

Greenfield Site Assessment – Newhouse

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	No – The site is not within an identified SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	No – The site is not within walking distance to local convenience services. It is unlikely that access can be improved and convenience services are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site support travel by foot to identified employment clusters?</i>	Partially – The site is within walking distance of employment clusters but access is impeded by the poor walking environment along Long Dalmahoy Road and Warriston Farm Road, which forms a barrier to the Riccarton employment cluster.
<i>Does the site have access to the wider cycle network?</i>	No – The site has access to the wider cycle network but access is impeded by the Water of Leith path which is poorly overlooked, unlit and unsuited to everyday journeys. Upgrading the route without significant impact on the ecology of the area is considered unlikely and highly challenging and no other suitable potential cycle route interventions have been identified which could serve the site.
<i>Can the site support active travel overall through appropriate intervention?</i>	No – The site would not support active travel overall, as the site is not within walking distance of local convenience services and these are unlikely to be provided through development due to lack of scope for development nearby. Access to the wider cycle network is poor and it is unlikely to be improved through an identified intervention.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	No – The site does not support travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	No – The site may support travel by public transport based on an identified intervention, but this intervention is not deliverable within the plan period.
COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient primary school infrastructure capacity.

<p><i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i></p>	<p>No – The site does not have sufficient secondary school infrastructure capacity.</p>
<p><i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i></p>	<p>No – The site does not have sufficient community infrastructure capacity to support development and no appropriate intervention has been identified to address this. A new primary school would be required. Depending on the scale of development a new secondary school may be required. There will be no spare capacity at Currie High School so as a minimum catchment change will be necessary. The Council’s preference is to deliver new secondary schools with a capacity for 1200 pupils but this would require significant new housing development in the area to generate this number of pupils. A new secondary school would have to serve a wide catchment area so good active travel and transport links would be important. Depending on the scale of new housing proposed in the area, it may be possible for a redeveloped WHEC to provide sufficient capacity to support some housing growth in the area but this would require catchment change. There is not enough scope for development on this and nearby sites to support this level of intervention.</p>
<p>LANDSCAPE CHARACTER</p>	
<p><i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i></p>	<p>Partially – Some limited scope for development is identified on this site, mainly on the southern slopes below Balerno where development would less affect the more strongly rural landscape north of the Murray Burn and be contained by robust new boundaries provided by woodland and landform, although the rail line and overhead power lines will constrain development.</p>
<p>GREEN NETWORK</p>	
<p><i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i></p>	<p>Partially – The site may be considered of value for the strategic green network due to lying adjacent to an area identified as a green network opportunity related to the NCN75 cycle route and Balerno/Ravelrig.</p> <p>There is opportunity to incorporate land around the Murray Burn, identified as an area of medium-high flood risk, into a part of the strategic green network for the west of the city following the burn from the City of Edinburgh Bypass to Ravelrig Road, north of Balerno.</p>
<p>FLOOD RISK</p>	
<p><i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i></p>	<p>Partially – Part of the site is covered by an area of importance for flood management, although this does not cover a substantial area of the overall site.</p>

SUMMARY COMMENTS

Is the site suitable for development? **No**
The site is not suitable for development due to its poor accessibility and community infrastructure capacity.

Greenfield Site Assessment – Dalmahoy Mains

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	No – The site is not within an identified SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	No – The site is not within walking distance to local convenience services. It is unlikely that access can be improved and convenience services are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site support travel by foot to identified employment clusters?</i>	No – The site is not within walking distance to employment clusters. It is unlikely that access can be improved and employment clusters are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site have access to the wider cycle network?</i>	No – The site has access to the wider cycle network but access is impeded by the Water of Leith path which is poorly overlooked, unlit and unsuited to everyday journeys. Upgrading the route without significant impact on the ecology of the area is considered unlikely and highly challenging and no other suitable potential cycle route interventions have been identified which could serve the site.
<i>Can the site support active travel overall through appropriate intervention?</i>	No – The site would not support active travel overall, as the site is not within walking distance of local convenience services and employment clusters and these are unlikely to be provided through development due to lack of scope for development nearby. Access to the wider cycle network is poor and it is unlikely to be improved through an identified intervention.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	No – The site does not support travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	No – The site may support travel by public transport based on an identified intervention, but this intervention is not deliverable within the plan period.
COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient primary school infrastructure capacity.

<i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient secondary school infrastructure capacity.
<i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i>	No – The site does not have sufficient community infrastructure capacity to support development and no appropriate intervention has been identified to address this. A new primary school would be required. Depending on the scale of development a new secondary school may be required. There will be no spare capacity at Currie High School so as a minimum catchment change will be necessary. The Council’s preference is to deliver new secondary schools with a capacity for 1200 pupils but this would require significant new housing development in the area to generate this number of pupils. A new secondary school would have to serve a wide catchment area so good active travel and transport links would be important. Depending on the scale of new housing proposed in the area, it may be possible for a redeveloped WHEC to provide sufficient capacity to support some housing growth in the area but this would require catchment change. There is not enough scope for development on this and nearby sites to support this level of intervention.
LANDSCAPE CHARACTER	
<i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i>	No – No scope is identified for development on this site due to its isolation from existing settlements, despite an overall fragmented character and visually well-contained location.
GREEN NETWORK	
<i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i>	Partially – The site may be considered of value for the strategic green network due to lying adjacent to an area identified as a green network opportunity related to the NCN75 cycle route.
FLOOD RISK	
<i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i>	Yes – The site has no SEPA-identified areas of medium-high flood risk/for flood management.
SUMMARY COMMENTS	
<i>Is the site suitable for development?</i> No The site is not suitable for development due to its poor accessibility and community infrastructure capacity.	

Greenfield Site Assessment – South of Dalmahoy Hill

SDP1 SDA AREAS	
Does the site fit within an area identified as a strategic development area?	No – The site is not within an identified SDA.
ACTIVE TRAVEL	
Does the site support travel by foot to identified convenience services?	No – The site is not within walking distance to local convenience services. It is unlikely that access can be improved and convenience services are unlikely to be provided on the site due to lack of scope for development nearby.
Does the site support travel by foot to identified employment clusters?	No – The site is not within walking distance to employment clusters. It is unlikely that access can be improved and employment clusters are unlikely to be provided on the site due to lack of scope for development nearby.
Does the site have access to the wider cycle network?	No – The site does not have access to the wider cycle network and access is unlikely to be improved as no suitable potential cycle route interventions have been identified which could serve the site.
Can the site support active travel overall through appropriate intervention?	No – The site would not support active travel overall, as the site is not within walking distance of local convenience services and employment clusters and these are unlikely to be provided through development due to lack of scope for development nearby. Access to the wider cycle network is poor and it is unlikely to be improved through an identified intervention.
PUBLIC TRANSPORT	
Does the site support travel by public transport through existing public transport network accessibility and capacity?	No – The site does not support travel by public transport based on existing or incrementally improved provision.
Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?	No – The site may support travel by public transport based on an identified intervention, but this intervention is not deliverable within the plan period.
COMMUNITY INFRASTRUCTURE	
Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?	No – The site does not have sufficient primary school infrastructure capacity.

<i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i>		No – The site does not have sufficient secondary school infrastructure capacity.
<i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i>		No – The site does not have sufficient community infrastructure capacity to support development and no appropriate intervention has been identified to address this. A new primary school would be required. An expanded Balerno High School could accommodate a small amount of pupil growth. However, anything more would require a new secondary school. The Council’s preference is to deliver new secondary schools with a capacity for 1200 pupils but this would require significant new housing development in the area to generate this number of pupils. A new secondary school would have to serve a wide catchment area so good active travel and transport links would be important. There is not enough scope for development on this and nearby sites to support this level of intervention.
LANDSCAPE CHARACTER		
<i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i>		No – No scope for development is identified on this site due to its visibility from the surrounding valley and strongly rural character.
GREEN NETWORK		
<i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i>		Partially – The site may be considered of value for the strategic green network due to lying adjacent to an area identified as a green network opportunity related to Balerno/Ravelrig.
FLOOD RISK		
<i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i>		Yes – The site has no SEPA-identified areas of medium-high flood risk/for flood management.
SUMMARY COMMENTS		
<i>Is the site suitable for development?</i> No The site is not suitable for development due to its poor accessibility, community infrastructure capacity, visible landscape and rural character.		

Greenfield Site Assessment – Ratho Mains

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	No – The site is not within an identified SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	Yes – The site is within walking distance of local convenience services.
<i>Does the site support travel by foot to identified employment clusters?</i>	No – The site is not within walking distance to employment clusters. It is unlikely that access can be improved and employment clusters are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site have access to the wider cycle network?</i>	No – The site does not have access to the wider cycle network and access is unlikely to be improved as no suitable potential cycle route interventions have been identified which could serve the site.
<i>Can the site support active travel overall through appropriate intervention?</i>	No – The site would not support active travel overall, as the site is not within walking distance of employment clusters and these are unlikely to be provided through development due to lack of scope for development nearby. Access to the wider cycle network is poor and it is unlikely to be improved through an identified intervention.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	No – The site does not support travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	No – The site may support travel by public transport based on an identified intervention, but this intervention is not deliverable within the plan period.
COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient primary school infrastructure capacity.
<i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient secondary school infrastructure capacity.

<i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i>	No – The site does not have sufficient community infrastructure capacity to support development and no appropriate intervention has been identified to address this. A new primary school would be required. A new secondary school may be required. The Council’s preference is to deliver new secondary schools with a capacity for 1200 pupils but this would require significant new housing development in the area to generate this number of pupils. A new secondary school would have to serve a wide catchment area so good active travel and transport links would be important. There is not enough scope for development on this and nearby sites to support this level of intervention.
LANDSCAPE CHARACTER	
<i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i>	Partially – Some limited scope for development is identified on this site, directly to the south of existing housing at Ratho extending down the slopes to above the closest valley, as the existing housing in unscreened and highly visible. Advance planting of woodland should be undertaken to provide a new and firm edge to settlement.
GREEN NETWORK	
<i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i>	Partially – The site may be considered of value for the strategic green network, due to lying adjacent to an area identified as a green network opportunity related to Ratho.
FLOOD RISK	
<i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i>	Yes – The site has no SEPA-identified areas of medium-high flood risk/for flood management.
SUMMARY COMMENTS	
<i>Is the site suitable for development?</i> No The site is not suitable for development due to its poor accessibility and community infrastructure capacity.	

Greenfield Site Assessment – Easter Hatton Mains

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	No – The site is not within an identified SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	No – The site is not within walking distance to local convenience services. It is unlikely that access can be improved and convenience services are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site support travel by foot to identified employment clusters?</i>	No – The site is not within walking distance to employment clusters. It is unlikely that access can be improved and employment clusters are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site have access to the wider cycle network?</i>	No – The site does not have access to the wider cycle network and access is unlikely to be improved as no suitable potential cycle route interventions have been identified which could serve the site.
<i>Can the site support active travel overall through appropriate intervention?</i>	No – The site would not support active travel overall, as the site is not within walking distance of local convenience services and employment clusters and these are unlikely to be provided through development due to lack of scope for development nearby. Access to the wider cycle network is poor and it is unlikely to be improved through an identified intervention.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	No – The site does not support travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	No – The site may support travel by public transport based on an identified intervention, but this intervention is not deliverable within the plan period.
COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	n/a – The site is currently within a West Lothian school catchment area.

<i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i>	n/a – The site is currently within a West Lothian school catchment area.
<i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i>	No – The site does not have sufficient community infrastructure capacity to support development and no appropriate intervention has been identified to address this. Depending on the scale of new development in the wider area, this site could become part of a new school catchment area. There is not enough scope for development on this and nearby sites to support this level of intervention.
LANDSCAPE CHARACTER	
<i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i>	No – No scope for development is identified on this site due to its strongly rural character and open landscape which would be significantly affected by development, and the visibility of development from the surrounding raised areas. The western part of the site forms part of the Ratho Hills ridge landscape which is a highly visible ridge raised above surrounding farmland.
GREEN NETWORK	
<i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i>	Yes – The site may not be considered of value for the strategic green network, due to lying outwith identified green network opportunity areas and having no identified existing or potential use as part of the network.
FLOOD RISK	
<i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i>	Yes – The site has no SEPA-identified areas of medium-high flood risk/for flood management.
SUMMARY COMMENTS	
<p><i>Is the site suitable for development?</i> No</p> <p>The site is not suitable for development due to its poor accessibility, community infrastructure capacity, highly visible ridge landscape and rural character.</p>	

Greenfield Site Assessment – Bonnington Mains

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	No – The site is not within an identified SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	No – The site is not within walking distance to local convenience services. It is unlikely that access can be improved and convenience services are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site support travel by foot to identified employment clusters?</i>	No – The site is not within walking distance to employment clusters. It is unlikely that access can be improved and employment clusters are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site have access to the wider cycle network?</i>	No – The site does not have access to the wider cycle network and access is unlikely to be improved as no suitable potential cycle route interventions have been identified which could serve the site.
<i>Can the site support active travel overall through appropriate intervention?</i>	No – The site would not support active travel overall, as the site is not within walking distance of local convenience services and employment clusters and these are unlikely to be provided through development due to lack of scope for development nearby. Access to the wider cycle network is poor and it is unlikely to be improved through an identified intervention.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	No – The site does not support travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	No – The site may support travel by public transport based on an identified intervention, but this intervention is not deliverable within the plan period.
COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	n/a – The site is currently within a West Lothian school catchment area.

<i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i>	n/a – The site is currently within a West Lothian school catchment area.
<i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i>	No – The site does not have sufficient community infrastructure capacity to support development and no appropriate intervention has been identified to address this. Depending on the scale of new development in the wider area, this site could become part of a new school catchment area. There is not enough scope for development on this and nearby sites to support this level of intervention.
LANDSCAPE CHARACTER	
<i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i>	No – No scope is identified for development on this site due to its setting and inclusion within a designed landscape. The east and south of the site forms part of the Ratho Hills ridge landscape which is a highly visible ridge raised above surrounding farmland.
GREEN NETWORK	
<i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i>	Yes – The site may not be considered of value for the strategic green network, due to lying outwith identified green network opportunity areas and having no identified existing or potential use as part of the network.
FLOOD RISK	
<i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i>	Yes – The site has no SEPA-identified areas of medium-high flood risk/for flood management.
SUMMARY COMMENTS	
<p><i>Is the site suitable for development?</i> No</p> <p>The site is not suitable for development due to its poor accessibility, community infrastructure capacity and highly visible ridge landscape.</p>	

Greenfield Site Assessment – Craigpark Quarry

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	No – The site is not within an identified SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	No – The site is not within walking distance to local convenience services. It is unlikely that access can be improved and convenience services are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site support travel by foot to identified employment clusters?</i>	No – The site is not within walking distance to employment clusters. It is unlikely that access can be improved and employment clusters are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site have access to the wider cycle network?</i>	No – The site does have access to the wider cycle network but access is impeded by the Union Canal cycle path which is considered at capacity. Access is unlikely to be improved as capacity cannot be improved here and no other suitable potential cycle route interventions have been identified which could serve the site.
<i>Can the site support active travel overall through appropriate intervention?</i>	No – The site would not support active travel overall, as the site is not within walking distance of local convenience services and employment clusters and these are unlikely to be provided through development due to lack of scope for development nearby. Access to the wider cycle network is poor and it is unlikely to be improved through an identified intervention.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	No – The site does not support travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	No – The site does not support travel by public transport based on an identified intervention.
COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient primary school infrastructure capacity.

<i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i>		No – The site does not have sufficient secondary school infrastructure capacity.
<i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i>		No – The site does not have sufficient community infrastructure capacity to support development and no appropriate intervention has been identified to address this. A new primary school would be required. A new secondary school may be required. The Council’s preference is to deliver new secondary schools with a capacity for 1200 pupils but this would require significant new housing development in the area to generate this number of pupils. A new secondary school would have to serve a wide catchment area so good active travel and transport links would be important. There is not enough scope for development on this and nearby sites to support this level of intervention.
LANDSCAPE CHARACTER		
<i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i>		No – No scope is identified for development on this site due to it comprising a former quarry with restoration and recreation proposals.
GREEN NETWORK		
<i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i>		Partially – The site may be considered of value for the strategic green network, due to lying within an area identified as a green network opportunity adjacent to the Union Canal. An application has been granted for an outdoor leisure use on the site.
FLOOD RISK		
<i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i>		Yes – The site has no SEPA-identified areas of medium-high flood risk/for flood management.
SUMMARY COMMENTS		
<p><i>Is the site suitable for development?</i> No</p> <p>The site is not suitable for development due to its poor accessibility, community infrastructure capacity and landscape constraints.</p>		

Greenfield Site Assessment – Clifton Hall

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	No – The site is not within an identified SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	No – The site is not within walking distance to local convenience services. It is unlikely that access can be improved and convenience services are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site support travel by foot to identified employment clusters?</i>	No – The site is not within walking distance to employment clusters. It is unlikely that access can be improved and employment clusters are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site have access to the wider cycle network?</i>	No – The site does have access to the wider cycle network but access is impeded by the Union Canal cycle path which is considered at capacity. Access is unlikely to be improved as capacity cannot be improved here and no other suitable potential cycle route interventions have been identified which could serve the site.
<i>Can the site support active travel overall through appropriate intervention?</i>	No – The site would not support active travel overall, as the site is not within walking distance of local convenience services and employment clusters and these are unlikely to be provided through development due to lack of scope for development nearby. Access to the wider cycle network is poor and it is unlikely to be improved through an identified intervention.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	No – The site does not support travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	No – The site does not support travel by public transport based on an identified intervention.
COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient primary school infrastructure capacity.

<i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i>		No – The site does not have sufficient secondary school infrastructure capacity.
<i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i>		No – The site does not have sufficient community infrastructure capacity to support development and no appropriate intervention has been identified to address this. A new primary school would be required. A new secondary school would be required. A new secondary school in this area could help to address pressures on secondary school capacity from new housing already proposed within West Edinburgh. The Council’s preference is to deliver new secondary schools with a capacity for 1200 pupils. If a new 1200 secondary school was delivered it could support a significant amount of additional housing development, but it would have to serve a wide catchment area so good active travel and transport links would be important. There is not enough scope for development on this and nearby sites to support this level of intervention.
LANDSCAPE CHARACTER		
<i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i>		No – Although some limited scope for development is identified on this site where it can be associated with existing small clusters of housing, the majority of this site has no scope and should be conserved as the setting for the house of Clifton Hall.
GREEN NETWORK		
<i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i>		Partially – The site may be considered of value for the strategic green network, due to lying within an area identified as a green network opportunity adjacent to the Union Canal and River Almond. The site forms the grounds of Clifton House, the setting of which should be conserved.
FLOOD RISK		
<i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i>		Yes – The site has no SEPA-identified areas of medium-high flood risk/for flood management.
SUMMARY COMMENTS		
<p><i>Is the site suitable for development?</i> No</p> <p>The site is not suitable for development due to its poor accessibility, community infrastructure capacity and landscape constraints around Clifton Hall.</p>		

Greenfield Site Assessment – Clifton Mains

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	No – The site is not within an identified SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	No – The site is not within walking distance to local convenience services. It is unlikely that access can be improved and convenience services are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site support travel by foot to identified employment clusters?</i>	No – The site is not within walking distance to employment clusters. It is unlikely that access can be improved and employment clusters are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site have access to the wider cycle network?</i>	No – The site does have access to the wider cycle network but access is impeded by the Union Canal cycle path which is considered at capacity. Access is unlikely to be improved as capacity cannot be improved here and no other suitable potential cycle route interventions have been identified which could serve the site.
<i>Can the site support active travel overall through appropriate intervention?</i>	No – The site would not support active travel overall, as the site is not within walking distance of local convenience services and employment clusters and these are unlikely to be provided through development due to lack of scope for development nearby. Access to the wider cycle network is poor and it is unlikely to be improved through an identified intervention.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	No – The site does not support travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	No – The site does not support travel by public transport based on an identified intervention.
COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient primary school infrastructure capacity.

<i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient secondary school infrastructure capacity.
<i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i>	No – The site does not have sufficient community infrastructure capacity to support development and no appropriate intervention has been identified to address this. A new primary school would be required. A new secondary school would be required. A new secondary school in this area could help to address pressures on secondary school capacity from new housing already proposed within West Edinburgh. The Council’s preference is to deliver new secondary schools with a capacity for 1200 pupils. If a new 1200 secondary school was delivered it could support a significant amount of additional housing development, but it would have to serve a wide catchment area so good active travel and transport links would be important. There is not enough scope for development on this and nearby sites to support this level of intervention.
LANDSCAPE CHARACTER	
<i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i>	No – No scope is identified for development on this site due to separation from existing settlements and fairly open character with few features providing opportunities to create ready landscape boundaries to new development.
GREEN NETWORK	
<i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i>	Partially – The site may be considered of value for the strategic green network, due to lying within an area identified as a green network opportunity adjacent to the Union Canal and River Almond.
FLOOD RISK	
<i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i>	Yes – The site has no SEPA-identified areas of medium-high flood risk/for flood management.
SUMMARY COMMENTS	
<p><i>Is the site suitable for development?</i> No</p> <p>The site is not suitable for development due to its poor accessibility, community infrastructure capacity and open landscape character.</p>	

Greenfield Site Assessment – West of Craigpark Quarry

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	No – The site is not within an identified SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	No – The site is not within walking distance to local convenience services. It is unlikely that access can be improved and convenience services are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site support travel by foot to identified employment clusters?</i>	No – The site is not within walking distance to employment clusters. It is unlikely that access can be improved and employment clusters are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site have access to the wider cycle network?</i>	No – The site does have access to the wider cycle network but access is impeded by the Union Canal cycle path which is considered at capacity. Access is unlikely to be improved as capacity cannot be improved here and no other suitable potential cycle route interventions have been identified which could serve the site.
<i>Can the site support active travel overall through appropriate intervention?</i>	No – The site would not support active travel overall, as the site is not within walking distance of local convenience services and employment clusters and these are unlikely to be provided through development due to lack of scope for development nearby. Access to the wider cycle network is poor and it is unlikely to be improved through an identified intervention.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	No – The site does not support travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	No – The site does not support travel by public transport based on an identified intervention.
COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient primary school infrastructure capacity.

<i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient secondary school infrastructure capacity.
<i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i>	No – The site does not have sufficient community infrastructure capacity to support development and no appropriate intervention has been identified to address this. A new primary school would be required. A new secondary school would be required. A new secondary school in this area could help to address pressures on secondary school capacity from new housing already proposed within West Edinburgh. The Council’s preference is to deliver new secondary schools with a capacity for 1200 pupils. If a new 1200 secondary school was delivered it could support a significant amount of additional housing development, but it would have to serve a wide catchment area so good active travel and transport links would be important. There is not enough scope for development on this and nearby sites to support this level of intervention.
LANDSCAPE CHARACTER	
<i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i>	No – No scope is identified for development on this site due to separation from existing settlements and fairly open character with few features providing opportunities to create ready landscape boundaries to new development. Development on the prominent rising ground of this site would also detract from the Ratho Hills landscape.
GREEN NETWORK	
<i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i>	Partially – The site may be considered of value for the strategic green network, due to lying within an area identified as a green network opportunity adjacent to the Union Canal.
FLOOD RISK	
<i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i>	Yes – The site has no SEPA-identified areas of medium-high flood risk/for flood management.
SUMMARY COMMENTS	
<p><i>Is the site suitable for development?</i> No</p> <p>The site is not suitable for development due to its poor accessibility, community infrastructure capacity, open landscape character and highly visible ridge landscape.</p>	

Greenfield Site Assessment – Overshiel

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	No – The site is not within an identified SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	Yes – The site is within walking distance of local convenience services across the boundary which form part of the Calderwood masterplan and are currently in development.
<i>Does the site support travel by foot to identified employment clusters?</i>	No – The site is not within walking distance to employment clusters. It is unlikely that access can be improved and employment clusters are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site have access to the wider cycle network?</i>	No – The site does not have access to the wider cycle network and access is unlikely to be improved as no suitable potential cycle route interventions have been identified which could serve the site.
<i>Can the site support active travel overall through appropriate intervention?</i>	No – The site would not support active travel overall, as the site is not within walking distance of local convenience services and employment clusters and these are unlikely to be provided through development due to lack of scope for development nearby. Access to the wider cycle network is poor and it is unlikely to be improved through an identified intervention.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	No – The site does not support travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	No – The site does not support travel by public transport based on an identified intervention.
COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	n/a – The site is currently within a West Lothian school catchment area.
<i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i>	n/a – The site is currently within a West Lothian school catchment area.

<p><i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i></p>	<p>Partially – The site does not have sufficient community infrastructure capacity to support development and no appropriate existing intervention has been identified to address this. A new primary school would be required. A new secondary school would be required. The Council’s preference is to deliver new secondary schools with a capacity for 1200 pupils. If a new 1200 secondary school was delivered it could support a significant amount of additional housing development, but it would have to serve a wide catchment area so good active travel and transport links would be important. Capacity could be partially addressed through provision of schools included as part of the Calderwood development in West Lothian, subject to discussion with this authority.</p>
<p>LANDSCAPE CHARACTER</p>	
<p><i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i></p>	<p>No – No scope is identified for development on this site due to development here being physically and perceptually isolated from existing settlement and the relative openness of the site inhibiting the creation of robust edges to new settlement.</p> <p>Although the site is currently physically and perceptually isolated from existing settlement this will change with the ongoing construction of the Calderwood new settlement adjacent to the site in West Lothian, and any development here will form an extension to this new settlement and should be linked physically with the existing masterplan.</p>
<p>GREEN NETWORK</p>	
<p><i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i></p>	<p>Partially – The site may be considered of value for the strategic green network, due to lying within an area identified as a green network opportunity adjacent to the River Almond.</p>
<p>FLOOD RISK</p>	
<p><i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i></p>	<p>Yes – The site has no SEPA-identified areas of medium-high flood risk/for flood management.</p>
<p>SUMMARY COMMENTS</p>	
<p><i>Is the site suitable for development?</i> Yes</p> <p>The site is considered suitable for development, despite not being within the SESplan Strategic Development Areas as set out in its spatial strategy, and poor accessibility and landscape impact. The site should be considered as part of the wider Calderwood development in West Lothian, directly across the council boundary from this site. As the site is not within the SESplan spatial strategy it should be considered as a reasonable alternative to other sites within the Strategic Development Areas.</p>	

Development of the site will form part of a new settlement beyond the urban edge of Edinburgh and opportunities to enhance screening by tree planting should be considered, particularly to the east where the landscape has an open rural character which forms part of the setting of a historic designed landscape and sculpture park adjacent to the site. Accessibility improvements are required to enable development, and improvements to public transport will need to be investigated to serve this area. Connections to the cycle network are unlikely in this location. The level of development proposed here and in adjacent sites would require three new non-denominational primary schools, one new roman catholic primary school and one new non-denominational secondary school. There would be a partial requirement for a new roman catholic secondary school to address growth here and citywide. Catchments, capacity and pupil numbers will need to be assessed further as the site sits within the West Lothian catchment area. **These requirements should be co-ordinated through a brief for this site.**

Greenfield Site Assessment – Linwater

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	No – The site is not within an identified SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	No – The site is not within walking distance to local convenience services. It is unlikely that access can be improved and convenience services are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site support travel by foot to identified employment clusters?</i>	No – The site is not within walking distance to employment clusters. It is unlikely that access can be improved and employment clusters are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site have access to the wider cycle network?</i>	No – The site does not have access to the wider cycle network and access is unlikely to be improved as no suitable potential cycle route interventions have been identified which could serve the site.
<i>Can the site support active travel overall through appropriate intervention?</i>	No – The site would not support active travel overall, as the site is not within walking distance of local convenience services and employment clusters and these are unlikely to be provided through development due to lack of scope for development nearby. Access to the wider cycle network is poor and it is unlikely to be improved through an identified intervention.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	No – The site does not support travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	No – The site does not support travel by public transport based on an identified intervention.
COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	n/a – The site is currently within a West Lothian school catchment area.

<i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i>	n/a – The site is currently within a West Lothian school catchment area.
<i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i>	No – The site does not have sufficient community infrastructure capacity to support development and no appropriate intervention has been identified to address this. Depending on the scale of new development in the wider area, this site could become part of a new school catchment area. There is not enough scope for development on this and nearby sites to support this level of intervention.
LANDSCAPE CHARACTER	
<i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i>	Partially – Some scope is identified for development on this site due to its robust potential boundaries and limited visibility, and some potential to associate with existing patterns of development provided the number of units was limited.
GREEN NETWORK	
<i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i>	Partially – The site may be considered of value for the strategic green network, due to lying within an area identified as a green network opportunity adjacent to the River Almond.
FLOOD RISK	
<i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i>	Yes – The site has no SEPA-identified areas of medium-high flood risk/for flood management.
SUMMARY COMMENTS	
<i>Is the site suitable for development?</i> No The site is not suitable for development due to its poor accessibility and community infrastructure capacity.	

Greenfield Site Assessment – Hillwood Quarry

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	No – The site is not within an identified SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	Yes – The site is within walking distance of local convenience services.
<i>Does the site support travel by foot to identified employment clusters?</i>	No – The site is not within walking distance to employment clusters. It is unlikely that access can be improved and employment clusters are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site have access to the wider cycle network?</i>	No – The site does not have access to the wider cycle network and access is unlikely to be improved as no suitable potential cycle route interventions have been identified which could serve the site.
<i>Can the site support active travel overall through appropriate intervention?</i>	No – The site would not support active travel overall, as the site is not within walking distance of employment clusters and these are unlikely to be provided through development due to lack of scope for development nearby. Access to the wider cycle network is poor and it is unlikely to be improved through an identified intervention.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	No – The site does not support travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	No – The site does not support travel by public transport based on an identified intervention.
COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient primary school infrastructure capacity.
<i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient secondary school infrastructure capacity.

<p><i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i></p>	<p>No – The site does not have sufficient community infrastructure capacity to support development and no appropriate intervention has been identified to address this. A new primary school would be required. A new secondary school would be required. A new secondary school in this area could help to address pressures on secondary school capacity from new housing already proposed within West Edinburgh. The Council’s preference is to deliver new secondary schools with a capacity for 1200 pupils. If a new 1200 secondary school was delivered it could support a significant amount of additional housing development, but it would have to serve a wide catchment area so good active travel and transport links would be important. There is not enough scope for development on this and nearby sites to support this level of intervention.</p>
<p>LANDSCAPE CHARACTER</p>	
<p><i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i></p>	<p>No – No scope is identified for development on this site due to its use as an operational quarry.</p>
<p>GREEN NETWORK</p>	
<p><i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i></p>	<p>Partially – The site may be considered of value for the strategic green network due to lying adjacent to an area identified as a green network opportunity related to West Edinburgh.</p>
<p>FLOOD RISK</p>	
<p><i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i></p>	<p>Yes – The site has no SEPA-identified areas of medium-high flood risk/for flood management.</p>
<p>SUMMARY COMMENTS</p>	
<p><i>Is the site suitable for development?</i> No The site is not suitable for development due to its poor accessibility, community infrastructure capacity and landscape constraints.</p>	

Greenfield Site Assessment – Hillwood Farm

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	No – The site is not within an identified SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	Yes – The site is within walking distance of local convenience services.
<i>Does the site support travel by foot to identified employment clusters?</i>	No – The site is not within walking distance to employment clusters. It is unlikely that access can be improved and employment clusters are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site have access to the wider cycle network?</i>	No – The site does not have access to the wider cycle network and access is unlikely to be improved as no suitable potential cycle route interventions have been identified which could serve the site.
<i>Can the site support active travel overall through appropriate intervention?</i>	No – The site would not support active travel overall, as the site is not within walking distance of employment clusters and these are unlikely to be provided through development due to lack of scope for development nearby. Access to the wider cycle network is poor and it is unlikely to be improved through an identified intervention.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	No – The site does not support travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	No – The site does not support travel by public transport based on an identified intervention.
COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient primary school infrastructure capacity.
<i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient secondary school infrastructure capacity.

<i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i>	No – The site does not have sufficient community infrastructure capacity to support development and no appropriate intervention has been identified to address this. A new primary school would be required. A new secondary school would be required. A new secondary school in this area could help to address pressures on secondary school capacity from new housing already proposed within West Edinburgh. The Council’s preference is to deliver new secondary schools with a capacity for 1200 pupils. If a new 1200 secondary school was delivered it could support a significant amount of additional housing development, but it would have to serve a wide catchment area so good active travel and transport links would be important. There is not enough scope for development on this and nearby sites to support this level of intervention.
LANDSCAPE CHARACTER	
<i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i>	Partially – Some limited scope for development is identified on this site, due to its visual containment by landform and woodland with limited views to the public road to Ratho only. Scope is limited to the field and less steep slopes near the quarry access road. The hill to the south of the site should not be developed due to its prominence from the M8.
GREEN NETWORK	
<i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i>	Partially – The site may be considered of value for the strategic green network due to lying adjacent to an area identified as a green network opportunity related to West Edinburgh.
FLOOD RISK	
<i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i>	Yes – The site has no SEPA-identified areas of medium-high flood risk/for flood management.
SUMMARY COMMENTS	
<i>Is the site suitable for development?</i> No The site is not suitable for development due to its poor accessibility and community infrastructure capacity.	

Greenfield Site Assessment – Norton House

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	No – The site is not within an identified SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	Partially – The site is within walking distance of local convenience centres but access is impeded by the narrow rural access road to the site over the railway and the poor walking environment on Glasgow Road/A8.
<i>Does the site support travel by foot to identified employment clusters?</i>	Partially – The site is within walking distance of employment clusters but access is impeded by the narrow rural access road over the railway and the poor walking environment on Glasgow Road/A8.
<i>Does the site have access to the wider cycle network?</i>	No – The site does not have access to the wider cycle network and access is unlikely to be improved as no suitable potential cycle route interventions have been identified which could serve the site.
<i>Can the site support active travel overall through appropriate intervention?</i>	No – The site would not support active travel overall, as access to the wider cycle network is poor and it is unlikely to be improved through an identified intervention.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	No – The site does not support travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	No – The site does not support travel by public transport based on an identified intervention.
COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient primary school infrastructure capacity.
<i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient secondary school infrastructure capacity.

<p><i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i></p>	<p>No – The site does not have sufficient community infrastructure capacity to support development and no appropriate intervention has been identified to address this. A new primary school would be required. A new secondary school would be required. A new secondary school in this area could help to address pressures on secondary school capacity from new housing already proposed within West Edinburgh. The Council’s preference is to deliver new secondary schools with a capacity for 1200 pupils. If a new 1200 secondary school was delivered it could support a significant amount of additional housing development, but it would have to serve a wide catchment area so good active travel and transport links would be important. There is not enough scope for development on this and nearby sites to support this level of intervention.</p>
<p>LANDSCAPE CHARACTER</p>	
<p><i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i></p>	<p>No – No scope is identified for development on this site due to any development on the steeply sloping ridge being highly visually intrusive for the surrounding area. Development on this site would be divorced from the existing linear settlement pattern at Ratho.</p>
<p>GREEN NETWORK</p>	
<p><i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i></p>	<p>Partially – The site may be considered of value for the strategic green network due to lying adjacent to an area identified as a green network opportunity related to West Edinburgh.</p>
<p>FLOOD RISK</p>	
<p><i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i></p>	<p>Partially – Part of the site is covered by areas of medium-high flood risk and of importance for flood management, although this does not cover a substantial area of the overall site.</p>
<p>SUMMARY COMMENTS</p>	
<p><i>Is the site suitable for development?</i> No The site is not suitable for development due to its poor accessibility, community infrastructure capacity and visible ridge landscape character.</p>	

Greenfield Site Assessment – RAF Kirknewton

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	No – The site is not within an identified SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	No – The site is not within walking distance to local convenience services. It is unlikely that access can be improved and convenience services are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site support travel by foot to identified employment clusters?</i>	No – The site is not within walking distance to employment clusters. It is unlikely that access can be improved and employment clusters are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site have access to the wider cycle network?</i>	No – The site does not have access to the wider cycle network and access is unlikely to be improved as no suitable potential cycle route interventions have been identified which could serve the site.
<i>Can the site support active travel overall through appropriate intervention?</i>	No – The site would not support active travel overall, as the site is not within walking distance of local convenience services and employment clusters and these are unlikely to be provided through development due to lack of scope for development nearby. Access to the wider cycle network is poor and it is unlikely to be improved through an identified intervention.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	No – The site does not support travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	No – The site does not support travel by public transport based on an identified intervention.
COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient primary school infrastructure capacity.

<i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i>		No – The site does not have sufficient secondary school infrastructure capacity.
<i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i>		No – The site does not have sufficient community infrastructure capacity to support development and no appropriate intervention has been identified to address this. A new primary school would be required. An expanded Balerno High School could accommodate a small amount of pupil growth. However, anything more would require a new secondary school. The Council’s preference is to deliver new secondary schools with a capacity for 1200 pupils but this would require significant new housing development in the area to generate this number of pupils. A new secondary school would have to serve a wide catchment area so good active travel and transport links would be important. There is not enough scope for development on this and nearby sites to support this level of intervention.
LANDSCAPE CHARACTER		
<i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i>		No – No scope for development is identified on this site due to its strongly rural character, distance from existing settlement and the conflict which development would have with the existing settlement pattern along the Water of Leith. This is a very open landscape, which would increase the visual impact of extensive development.
GREEN NETWORK		
<i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i>		Yes – The site may not be considered of value for the strategic green network, due to lying outwith identified green network opportunity areas and having no identified existing or potential use as part of the network.
FLOOD RISK		
<i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i>		Yes – The site has no SEPA-identified areas of medium-high flood risk/for flood management.
SUMMARY COMMENTS		
<i>Is the site suitable for development?</i> No The site is not suitable for development due to its poor accessibility, community infrastructure capacity, rural character and open landscape.		

Greenfield Site Assessment – Boll-o-Bere Farm

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	No – The site is not within an identified SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	No – The site is not within walking distance to local convenience services. It is unlikely that access can be improved and convenience services are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site support travel by foot to identified employment clusters?</i>	No – The site is not within walking distance to employment clusters. It is unlikely that access can be improved and employment clusters are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site have access to the wider cycle network?</i>	No – The site does not have access to the wider cycle network and access is unlikely to be improved as no suitable potential cycle route interventions have been identified which could serve the site.
<i>Can the site support active travel overall through appropriate intervention?</i>	No – The site would not support active travel overall, as the site is not within walking distance of local convenience services and employment clusters and these are unlikely to be provided through development due to lack of scope for development nearby. Access to the wider cycle network is poor and it is unlikely to be improved through an identified intervention.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	No – The site does not support travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	No – The site does not support travel by public transport based on an identified intervention.
COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient primary school infrastructure capacity.

<i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i>		No – The site does not have sufficient secondary school infrastructure capacity.
<i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i>		No – The site does not have sufficient community infrastructure capacity to support development and no appropriate intervention has been identified to address this. A new primary school would be required. An expanded Balerno High School could accommodate a small amount of pupil growth. However, anything more would require a new secondary school. The Council’s preference is to deliver new secondary schools with a capacity for 1200 pupils but this would require significant new housing development in the area to generate this number of pupils. A new secondary school would have to serve a wide catchment area so good active travel and transport links would be important. There is not enough scope for development on this and nearby sites to support this level of intervention.
LANDSCAPE CHARACTER		
<i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i>		No – No scope for development is identified on this site due to its strongly rural character, distance from existing settlement and the conflict which development would have with the existing settlement pattern along the Water of Leith. This is a very open landscape, which would increase the visual impact of extensive development.
GREEN NETWORK		
<i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i>		Yes – The site may not be considered of value for the strategic green network, due to lying outwith identified green network opportunity areas and having no identified existing or potential use as part of the network.
FLOOD RISK		
<i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i>		Yes – The site has no SEPA-identified areas of medium-high flood risk/for flood management.
SUMMARY COMMENTS		
<p><i>Is the site suitable for development?</i> No</p> <p>The site is not suitable for development due to its poor accessibility, community infrastructure capacity, rural character and open landscape.</p>		

Greenfield Site Assessment – Hags Farm

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	No – The site is not within an identified SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	No – The site is not within walking distance to local convenience services. It is unlikely that access can be improved and convenience services are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site support travel by foot to identified employment clusters?</i>	No – The site is not within walking distance to employment clusters. It is unlikely that access can be improved and employment clusters are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site have access to the wider cycle network?</i>	No – The site has access to the wider cycle network but access is impeded by the Water of Leith path which is poorly overlooked, unlit and unsuited to everyday journeys. Upgrading the route without significant impact on the ecology of the area is considered unlikely and highly challenging and no other suitable potential cycle route interventions have been identified which could serve the site.
<i>Can the site support active travel overall through appropriate intervention?</i>	No – The site would not support active travel overall, as the site is not within walking distance of local convenience services and employment clusters and these are unlikely to be provided through development due to lack of scope for development nearby. Access to the wider cycle network is poor and it is unlikely to be improved through an identified intervention.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	No – The site does not support travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	No – The site may support travel by public transport based on an identified intervention, but this intervention is not deliverable within the plan period.
COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient primary school infrastructure capacity.

<i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i>		No – The site does not have sufficient secondary school infrastructure capacity.
<i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i>		No – The site does not have sufficient community infrastructure capacity to support development and no appropriate intervention has been identified to address this. A new primary school would be required. Depending on the scale of development a new secondary school may be required. There will be no spare capacity at Currie High School so as a minimum catchment change will be necessary. The Council’s preference is to deliver new secondary schools with a capacity for 1200 pupils but this would require significant new housing development in the area to generate this number of pupils. A new secondary school would have to serve a wide catchment area so good active travel and transport links would be important. Depending on the scale of new housing proposed in the area, it may be possible for a redeveloped WHEC to provide sufficient capacity to support some housing growth in the area but this would require catchment change. There is not enough scope for development on this and nearby sites to support this level of intervention.
LANDSCAPE CHARACTER		
<i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i>		No – No scope is identified for development on this site due to its isolation from existing settlements, despite an overall fragmented character and visually well-contained location.
GREEN NETWORK		
<i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i>		Partially – The site may be considered of value for the strategic green network due to lying adjacent to an area identified as a green network opportunity related to the NCN75 cycle route.
FLOOD RISK		
<i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i>		Yes – The site has no SEPA-identified areas of medium-high flood risk/for flood management.
SUMMARY COMMENTS		
<i>Is the site suitable for development?</i> No The site is not suitable for development due to its poor accessibility, community infrastructure capacity and separation from existing settlements.		

Greenfield Site Assessment – Kaimes

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	No – The site is not within an identified SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	No – The site is not within walking distance to local convenience services. It is unlikely that access can be improved and convenience services are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site support travel by foot to identified employment clusters?</i>	No – The site is not within walking distance to employment clusters. It is unlikely that access can be improved and employment clusters are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site have access to the wider cycle network?</i>	No – The site does not have access to the wider cycle network and access is unlikely to be improved as no suitable potential cycle route interventions have been identified which could serve the site.
<i>Can the site support active travel overall through appropriate intervention?</i>	No – The site would not support active travel overall, as the site is not within walking distance of local convenience services and employment clusters and these are unlikely to be provided through development due to lack of scope for development nearby. Access to the wider cycle network is poor and it is unlikely to be improved through an identified intervention.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	No – The site does not support travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	No – The site does not support travel by public transport based on an identified intervention.
COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient primary school infrastructure capacity.

<i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i>		No – The site does not have sufficient secondary school infrastructure capacity.
<i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i>		No – The site does not have sufficient community infrastructure capacity to support development and no appropriate intervention has been identified to address this. A new primary school would be required. An expanded Balerno High School could accommodate a small amount of pupil growth. However, anything more would require a new secondary school. The Council’s preference is to deliver new secondary schools with a capacity for 1200 pupils but this would require significant new housing development in the area to generate this number of pupils. A new secondary school would have to serve a wide catchment area so good active travel and transport links would be important. There is not enough scope for development on this and nearby sites to support this level of intervention.
LANDSCAPE CHARACTER		
<i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i>		No – No scope is identified for development on this site as it largely comprises greenspace and woodland, incorporating ancient woodland.
GREEN NETWORK		
<i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i>		Yes – The site may not be considered of value for the strategic green network, due to lying outwith identified green network opportunity areas and having no identified existing or potential use as part of the network.
FLOOD RISK		
<i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i>		Yes – The site has no SEPA-identified areas of medium-high flood risk/for flood management.
SUMMARY COMMENTS		
<p><i>Is the site suitable for development?</i> No</p> <p>The site is not suitable for development due to its poor accessibility, community infrastructure capacity and landscape constraints.</p>		

Greenfield Site Assessment – North of Dalmahoy Hill

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	No – The site is not within an identified SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	No – The site is not within walking distance to local convenience services. It is unlikely that access can be improved and convenience services are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site support travel by foot to identified employment clusters?</i>	No – The site is not within walking distance to employment clusters. It is unlikely that access can be improved and employment clusters are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site have access to the wider cycle network?</i>	No – The site has access to the wider cycle network but access is impeded by the Water of Leith path which is poorly overlooked, unlit and unsuited to everyday journeys. Upgrading the route without significant impact on the ecology of the area is considered unlikely and highly challenging and no other suitable potential cycle route interventions have been identified which could serve the site.
<i>Can the site support active travel overall through appropriate intervention?</i>	No – The site would not support active travel overall, as the site is not within walking distance of local convenience services and employment clusters and these are unlikely to be provided through development due to lack of scope for development nearby. Access to the wider cycle network is poor and it is unlikely to be improved through an identified intervention.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	No – The site does not support travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	No – The site may support travel by public transport based on an identified intervention, but this intervention is not deliverable within the plan period.
COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient primary school infrastructure capacity.

<i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i>		No – The site does not have sufficient secondary school infrastructure capacity.
<i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i>		No – The site does not have sufficient community infrastructure capacity to support development and no appropriate intervention has been identified to address this. A new primary school would be required. An expanded Balerno High School could accommodate a small amount of pupil growth. However, anything more would require a new secondary school. The Council’s preference is to deliver new secondary schools with a capacity for 1200 pupils but this would require significant new housing development in the area to generate this number of pupils. A new secondary school would have to serve a wide catchment area so good active travel and transport links would be important. There is not enough scope for development on this and nearby sites to support this level of intervention.
LANDSCAPE CHARACTER		
<i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i>		No – No scope is identified for development on this site due to its isolation from existing settlements, despite an overall fragmented character and visually well-contained location.
GREEN NETWORK		
<i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i>		Partially – The site may be considered of value for the strategic green network due to lying adjacent to an area identified as a green network opportunity related to the NCN75 cycle route.
FLOOD RISK		
<i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i>		Yes – The site has no SEPA-identified areas of medium-high flood risk/for flood management.
SUMMARY COMMENTS		
<p><i>Is the site suitable for development?</i> No</p> <p>The site is not suitable for development due to its poor accessibility, community infrastructure capacity and separation from existing settlements.</p>		

Greenfield Site Assessment – Weaver’s Knowe

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	No – The site is not within an identified SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	Yes – The site is within walking distance of local convenience services.
<i>Does the site support travel by foot to identified employment clusters?</i>	Partially – The site is within walking distance of employment clusters but access is impeded by the poor walking environment along Riccarton Mains Road, which form a barrier to the Riccarton employment cluster.
<i>Does the site have access to the wider cycle network?</i>	No – The site does not have access to the wider cycle network and access is unlikely to be improved as no suitable potential cycle route interventions have been identified which could serve the site.
<i>Can the site support active travel overall through appropriate intervention?</i>	No – The site would not support active travel overall, as access to the wider cycle network is poor and it is unlikely to be improved through an identified intervention.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	No – The site does not support travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	No – The site may support travel by public transport based on an identified intervention, but this intervention is not deliverable within the plan period.
COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient primary school infrastructure capacity.
<i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient secondary school infrastructure capacity.

<p><i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i></p>	<p>No – The site does not have sufficient community infrastructure capacity to support development and no appropriate intervention has been identified to address this. A new primary school would be required. Depending on the scale of development a new secondary school may be required. There will be no spare capacity at Currie High School so as a minimum catchment change will be necessary. The Council’s preference is to deliver new secondary schools with a capacity for 1200 pupils but this would require significant new housing development in the area to generate this number of pupils. A new secondary school would have to serve a wide catchment area so good active travel and transport links would be important. Depending on the scale of new housing proposed in the area, it may be possible for a redeveloped WHEC to provide sufficient capacity to support some housing growth in the area but this would require catchment change. There is not enough scope for development on this and nearby sites to support this level of intervention.</p>
<p>LANDSCAPE CHARACTER</p>	
<p><i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i></p>	<p>No – No scope for development is identified on this site due to any development requiring the removal of the mature trees present on the site, adversely affecting this key part of the landscape setting of the Murray Burn.</p>
<p>GREEN NETWORK</p>	
<p><i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i></p>	<p>No – The site is of value for the strategic green network, due to having potential as part of the strategic green network for the west of the city following the burn from the City of Edinburgh Bypass to Ravelrig Road, north of Balerno.</p>
<p>FLOOD RISK</p>	
<p><i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i></p>	<p>Yes – The site has no SEPA-identified areas of medium-high flood risk/for flood management.</p>
<p>SUMMARY COMMENTS</p>	
<p><i>Is the site suitable for development?</i> No The site is not suitable for development due to its poor public transport accessibility, community infrastructure capacity, value as part of the strategic green network and wooded landscape setting related to the Murray Burn.</p>	

Greenfield Site Assessment – Norton Mains

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	No – The site is not within an identified SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	Yes – The site is within walking distance of local convenience services.
<i>Does the site support travel by foot to identified employment clusters?</i>	Partially – The site is within walking distance of employment clusters but access is impeded by the poor walking environment along Freeland's Road, which forms a barrier to the Airport/IBG employment cluster.
<i>Does the site have access to the wider cycle network?</i>	No – The site does not have access to the wider cycle network but access is impeded by the Union Canal cycle path which is considered at capacity. Access is unlikely to be improved as capacity cannot be improved here and no other suitable potential cycle route interventions have been identified which could serve the site.
<i>Can the site support active travel overall through appropriate intervention?</i>	No – The site would not support active travel overall, as access to the wider cycle network is poor and it is unlikely to be improved through an identified intervention.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	No – The site does not support travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	No – The site does not support travel by public transport based on an identified intervention.
COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient primary school infrastructure capacity.
<i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient secondary school infrastructure capacity.

<p><i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i></p>		<p>No – The site does not have sufficient community infrastructure capacity to support development and no appropriate intervention has been identified to address this. A new primary school would be required. A new secondary school would be required. A new secondary school in this area could help to address pressures on secondary school capacity from new housing already proposed within West Edinburgh. The Council’s preference is to deliver new secondary schools with a capacity for 1200 pupils. If a new 1200 secondary school was delivered it could support a significant amount of additional housing development, but it would have to serve a wide catchment area so good active travel and transport links would be important. There is not enough scope for development on this and nearby sites to support this level of intervention.</p>
<p>LANDSCAPE CHARACTER</p>		
<p><i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i></p>		<p>No – No scope is identified for development on this site as any development would be visually prominent in long views from the M8, more open sections of the Union Canal and parts of Ratho and would conflict with the linear settlement pattern of Ratho.</p>
<p>GREEN NETWORK</p>		
<p><i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i></p>		<p>Partially – The site may be considered of value for the strategic green network, due to lying adjacent to an area identified as a green network opportunity related to Ratho.</p>
<p>FLOOD RISK</p>		
<p><i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i></p>		<p>Yes – The site has no SEPA-identified areas of medium-high flood risk/for flood management.</p>
<p>SUMMARY COMMENTS</p>		
<p><i>Is the site suitable for development?</i> No The site is not suitable for development due to its poor accessibility, community infrastructure capacity and visually prominent landscape.</p>		

Greenfield Site Assessment – North of M8

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	No – The site is not within an identified SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	No – The site is not within walking distance to local convenience services. It is unlikely that access can be improved and convenience services are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site support travel by foot to identified employment clusters?</i>	Partially – The site is within walking distance of employment clusters but access is impeded by the poor walking environment along the A71, which forms a barrier to the Riccarton employment cluster and the City of Edinburgh Bypass which forms a barrier to employment clusters to the east.
<i>Does the site have access to the wider cycle network?</i>	No – The site does have access to the wider cycle network but access is impeded by the Union Canal cycle path which is considered at capacity. Access is unlikely to be improved as capacity cannot be improved here and no other suitable potential cycle route interventions have been identified which could serve the site.
<i>Can the site support active travel overall through appropriate intervention?</i>	No – The site would not support active travel overall, as the site is not within walking distance of local convenience services and these are unlikely to be provided through development due to lack of scope for development nearby. Access to the wider cycle network is poor and it is unlikely to be improved through an identified intervention.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	No – The site does not support travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	No – The site may support travel by public transport based on an identified intervention, but this intervention is not deliverable within the plan period.
COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient primary school infrastructure capacity.

<i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i>		No – The site does not have sufficient secondary school infrastructure capacity.
<i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i>		No – The site does not have sufficient community infrastructure capacity to support development and no appropriate intervention has been identified to address this. A new primary school would be required. A new secondary school would be required. A new secondary school in this area could help to address pressures on secondary school capacity from new housing already proposed within West Edinburgh. The Council’s preference is to deliver new secondary schools with a capacity for 1200 pupils. If a new 1200 secondary school was delivered it could support a significant amount of additional housing development, but it would have to serve a wide catchment area so good active travel and transport links would be important. There is not enough scope for development on this and nearby sites to support this level of intervention.
LANDSCAPE CHARACTER		
<i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i>		No – Although some limited scope is identified for development on this site where it can be associated with and fit with the existing pattern of development and/or enhance detractive elements such as the scrap yard, this would not be of a scale required for this assessment. Any further development would affect the intimate scale and diverse character of the landscape.
GREEN NETWORK		
<i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i>		Partially – The site may be considered of value for the strategic green network, due to lying within an area identified as a green network opportunity adjacent to the City of Edinburgh Bypass.
FLOOD RISK		
<i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i>		Partially – Part of the site is covered by an area of importance for flood management, although this does not cover a substantial area of the overall site.
SUMMARY COMMENTS		
<p><i>Is the site suitable for development?</i> No</p> <p>The site is not suitable for development due to its poor accessibility, community infrastructure capacity and intimate, diverse landscape character.</p>		

3.6 Assessments - Sector 6

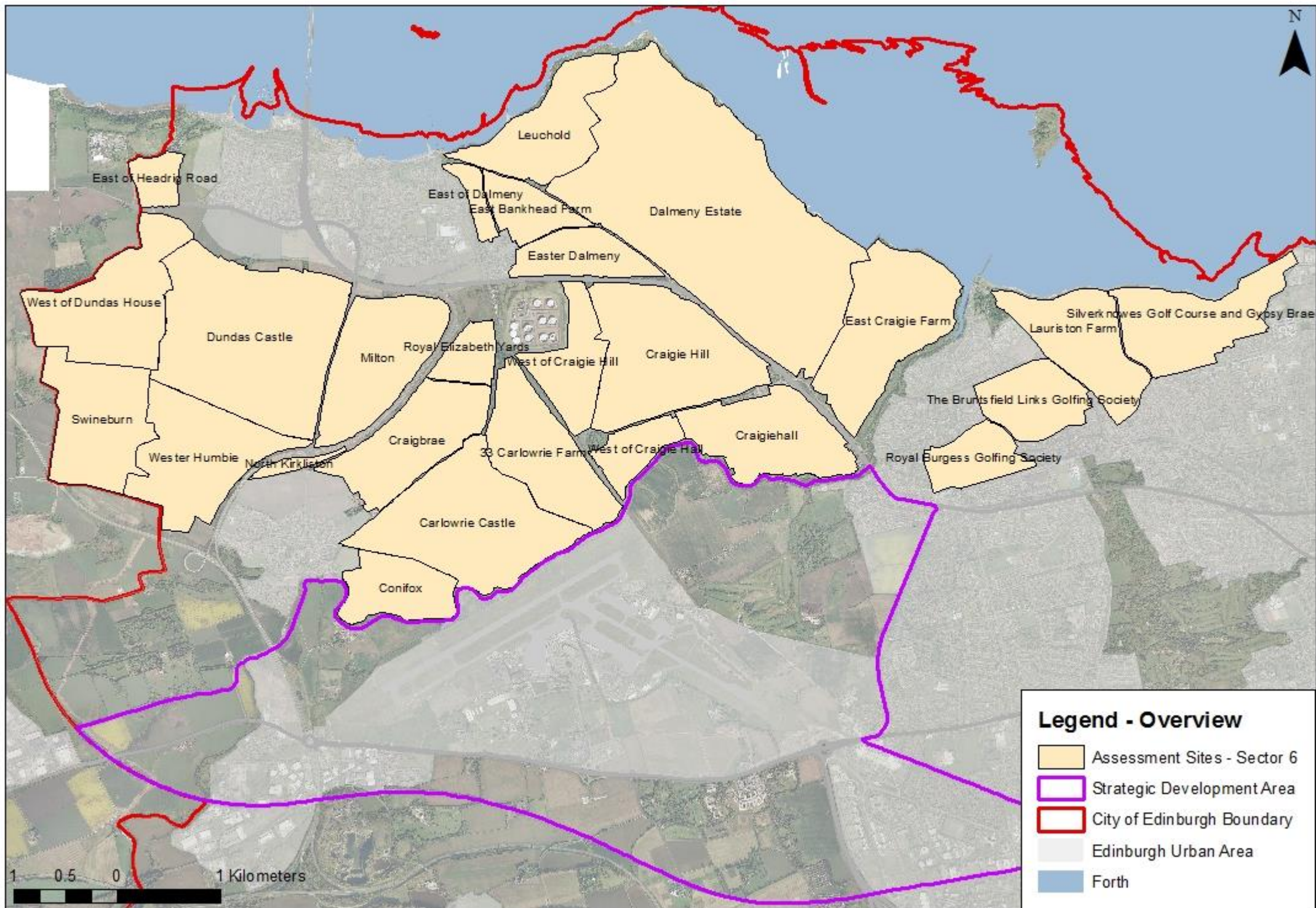
Mapping

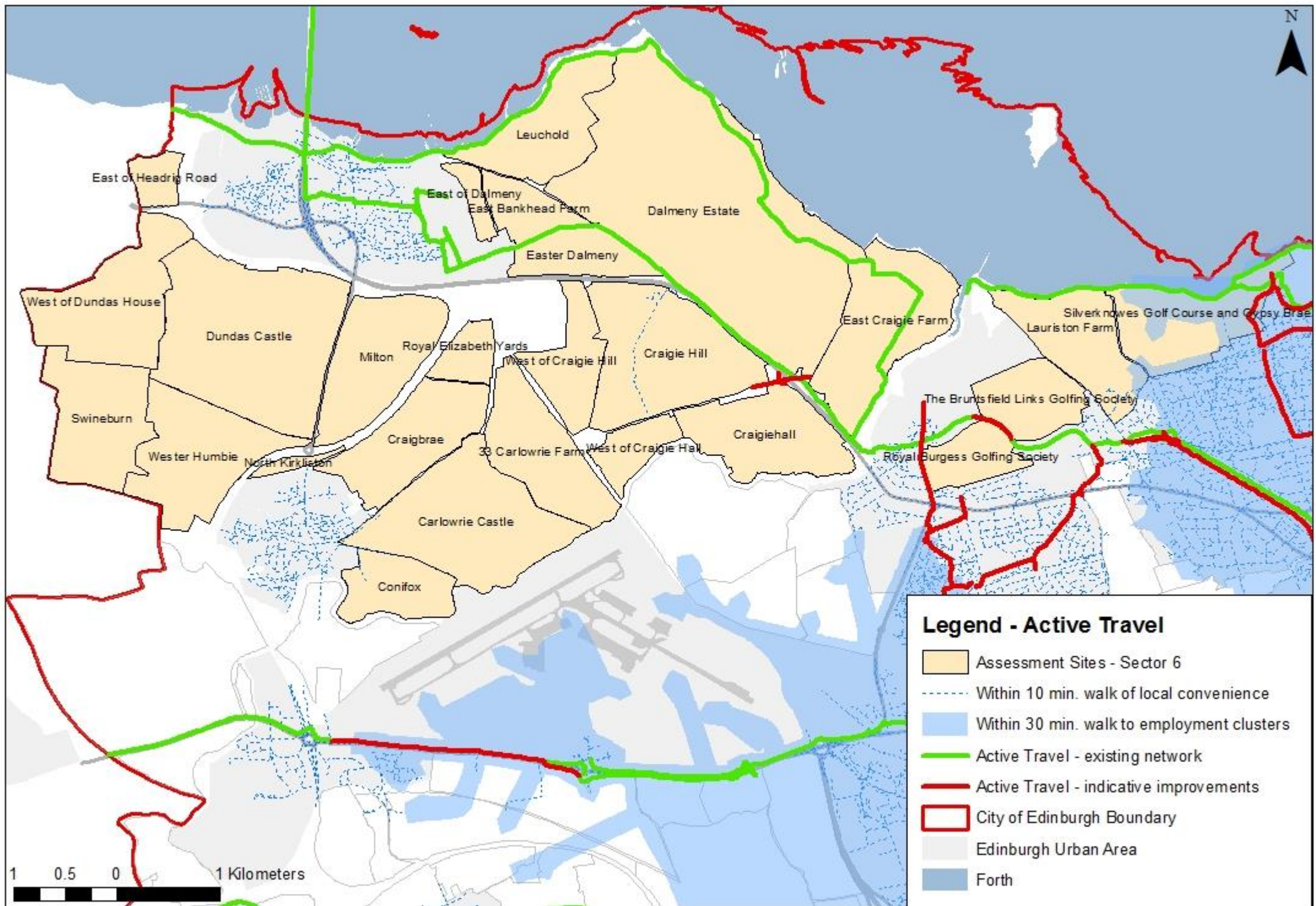
- Overview
- Active Travel
- Public Transport
- Green Network
- Flood Risk

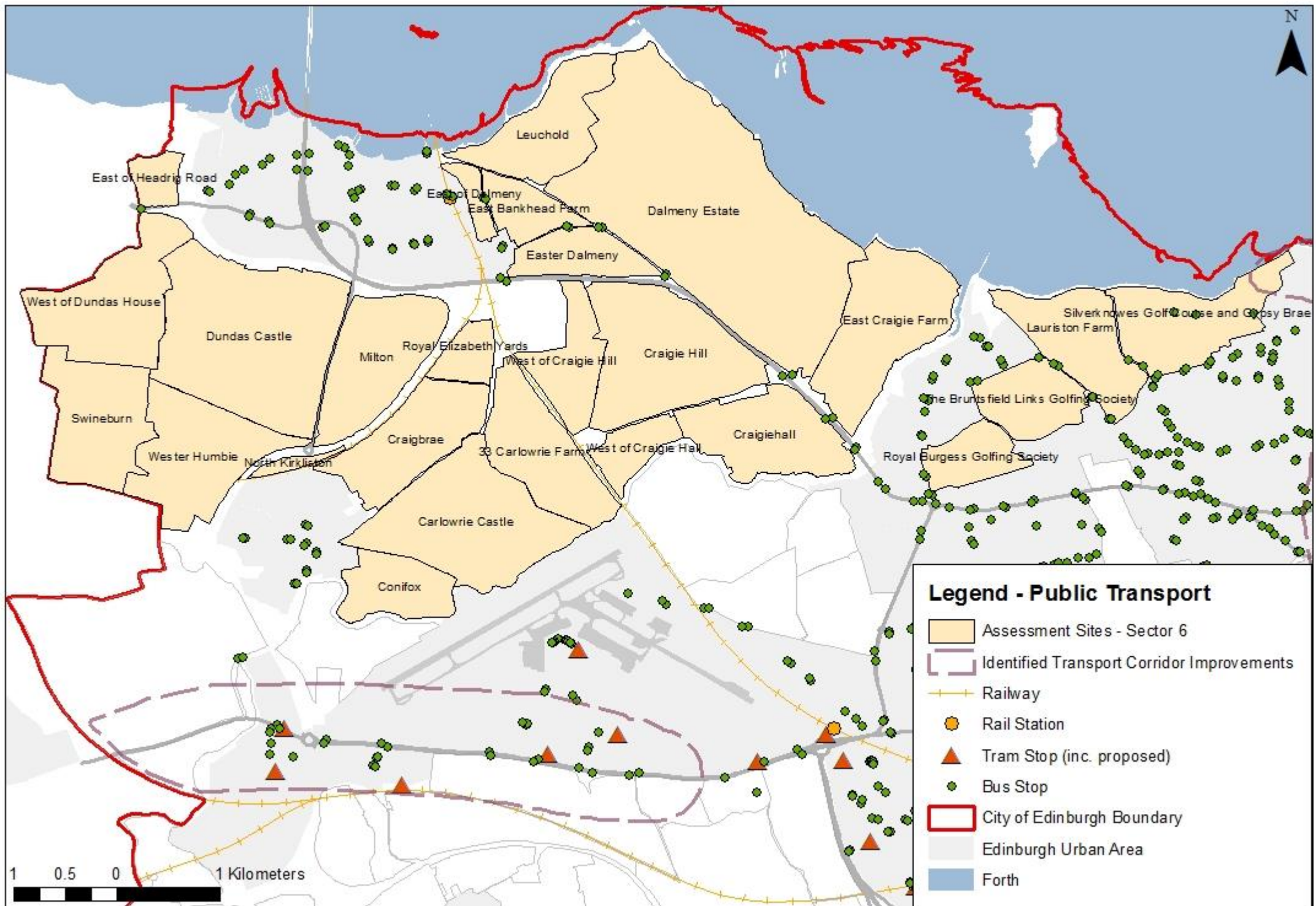
Assessment Summary

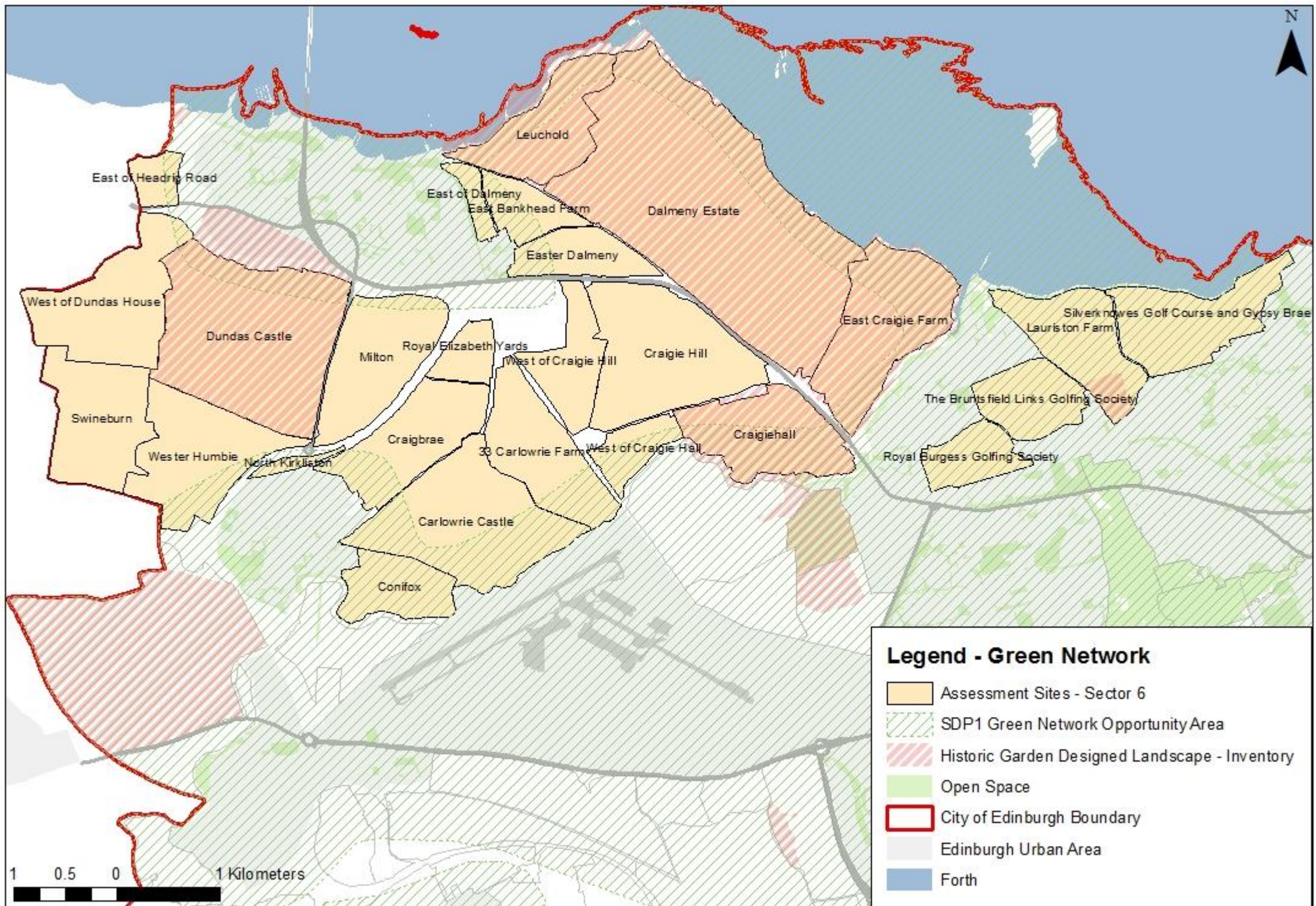
Individual Site Assessments

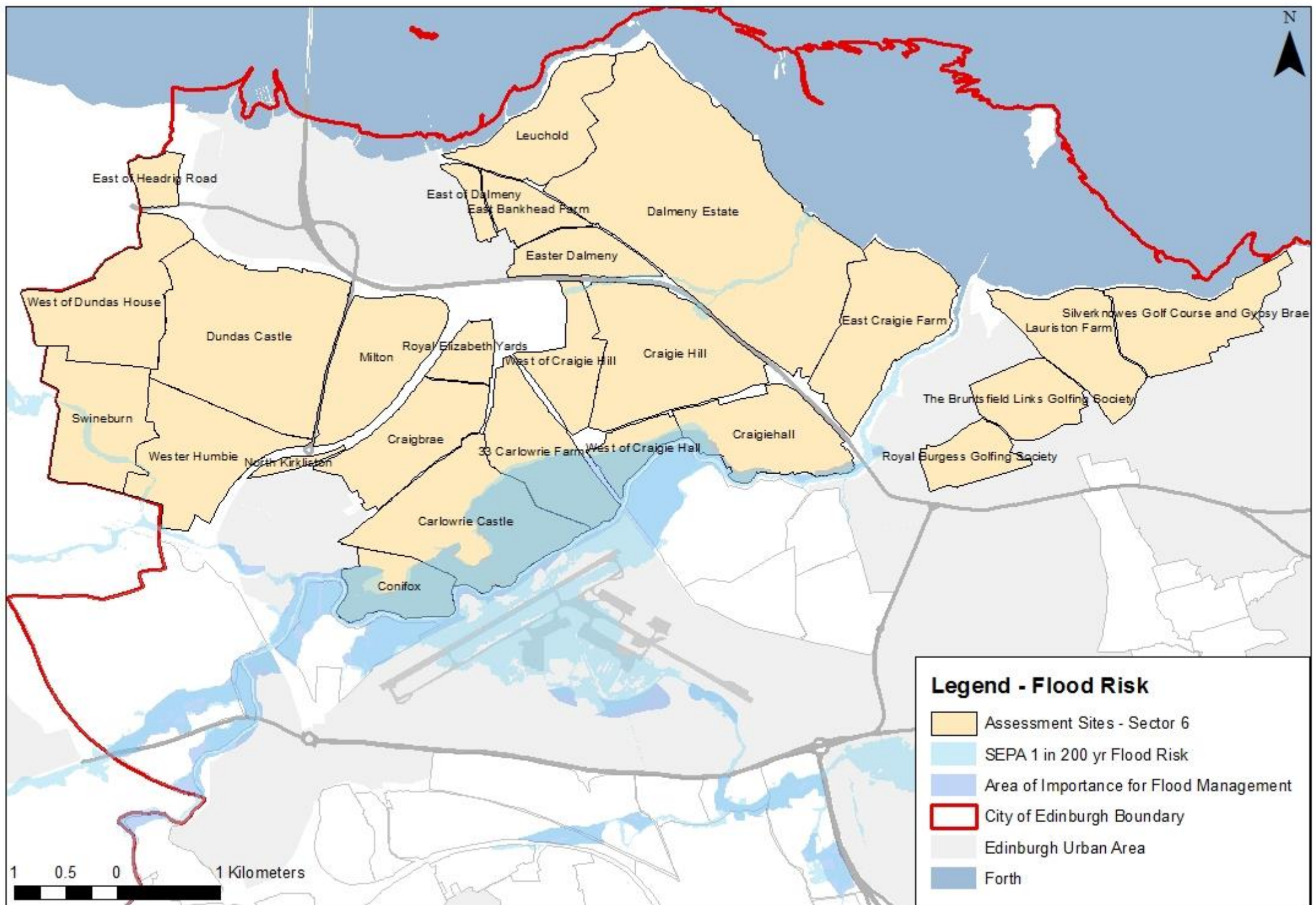
	Page		Page		Page
	No.		No.		No.
Royal Burgess Golfing Society	260	Dalmeny Estate	280	East of Headrig Road	303
Bruntsfield Links Golfing Society	262	East Bankhead Farm	282	West of Dundas House	305
Lauriston Farm	264	East of Dalmeny	284	Wester Humbie	307
Silverknowes Golf Course/Gypsy B.	266	West of Craigie Hall	286	Dundas Castle	309
Craigiehall	268	Carlowrie Farm	288	North Kirkliston	311
East Craigie Farm	270	Craigbrae	290	Royal Elizabeth Yards	314
Craigie Hill	272	Milton	293		
West of Craigie Hill	274	Conifox	295		
Leuchold	276	Carlowrie Castle	298		
Easter Dalmeny	278	Swineburn	301		











Assessment Matrix

Sector 6

AREA NAME	SDP1 Strategic Development Areas	10 min walk to local convenience services	30 min walk to employment clusters	Access to wider cycle network	Active travel assessment (overall)	Access to existing public transport	Public transport assessment (overall)	Primary school capacity	Secondary school capacity	Community infrastructure assessment (overall)	Landscape character assessment	Green network assessment	Flood risk assessment	SUMMARY
Royal Burgess Golfing Society														
Bruntsfield Links Golfing Society														
Lauriston Farm														
Silverknowes Golf Course/Gypsy B.														
Craigiehall														
East Craigie Farm														
Craigie Hill														
West of Craigie Hill														
Leuchold														
Easter Dalmeny														
Dalmeny Estate														
East Bankhead Farm														
East of Dalmeny														
West of Craigie Hall														
Carlowrie Farm														
Craigbrae														
Milton														
Conifox														
Carlowrie Castle														
Swineburn														
East of Headrig Road														
West of Dundas House														
Wester Humble														
Dundas Castle														
North Kirkliston														
Royal Elizabeth Yards														

Site Assessments

Greenfield Site Assessment – Royal Burgess Golfing Society

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	No – The site is not within an identified SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	Yes – The site is within walking distance of local convenience services.
<i>Does the site support travel by foot to identified employment clusters?</i>	No – The site is not within walking distance to employment clusters. It is unlikely that access can be improved and employment clusters are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site have access to the wider cycle network?</i>	Yes – The site has access to the wider cycle network.
<i>Can the site support active travel overall through appropriate intervention?</i>	No – The site would not support active travel overall, as the site is not within walking distance of employment clusters and these are unlikely to be provided through development due to lack of scope for development nearby.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	No – The site does not support travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	No – The site does not support travel by public transport based on an identified intervention.
COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient primary school infrastructure capacity.

<i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient secondary school infrastructure capacity.
<i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i>	No – The site does not have sufficient community infrastructure capacity to support development and no appropriate intervention has been identified on this site due to limited opportunities in this area.
LANDSCAPE CHARACTER	
<i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i>	No – No scope for development is identified on this site due to the number of major landscape constraints which apply here.
GREEN NETWORK	
<i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i>	No – The site is of value for the strategic green network, due to lying within an area identified as a green network opportunity in Edinburgh itself. The site currently contributes to the unbroken landscape scale multi-functional green network stretching from Barnton to the Forth coast and is used as green open space.
FLOOD RISK	
<i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i>	Yes – The site has no SEPA-identified areas of medium-high flood risk/for flood management.
SUMMARY COMMENTS	
<p><i>Is the site suitable for development?</i> No</p> <p>The site is not suitable for development due to its poor public transport accessibility, community infrastructure capacity, landscape constraints and value for the strategic green network.</p>	

Greenfield Site Assessment – The Bruntsfield Links Golfing Society

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	No – The site is not within an identified SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	No – The site is not within walking distance to local convenience services. It is unlikely that access can be improved and convenience services are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site support travel by foot to identified employment clusters?</i>	No – The site is not within walking distance to employment clusters. It is unlikely that access can be improved and employment clusters are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site have access to the wider cycle network?</i>	Yes – The site has access to the wider cycle network.
<i>Can the site support active travel overall through appropriate intervention?</i>	No – The site would not support active travel overall, as the site is not within walking distance of local convenience services and employment clusters and these are unlikely to be provided through development due to lack of scope for development nearby.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	No – The site does not support travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	No – The site does not support travel by public transport based on an identified intervention.
COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient primary school infrastructure capacity.
<i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient secondary school infrastructure capacity.

<i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i>	No – The site does not have sufficient community infrastructure capacity to support development and no appropriate intervention has been identified on this site due to limited opportunities in this area.
LANDSCAPE CHARACTER	
<i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i>	No – No scope for development is identified on this site due to the number of major landscape constraints which apply here.
GREEN NETWORK	
<i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i>	No – The site is of value for the strategic green network, due to lying within an area identified as a green network opportunity in Edinburgh itself. The site currently contributes to the unbroken landscape scale multi-functional green network stretching from Barnton to the Forth coast and is used as green open space.
FLOOD RISK	
<i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i>	Yes – The site has no SEPA-identified areas of medium-high flood risk/for flood management.
SUMMARY COMMENTS	
<p><i>Is the site suitable for development?</i> No</p> <p>The site is not suitable for development due to its poor public transport accessibility, community infrastructure capacity, landscape constraints and value for the strategic green network.</p>	

Greenfield Site Assessment – Lauriston Farm

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	No – The site is not within an identified SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	Partially – The site is within walking distance of local convenience services but pavements and crossings would need to be improved along Barnton Gardens.
<i>Does the site support travel by foot to identified employment clusters?</i>	Yes – The site is within walking distance of employment clusters.
<i>Does the site have access to the wider cycle network?</i>	Partially – The site has access to the wider cycle network but the North Edinburgh Path Network, which the site has access to, is considered to be at capacity. Capacity issues would need to be addressed through intervention.
<i>Can the site support active travel overall through appropriate intervention?</i>	Partially – The site could support active travel overall, as there is some existing limited access but intervention would be required to improve the poor walking environment adjacent to the site and address the capacity issues on the North Edinburgh Path Network.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	No – The site does not support travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	No – The site does not support travel by public transport based on an identified intervention.
COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient primary school infrastructure capacity.
<i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient secondary school infrastructure capacity.

<p><i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i></p>	<p>No – The site does not have sufficient community infrastructure capacity to support development and no appropriate intervention has been identified to address this. A new primary school would be required. If there was opportunity to redevelop Craigroyston High School to have an increased capacity on a larger site it may be possible for the school to accommodate additional pupils from additional housing development. There is not enough scope for development on this and nearby sites to support this level of intervention.</p>
<p>LANDSCAPE CHARACTER</p>	
<p><i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i></p>	<p>No – No scope for development is identified on this site due to the number of major landscape constraints which apply here.</p>
<p>GREEN NETWORK</p>	
<p><i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i></p>	<p>No – The site is of value for the strategic green network, due to lying within an area identified as a green network opportunity in Edinburgh itself. The site currently contributes to the unbroken landscape scale multi-functional green network stretching from Barnton to the Forth coast and is used as green open space.</p>
<p>FLOOD RISK</p>	
<p><i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i></p>	<p>Yes – The site has no SEPA-identified areas of medium-high flood risk/for flood management.</p>
<p>SUMMARY COMMENTS</p>	
<p><i>Is the site suitable for development?</i> No The site is not suitable for development due to its poor public transport accessibility, community infrastructure capacity, landscape constraints and value for the strategic green network.</p>	

Greenfield Site Assessment – Silverknowes Golf Course and Gypsy Brae

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	No – The site is not within an identified SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	Partially – The site is within walking distance of local convenience services but crossings would need to be improved on Silverknowes Parkway.
<i>Does the site support travel by foot to identified employment clusters?</i>	Yes – The site is within walking distance of employment clusters.
<i>Does the site have access to the wider cycle network?</i>	Partially – The site has access to the wider cycle network but the North Edinburgh Path Network, which the site has access to, is considered to be at capacity. Capacity issues would need to be addressed through intervention. The waterfront promenade is unlit and considered isolated from the site.
<i>Can the site support active travel overall through appropriate intervention?</i>	Partially – The site could support active travel overall, as there is some existing limited access but intervention would be required to improve the crossings on Silverknowes Parkway and address the capacity issues on the North Edinburgh Path Network.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	No – The site does not support travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	Partially – The site has limited support for travel by public transport based on an identified major intervention deliverable within the plan period. This intervention would serve the Haymarket to Granton corridor passing close to the site. Links from the site to this corridor would need to be improved alongside development.
COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient primary school infrastructure capacity.

<i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient secondary school infrastructure capacity.
<i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i>	No – The site does not have sufficient community infrastructure capacity to support development and no appropriate intervention has been identified to address this. A new primary school would be required. If there was opportunity to redevelop Craighroyston High School to have an increased capacity on a larger site it may be possible for the school to accommodate additional pupils from additional housing development. There is not enough scope for development on this and nearby sites to support this level of intervention.
LANDSCAPE CHARACTER	
<i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i>	No – No scope for development is identified on this site due to it being actively used greenspace incorporating various uses.
GREEN NETWORK	
<i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i>	No – The site is of value for the strategic green network, due to lying within an area identified as a green network opportunity in Edinburgh itself. The site currently contributes to the unbroken landscape scale multi-functional green network stretching from Barnton to the Forth coast and is used as green open space.
FLOOD RISK	
<i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i>	Yes – The site has no SEPA-identified areas of medium-high flood risk/for flood management.
SUMMARY COMMENTS	
<p><i>Is the site suitable for development?</i> No</p> <p>The site is not suitable for development due to its community infrastructure capacity and value for the strategic green network.</p>	

Greenfield Site Assessment – Craigiehall

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	No – The site is not within an identified SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	No – The site is not within walking distance to local convenience services, apart from the Craigie Farm shop which cannot provide an appropriate level of amenity. It is unlikely that access can be improved and convenience services are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site support travel by foot to identified employment clusters?</i>	No – The site is not within walking distance to employment clusters. It is unlikely that access can be improved and employment clusters are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site have access to the wider cycle network?</i>	Partially – The site has access to the wider cycle network but access is impeded by the Burnshot Bridge which is still under construction.
<i>Can the site support active travel overall through appropriate intervention?</i>	No – The site would not support active travel overall, as the site is not within walking distance of local convenience services and employment clusters and these are unlikely to be provided through development due to lack of scope for development nearby.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	No – The site does not support travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	No – The site does not support travel by public transport based on an identified intervention.
COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient primary school infrastructure capacity.
<i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient secondary school infrastructure capacity.

<i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i>	No – The site does not have sufficient community infrastructure capacity to support development and no appropriate intervention has been identified to address this. A new primary school would be required. A new secondary school would be required. The Council’s preference is to deliver new secondary schools with a capacity for 1200 pupils. If a new 1200 secondary school was delivered it could accommodate pupils from Kirkliston but also support a significant amount of additional housing development. Good active travel and transport links would be important. There is not enough scope for development on this and nearby sites to support this level of intervention.
LANDSCAPE CHARACTER	
<i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i>	No – No scope is identified for development on this site due to its contribution to the setting and character of North-West Edinburgh, its highly visible location as seen from the A90, Craigie Hill and the B9080 and any development breaching the robust settlement boundary formed by the River Almond valley. Existing MOD housing exists on the site and limited scope is identified for low density housing to replace the existing MOD buildings only.
GREEN NETWORK	
<i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i>	Partially – The site is of value for the strategic green network, due to lying within an area identified as a green network opportunity adjacent to the River Almond. Reinstatement and management of parkland and woodlands has been identified as a prerequisite of any development proposals on this site.
FLOOD RISK	
<i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i>	Partially – Part of the site has SEPA-identified areas of medium-high flood risk and areas of importance for flood management, limited to the south along the River Almond floodplain.
SUMMARY COMMENTS	
<p><i>Is the site suitable for development?</i> No</p> <p>The site is not suitable for development due to its poor accessibility, community infrastructure capacity, landscape constraints, visibility and separation from existing settlements.</p>	

Greenfield Site Assessment – East Craigie Farm

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	No – The site is not within an identified SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	No – The site is not within walking distance to local convenience services. It is unlikely that access can be improved and convenience services are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site support travel by foot to identified employment clusters?</i>	No – The site is not within walking distance to employment clusters. It is unlikely that access can be improved and employment clusters are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site have access to the wider cycle network?</i>	Yes – The site has access to the wider cycle network.
<i>Can the site support active travel overall through appropriate intervention?</i>	No – The site would not support active travel overall, as the site is not within walking distance of local convenience services and employment clusters and these are unlikely to be provided through development due to lack of scope for development nearby.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	No – The site does not support travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	No – The site does not support travel by public transport based on an identified intervention.
COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient primary school infrastructure capacity.
<i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient secondary school infrastructure capacity.

<p><i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i></p>	<p>No – The site does not have sufficient community infrastructure capacity to support development and no appropriate intervention has been identified to address this. A new primary school would be required. A new secondary school would be required. The Council’s preference is to deliver new secondary schools with a capacity for 1200 pupils. If a new 1200 secondary school was delivered it could accommodate pupils from Kirkliston but also support a significant amount of additional housing development. Good active travel and transport links would be important. There is not enough scope for development on this and nearby sites to support this level of intervention.</p>
<p>LANDSCAPE CHARACTER</p>	
<p><i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i></p>	<p>No – No scope is identified for development on this site due to its importance for the setting of Edinburgh, visually sensitive location on key approaches to the city, use for recreation and any development in this area breaching the robust settlement boundary provided by the River Almond valley.</p>
<p>GREEN NETWORK</p>	
<p><i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i></p>	<p>No – The site is of value for the strategic green network, due to lying within an area identified as a green network opportunity adjacent to the River Almond and the Forth. The site has also been identified as a well-used place of recreation incorporating a designed landscape and a number of historic features.</p>
<p>FLOOD RISK</p>	
<p><i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i></p>	<p>Yes – The site has no SEPA-identified areas of medium-high flood risk/for flood management.</p>
<p>SUMMARY COMMENTS</p>	
<p><i>Is the site suitable for development?</i> No The site is not suitable for development due to its poor accessibility, community infrastructure capacity, visible landscape character, separation from existing settlements and value for the strategic green network.</p>	

Greenfield Site Assessment – Craigie Hill

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	No – The site is not within an identified SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	No – The site is not within walking distance to local convenience services, apart from the Craigie Farm shop which cannot provide an appropriate level of amenity. It is unlikely that access can be improved and convenience services are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site support travel by foot to identified employment clusters?</i>	No – The site is not within walking distance to employment clusters. It is unlikely that access can be improved and employment clusters are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site have access to the wider cycle network?</i>	Partially – The site has access to the wider cycle network but access is impeded by the Burnshot Bridge which is still under construction and the South Queensferry Junction Bridge which is not suited to cycling.
<i>Can the site support active travel overall through appropriate intervention?</i>	No – The site would not support active travel overall, as the site is not within walking distance of local convenience services and employment clusters and these are unlikely to be provided through development due to lack of scope for development nearby.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	No – The site does not support travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	No – The site does not support travel by public transport based on an identified intervention.
COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient primary school infrastructure capacity.
<i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient secondary school infrastructure capacity.

<p><i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i></p>	<p>No – The site does not have sufficient community infrastructure capacity to support development and no appropriate intervention has been identified to address this. A new primary school would be required. A new secondary school would be required. The Council’s preference is to deliver new secondary schools with a capacity for 1200 pupils. If a new 1200 secondary school was delivered it could accommodate pupils from Kirkliston but also support a significant amount of additional housing development. Good active travel and transport links would be important. There is not enough scope for development on this and nearby sites to support this level of intervention.</p>
<p>LANDSCAPE CHARACTER</p>	
<p><i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i></p>	<p>No – No scope is identified for development on this site due to the prominence of this landscape, its contribution to the setting of the city and its separation from urban areas.</p>
<p>GREEN NETWORK</p>	
<p><i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i></p>	<p>Yes – The site may not be considered of value for the strategic green network, due to lying outwith identified green network opportunity areas and having no identified existing or potential use as part of the network.</p>
<p>FLOOD RISK</p>	
<p><i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i></p>	<p>Yes – The site has no SEPA-identified areas of medium-high flood risk/for flood management.</p>
<p>SUMMARY COMMENTS</p>	
<p><i>Is the site suitable for development?</i> No The site is not suitable for development due to its poor accessibility, community infrastructure capacity, prominent landscape character and separation from existing settlements.</p>	

Greenfield Site Assessment – West of Craigie Hill

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	No – The site is not within an identified SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	No – The site is not within walking distance to local convenience services, apart from the Craigie Farm shop which cannot provide an appropriate level of amenity. It is unlikely that access can be improved and convenience services are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site support travel by foot to identified employment clusters?</i>	No – The site is not within walking distance to employment clusters. It is unlikely that access can be improved and employment clusters are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site have access to the wider cycle network?</i>	No – The site does not have access to the wider cycle network and access is unlikely to be improved as no suitable potential cycle route interventions have been identified which could serve the site.
<i>Can the site support active travel overall through appropriate intervention?</i>	No – The site would not support active travel overall, as the site is not within walking distance of local convenience services and employment clusters and these are unlikely to be provided through development due to lack of scope for development nearby. Access to the wider cycle network is poor and it is unlikely to be improved through an identified intervention.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	No – The site does not support travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	No – The site does not support travel by public transport based on an identified intervention.
COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient primary school infrastructure capacity.

<i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient secondary school infrastructure capacity.
<i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i>	No – The site does not have sufficient community infrastructure capacity to support development and no appropriate intervention has been identified to address this. A new primary school would be required. A new secondary school would be required. The Council’s preference is to deliver new secondary schools with a capacity for 1200 pupils. If a new 1200 secondary school was delivered it could accommodate pupils from Kirkliston but also support a significant amount of additional housing development. Good active travel and transport links would be important. There is not enough scope for development on this and nearby sites to support this level of intervention.
LANDSCAPE CHARACTER	
<i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i>	No – No scope is identified for development on this site due to any development being remote from existing settlement, visually intrusive if located on higher ground and fragmenting the identity of the strongly rural setting the landscape provides to North West Edinburgh.
GREEN NETWORK	
<i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i>	Yes – The site may not be considered of value for the strategic green network, due to lying outwith identified green network opportunity areas and having no identified existing or potential use as part of the network.
FLOOD RISK	
<i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i>	Yes – The site has no SEPA-identified areas of medium-high flood risk/for flood management.
SUMMARY COMMENTS	
<p><i>Is the site suitable for development?</i> No</p> <p>The site is not suitable for development due to its poor accessibility, community infrastructure capacity, rural landscape character and separation from existing settlements.</p>	

Greenfield Site Assessment – Leuchold

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	No – The site is not within an identified SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	No – The site is not within walking distance to local convenience services. It is unlikely that access can be improved and convenience services are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site support travel by foot to identified employment clusters?</i>	No – The site is not within walking distance to employment clusters. It is unlikely that access can be improved and employment clusters are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site have access to the wider cycle network?</i>	Yes – The site has access to the wider cycle network.
<i>Can the site support active travel overall through appropriate intervention?</i>	No – The site would not support active travel overall, as the site is not within walking distance of local convenience services and employment clusters and these are unlikely to be provided through development due to lack of scope for development nearby.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	No – The site does not support travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	No – The site does not support travel by public transport based on an identified intervention.
COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient primary school infrastructure capacity.
<i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient secondary school infrastructure capacity.

<p><i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i></p>	<p>No – The site does not have sufficient community infrastructure capacity to support development and no appropriate intervention has been identified to address this. A new primary school would be required. A new secondary school would be required. The Council’s preference is to deliver new secondary schools with a capacity for 1200 pupils. If a new 1200 secondary school was delivered it could accommodate pupils from Kirkliston but also support a significant amount of additional housing development. Good active travel and transport links would be important. There is not enough scope for development on this and nearby sites to support this level of intervention.</p>
<p>LANDSCAPE CHARACTER</p>	
<p><i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i></p>	<p>No – No scope is identified for development on this site due to its importance for the setting of Edinburgh, visually sensitive location on key approaches to the city, use for recreation and any development in this area breaching the robust settlement boundary provided by the River Almond valley.</p>
<p>GREEN NETWORK</p>	
<p><i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i></p>	<p>No – The site is of value for the strategic green network, due to lying within an area identified as a green network opportunity adjacent to South Queensferry and the Forth. The site has also been identified as a well-used place of recreation incorporating a designed landscape and a number of historic features.</p>
<p>FLOOD RISK</p>	
<p><i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i></p>	<p>Yes – The site has no SEPA-identified areas of medium-high flood risk/for flood management.</p>
<p>SUMMARY COMMENTS</p>	
<p><i>Is the site suitable for development?</i> No The site is not suitable for development due to its poor accessibility, community infrastructure capacity, visible landscape character and value for the strategic green network.</p>	

Greenfield Site Assessment – Easter Dalmeny

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	No – The site is not within an identified SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	No – The site is not within walking distance to local convenience services. It is unlikely that access can be improved and convenience services are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site support travel by foot to identified employment clusters?</i>	No – The site is not within walking distance to employment clusters. It is unlikely that access can be improved and employment clusters are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site have access to the wider cycle network?</i>	Yes – The site has access to the wider cycle network.
<i>Can the site support active travel overall through appropriate intervention?</i>	No – The site would not support active travel overall, as the site is not within walking distance of local convenience services and employment clusters and these are unlikely to be provided through development due to lack of scope for development nearby.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	No – The site does not support travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	No – The site does not support travel by public transport based on an identified intervention.
COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient primary school infrastructure capacity.
<i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient secondary school infrastructure capacity.

<p><i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i></p>	<p>No – The site does not have sufficient community infrastructure capacity to support development and no appropriate intervention has been identified to address this. A new primary school would be required. A new secondary school would be required. The Council’s preference is to deliver new secondary schools with a capacity for 1200 pupils. If a new 1200 secondary school was delivered it could accommodate pupils from Kirkliston but also support a significant amount of additional housing development. Good active travel and transport links would be important. There is not enough scope for development on this and nearby sites to support this level of intervention.</p>
<p>LANDSCAPE CHARACTER</p>	
<p><i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i></p>	<p>No – No scope is identified for development on this site due to its importance for the setting of South Queensferry, and slopes which are highly visible from the A90 road forming a distinctive approach to Edinburgh from the north.</p>
<p>GREEN NETWORK</p>	
<p><i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i></p>	<p>Partially – The site may be considered of value for the strategic green network, due to lying within an area identified as a green network opportunity adjacent to South Queensferry.</p>
<p>FLOOD RISK</p>	
<p><i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i></p>	<p>Yes – The site has no SEPA-identified areas of medium-high flood risk/for flood management.</p>
<p>SUMMARY COMMENTS</p>	
<p><i>Is the site suitable for development?</i> No The site is not suitable for development due to its poor accessibility, community infrastructure capacity and visible landscape character.</p>	

Greenfield Site Assessment – Dalmeny Estate

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	No – The site is not within an identified SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	No – The site is not within walking distance to local convenience services. It is unlikely that access can be improved and convenience services are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site support travel by foot to identified employment clusters?</i>	No – The site is not within walking distance to employment clusters. It is unlikely that access can be improved and employment clusters are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site have access to the wider cycle network?</i>	Yes – The site has access to the wider cycle network.
<i>Can the site support active travel overall through appropriate intervention?</i>	No – The site would not support active travel overall, as the site is not within walking distance of local convenience services and employment clusters and these are unlikely to be provided through development due to lack of scope for development nearby.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	No – The site does not support travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	No – The site does not support travel by public transport based on an identified intervention.
COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient primary school infrastructure capacity.
<i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient secondary school infrastructure capacity.

<p><i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i></p>	<p>No – The site does not have sufficient community infrastructure capacity to support development and no appropriate intervention has been identified to address this. A new primary school would be required. A new secondary school would be required. The Council’s preference is to deliver new secondary schools with a capacity for 1200 pupils. If a new 1200 secondary school was delivered it could accommodate pupils from Kirkliston but also support a significant amount of additional housing development. Good active travel and transport links would be important. There is not enough scope for development on this and nearby sites to support this level of intervention.</p>
<p>LANDSCAPE CHARACTER</p>	
<p><i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i></p>	<p>No – No scope is identified for development on this site due to its importance for the setting of Edinburgh, visually sensitive location on key approaches to the city, use for recreation and any development in this area breaching the robust settlement boundary provided by the River Almond valley.</p>
<p>GREEN NETWORK</p>	
<p><i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i></p>	<p>No – The site is of value for the strategic green network, due to lying within an area identified as a green network opportunity adjacent to the Forth. The site has also been identified as a well-used place of recreation incorporating a designed landscape and a number of historic features.</p>
<p>FLOOD RISK</p>	
<p><i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i></p>	<p>Partially – The site is crossed by identified areas of medium-high flood risk, this covers part of the site however.</p>
<p>SUMMARY COMMENTS</p>	
<p><i>Is the site suitable for development?</i> No The site is not suitable for development due to its poor accessibility, community infrastructure capacity, landscape constraints, separation from existing settlements and value for the green network.</p>	

Greenfield Site Assessment – East Bankhead Farm

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	No – The site is not within an identified SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	No – The site is not within walking distance to local convenience services. It is unlikely that access can be improved and convenience services are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site support travel by foot to identified employment clusters?</i>	No – The site is not within walking distance to employment clusters. It is unlikely that access can be improved and employment clusters are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site have access to the wider cycle network?</i>	Yes – The site has access to the wider cycle network.
<i>Can the site support active travel overall through appropriate intervention?</i>	No – The site would not support active travel overall, as the site is not within walking distance of local convenience services and employment clusters and these are unlikely to be provided through development due to lack of scope for development nearby.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	No – The site does not support travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	No – The site does not support travel by public transport based on an identified intervention.
COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient primary school infrastructure capacity.
<i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient secondary school infrastructure capacity.

<i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i>	No – The site does not have sufficient community infrastructure capacity to support development and no appropriate intervention has been identified to address this. A new primary school would be required. A new secondary school would be required. The Council’s preference is to deliver new secondary schools with a capacity for 1200 pupils. If a new 1200 secondary school was delivered it could accommodate pupils from Kirkliston but also support a significant amount of additional housing development. Good active travel and transport links would be important. There is not enough scope for development on this and nearby sites to support this level of intervention.
LANDSCAPE CHARACTER	
<i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i>	No – No scope is identified for development on this site due to its importance for the setting of South Queensferry, location beyond the firm settlement boundary of South Queensferry formed by a dismantled rail line in cutting to the west, and the significant effect development would have on the clustered form and setting of the distinctive village of Dalmeny.
GREEN NETWORK	
<i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i>	Partially – The site may be considered of value for the strategic green network, due to lying within an area identified as a green network opportunity adjacent to South Queensferry.
FLOOD RISK	
<i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i>	Yes – The site has no SEPA-identified areas of medium-high flood risk/for flood management.
SUMMARY COMMENTS	
<p><i>Is the site suitable for development?</i> No</p> <p>The site is not suitable for development due to its poor accessibility, community infrastructure capacity, importance for the character of the historic village of Dalmeny and separation from existing settlements.</p>	

Greenfield Site Assessment – East of Dalmeny

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	No – The site is not within an identified SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	No – The site is not within walking distance to local convenience services. It is unlikely that access can be improved and convenience services are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site support travel by foot to identified employment clusters?</i>	No – The site is not within walking distance to employment clusters. It is unlikely that access can be improved and employment clusters are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site have access to the wider cycle network?</i>	Partially – The site does not have access to the wider cycle network but may be served by linking to nearby routes to the north along the steep B924 road or to the south through Dalmeny village.
<i>Can the site support active travel overall through appropriate intervention?</i>	No – The site would not support active travel overall, as the site is not within walking distance of local convenience services and employment clusters and these are unlikely to be provided through development due to lack of scope for development nearby.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	No – The site does not support travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	No – The site does not support travel by public transport based on an identified intervention.
COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient primary school infrastructure capacity.
<i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient secondary school infrastructure capacity.

<p><i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i></p>	<p>No – The site does not have sufficient community infrastructure capacity to support development and no appropriate intervention has been identified to address this. A new primary school would be required. A new secondary school would be required. The Council’s preference is to deliver new secondary schools with a capacity for 1200 pupils. If a new 1200 secondary school was delivered it could accommodate pupils from Kirkliston but also support a significant amount of additional housing development. Good active travel and transport links would be important. There is not enough scope for development on this and nearby sites to support this level of intervention.</p>
<p>LANDSCAPE CHARACTER</p>	
<p><i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i></p>	<p>No – No scope is identified for development on this site due to its importance for the setting of South Queensferry, location beyond the firm settlement boundary of South Queensferry formed by a dismantled rail line in cutting to the west, and the significant effect development would have on the clustered form and setting of the distinctive village of Dalmeny.</p>
<p>GREEN NETWORK</p>	
<p><i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i></p>	<p>Partially – The site may be considered of value for the strategic green network, due to lying within an area identified as a green network opportunity adjacent to South Queensferry.</p>
<p>FLOOD RISK</p>	
<p><i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i></p>	<p>Yes – The site has no SEPA-identified areas of medium-high flood risk/for flood management.</p>
<p>SUMMARY COMMENTS</p>	
<p><i>Is the site suitable for development?</i> No The site is not suitable for development due to its poor accessibility, community infrastructure capacity, importance for the character of the historic village of Dalmeny and separation from existing settlements.</p>	

Greenfield Site Assessment – West of Craigie Hall

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	No – The site is not within an identified SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	No – The site is not within walking distance to local convenience services, apart from the Craigie Farm shop which cannot provide an appropriate level of amenity. It is unlikely that access can be improved and convenience services are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site support travel by foot to identified employment clusters?</i>	No – The site is not within walking distance to employment clusters. It is unlikely that access can be improved and employment clusters are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site have access to the wider cycle network?</i>	No – The site does not have access to the wider cycle network and access is unlikely to be improved as no suitable potential cycle route interventions have been identified which could serve the site.
<i>Can the site support active travel overall through appropriate intervention?</i>	No – The site would not support active travel overall, as the site is not within walking distance of employment clusters and these are unlikely to be provided through development due to lack of scope for development nearby. Access to the wider cycle network is poor and it is unlikely to be improved through an identified intervention.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	No – The site does not support travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	No – The site does not support travel by public transport based on an identified intervention.
COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient primary school infrastructure capacity.

<i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient secondary school infrastructure capacity.
<i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i>	No – The site does not have sufficient community infrastructure capacity to support development and no appropriate intervention has been identified to address this. A new primary school would be required. A new secondary school would be required. The Council’s preference is to deliver new secondary schools with a capacity for 1200 pupils. If a new 1200 secondary school was delivered it could accommodate pupils from Kirkliston but also support a significant amount of additional housing development. Good active travel and transport links would be important. There is not enough scope for development on this and nearby sites to support this level of intervention.
LANDSCAPE CHARACTER	
<i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i>	No – No scope is identified for development on this site due to any development being remote from existing settlement, visually intrusive if located on higher ground and fragmenting the identity of the strongly rural setting the landscape provides to North West Edinburgh.
GREEN NETWORK	
<i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i>	Partially – The site may be considered of value for the strategic green network, due to lying within an area identified as a green network opportunity adjacent to the River Almond.
FLOOD RISK	
<i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i>	Partially – Part of the site has SEPA-identified areas of medium-high flood risk and areas of importance for flood management, limited to the south along the River Almond floodplain.
SUMMARY COMMENTS	
<i>Is the site suitable for development?</i> No The site is not suitable for development due to its poor accessibility, community infrastructure capacity, rural landscape character and separation from existing settlements.	

Greenfield Site Assessment – Carlowrie Farm

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	No – The site is not within an identified SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	No – The site is not within walking distance to local convenience services. It is unlikely that access can be improved and convenience services are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site support travel by foot to identified employment clusters?</i>	No – The site is not within walking distance to employment clusters. It is unlikely that access can be improved and employment clusters are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site have access to the wider cycle network?</i>	No – The site does not have access to the wider cycle network and access is unlikely to be improved as no suitable potential cycle route interventions have been identified which could serve the site.
<i>Can the site support active travel overall through appropriate intervention?</i>	No – The site would not support active travel overall, as the site is not within walking distance of local convenience services and employment clusters and these are unlikely to be provided through development due to lack of scope for development nearby. Access to the wider cycle network is poor and it is unlikely to be improved through an identified intervention.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	No – The site does not support travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	No – The site does not support travel by public transport based on an identified intervention.
COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient primary school infrastructure capacity.

<i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient secondary school infrastructure capacity.
<i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i>	No – The site does not have sufficient community infrastructure capacity to support development and no appropriate intervention has been identified to address this. A new primary school would be required. A new secondary school would be required. The Council’s preference is to deliver new secondary schools with a capacity for 1200 pupils. If a new 1200 secondary school was delivered it could accommodate pupils from Kirkliston but also support a significant amount of additional housing development. Good active travel and transport links would be important. There is not enough scope for development on this and nearby sites to support this level of intervention.
LANDSCAPE CHARACTER	
<i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i>	No – No scope is identified for development on this site due to any development being remote from existing settlement, visually intrusive if located on higher ground and fragmenting the identity of the strongly rural setting the landscape provides to North West Edinburgh.
GREEN NETWORK	
<i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i>	Partially – The site may be considered of value for the strategic green network, due to lying within an area identified as a green network opportunity adjacent to the River Almond.
FLOOD RISK	
<i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i>	Partially – Part of the site has SEPA-identified areas of medium-high flood risk and areas of importance for flood management, limited to the south along the River Almond floodplain.
SUMMARY COMMENTS	
<i>Is the site suitable for development?</i> No The site is not suitable for development due to its poor accessibility, community infrastructure capacity, rural landscape character and separation from existing settlements.	

Greenfield Site Assessment – Craigbrae

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	No – The site is not within an identified SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	Partially – The site is within walking distance of local convenience centres but access is impeded by the lack of pavement along the main road leading to the shop.
<i>Does the site support travel by foot to identified employment clusters?</i>	No – The site is not within walking distance to employment clusters. It is unlikely that access can be improved and employment clusters are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site have access to the wider cycle network?</i>	No – The site does not have access to the wider cycle network and access is unlikely to be improved as no suitable potential cycle route interventions have been identified which could serve the site. Upgrade of the adjacent railway path could change this but is not committed.
<i>Can the site support active travel overall through appropriate intervention?</i>	No – The site would not support active travel overall, as the site is not within walking distance of employment clusters and these are unlikely to be provided through development due to lack of scope for development nearby. Access to the wider cycle network is poor and it is unlikely to be improved through an identified intervention, though there may be scope to
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	No – The site does not support travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	No – The site does not support travel by public transport based on an identified intervention.
COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient primary school infrastructure capacity.

<i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient secondary school infrastructure capacity.
<i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i>	Partially – The site does not have sufficient community infrastructure capacity to support development and no appropriate intervention has been identified to address this. A new primary school would be required. A new secondary school would be required. The Council’s preference is to deliver new secondary schools with a capacity for 1200 pupils. If a new 1200 secondary school was delivered it could accommodate pupils from Kirkliston but also support a significant amount of additional housing development. Good active travel and transport links would be important. The level of development proposed here would require at least a new primary and a new secondary school which would also serve the existing population of Kirkliston which does not yet have a secondary school.
LANDSCAPE CHARACTER	
<i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i>	No – No scope is identified for development on this site due to the substantial extent any development would have to cover to take advantage of a change in landform to form a new robust settlement boundary and mostly lie at a substantial distance from the core of Kirkliston. This change in landform is a steep slope towards the north east of the site which may form a natural boundary if enough scope for development is found in this area.
GREEN NETWORK	
<i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i>	Partially – The site may be considered of value for the strategic green network, due to lying within an area identified as a green network opportunity adjacent to Kirkliston and West Edinburgh.
FLOOD RISK	
<i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i>	Yes – The site has no SEPA-identified areas of medium-high flood risk/for flood management.
SUMMARY COMMENTS	
<i>Is the site suitable for development?</i> Yes The site is considered suitable for development, despite not being within the SESplan Strategic Development Areas as set out in its spatial strategy, poor accessibility and open landscape separate from the core of Kirkliston. The site should be considered as an urban extension of Kirkliston. Any development should have regard to improving Burnshot Road for active travel and public transport, upgrading the adjacent railway path as a suitable active travel route, the	

need for a new secondary school in Kirkliston and the lack of existing settlement boundary east of the existing urban area. Although public transport access remains poor and no intervention is identified to address this, measures to mitigate this through minor intervention should be investigated. As the site is not within the SESplan spatial strategy it should be considered as a reasonable alternative to other sites within the Strategic Development Areas.

Development of the site will result in a new settlement boundary east of the existing village and opportunities to enhance screening by tree planting in relevant areas should be considered, either closer to the village above the route of a gas pipeline which must remain undeveloped, or further to the north east where a change in landform could form a new boundary. Accessibility improvements are required to enable development, and improvements to the railway path adjacent to the site to make it suitable as an active travel route should be delivered as well as improvements to Burnshot Road to improve walking and public transport. A strategy for improving public transport access to this area should be considered. As part of the development of a wider strategic green network, connections should be made to the adjacent railway path which could form a potential corridor forming part the network. The level of development proposed here and in adjacent sites would require at least one new non-denominational primary school. There would be a partial requirement for one new roman catholic primary school, one new non-denominational secondary school and one new roman catholic secondary school to address growth here and citywide. **These requirements should be co-ordinated through a brief for this and other sites identified in Kirkliston.**

Greenfield Site Assessment – Milton

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	No – The site is not within an identified SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	No – The site is not within walking distance to local convenience services. It is unlikely that access can be improved and convenience services are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site support travel by foot to identified employment clusters?</i>	No – The site is not within walking distance to employment clusters. It is unlikely that access can be improved and employment clusters are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site have access to the wider cycle network?</i>	No – The site does not have access to the wider cycle network and access is unlikely to be improved as no suitable potential cycle route interventions have been identified which could serve the site.
<i>Can the site support active travel overall through appropriate intervention?</i>	No – The site would not support active travel overall, as the site is not within walking distance of local convenience services and employment clusters and these are unlikely to be provided through development due to lack of scope for development nearby. Access to the wider cycle network is poor and it is unlikely to be improved through an identified intervention.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	No – The site does not support travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	No – The site does not support travel by public transport based on an identified intervention.
COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient primary school infrastructure capacity.

<i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient secondary school infrastructure capacity.
<i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i>	No – The site does not have sufficient community infrastructure capacity to support development and no appropriate intervention has been identified to address this. A new primary school would be required. A new secondary school would be required. The Council’s preference is to deliver new secondary schools with a capacity for 1200 pupils. If a new 1200 secondary school was delivered it could accommodate pupils from Kirkliston but also support a significant amount of additional housing development. Good active travel and transport links would be important. There is not enough scope for development on this and nearby sites to support this level of intervention.
LANDSCAPE CHARACTER	
<i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i>	No – No scope for development is identified on this site due to the major landscape constraints which apply to this area and its importance for the landscape setting of the city and the backdrop to South Queensferry, as well as being beyond the firm settlement boundary of the A90, meaning any development would be physically and perceptually remote from the core of this settlement and have effect on the adjacent Dundas policies.
GREEN NETWORK	
<i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i>	Partially – The site may be considered of value for the strategic green network, due to lying within an area identified as a green network opportunity adjacent to South Queensferry.
FLOOD RISK	
<i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i>	Yes – The site has no SEPA-identified areas of medium-high flood risk/for flood management.
SUMMARY COMMENTS	
<p><i>Is the site suitable for development?</i> No</p> <p>The site is not suitable for development due to its poor accessibility, community infrastructure capacity, landscape constraints and separation from existing settlements.</p>	

Greenfield Site Assessment – Conifox

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	No – The site is not within an identified SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	Yes – The site is within walking distance of local convenience services.
<i>Does the site support travel by foot to identified employment clusters?</i>	No – The site is not within walking distance to employment clusters. It is unlikely that access can be improved and employment clusters are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site have access to the wider cycle network?</i>	No – The site does not have access to the wider cycle network and access is unlikely to be improved as no suitable potential cycle route interventions have been identified which could serve the site.
<i>Can the site support active travel overall through appropriate intervention?</i>	No – The site would not support active travel overall, as the site is not within walking distance of employment clusters and these are unlikely to be provided through development due to lack of scope for development nearby. Access to the wider cycle network is poor and it is unlikely to be improved through an identified intervention.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	No – The site does not support travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	No – The site does not support travel by public transport based on an identified intervention.
COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient primary school infrastructure capacity.
<i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient secondary school infrastructure capacity.

<i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i>	Partially – The site does not have sufficient community infrastructure capacity to support development and no appropriate intervention has been identified to address this. A new primary school would be required. A new secondary school would be required. The Council’s preference is to deliver new secondary schools with a capacity for 1200 pupils. If a new 1200 secondary school was delivered it could accommodate pupils from Kirkliston but also support a significant amount of additional housing development. Good active travel and transport links would be important. The level of development proposed here would require at least a new primary and a new secondary school which would also serve the existing population of Kirkliston which does not yet have a secondary school.
LANDSCAPE CHARACTER	
<i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i>	Partially – Some scope is identified for development on parts of this site as it is visually contained by woodland and high hedges and is close to the core of Kirkliston. Development should be limited to locations away from the areas of flood risk and importance for flood management, and respect the setting of Foxhall House, its parkland and walled garden.
GREEN NETWORK	
<i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i>	Partially – The site may be considered of value for the strategic green network, due to lying within an area identified as a green network opportunity adjacent to the River Almond, Kirkliston and West Edinburgh. Potential has been identified to protect the setting and parkland of Foxhall House as well as provide an attractive riverside park and recreational routes to enhance the landscape setting of Kirkliston alongside any potential development on this site.
FLOOD RISK	
<i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i>	Partially – A large area of the site has SEPA-identified areas of medium-high flood risk and areas of importance for flood management, covering a wide area to the south along the River Almond floodplain, but not covering a small area to the north-west of the site where potential scope for development is identified.
SUMMARY COMMENTS	
<p><i>Is the site suitable for development? Yes</i></p> <p>The site is considered suitable for development, despite not being within the SESplan Strategic Development Areas as set out in its spatial strategy and poor accessibility. The site should be considered as an urban extension of Kirkliston. Any development should have regard to improving Burnshot Road for active travel and public transport, upgrading the adjacent railway path as a suitable active travel route, the need for a new secondary school in Kirkliston and the lack of existing settlement boundary east of the existing urban area. Although public transport access remains poor and no intervention is identified to address this, measures to mitigate this through minor intervention should be investigated. As the site is not within the SESplan spatial strategy it should be considered as a</p>	

reasonable alternative to other sites within the Strategic Development Areas. Only a small part of the site is considered developable and this should be considered alongside adjacent sites at Carlowrie Castle and Craigbrae.

Development of the site will result in a new settlement boundary east of the existing village and opportunities to enhance screening by tree planting in relevant areas should be considered. Accessibility improvements are required to enable development, and improvements to the railway path adjacent to the site to make it suitable as an active travel route should be delivered as well as improvements to Burnshot Road to improve walking and public transport. A strategy for improving public transport access to this area should be considered. As part of the development of a wider strategic green network, connections should be made to the adjacent railway path which could form a potential corridor forming part the network, as well as nearby Foxhall House and the River Almond which are considered as potential landscape-scale component forming part of the network. The level of development proposed here and in adjacent sites would require at least one new non-denominational primary school. There would be a partial requirement for one new roman catholic primary school, one new non-denominational secondary school and one new roman catholic secondary school to address growth here and citywide. **These requirements should be coordinated through a brief for this and other sites identified in Kirkliston.**

Greenfield Site Assessment – Carlowrie Castle

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	No – The site is not within an identified SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	Yes – The site is within walking distance of local convenience services.
<i>Does the site support travel by foot to identified employment clusters?</i>	No – The site is not within walking distance to employment clusters. It is unlikely that access can be improved and employment clusters are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site have access to the wider cycle network?</i>	No – The site does not have access to the wider cycle network and access is unlikely to be improved as no suitable potential cycle route interventions have been identified which could serve the site.
<i>Can the site support active travel overall through appropriate intervention?</i>	No – The site would not support active travel overall, as the site is not within walking distance of employment clusters and these are unlikely to be provided through development due to lack of scope for development nearby. Access to the wider cycle network is poor and it is unlikely to be improved through an identified intervention.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	No – The site does not support travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	No – The site does not support travel by public transport based on an identified intervention.
COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient primary school infrastructure capacity.
<i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient secondary school infrastructure capacity.

<p><i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i></p>	<p>Partially – The site does not have sufficient community infrastructure capacity to support development and no appropriate intervention has been identified to address this. A new primary school would be required. A new secondary school would be required. The Council’s preference is to deliver new secondary schools with a capacity for 1200 pupils. If a new 1200 secondary school was delivered it could accommodate pupils from Kirkliston but also support a significant amount of additional housing development. Good active travel and transport links would be important. The level of development proposed here would require at least a new primary and a new secondary school which would also serve the existing population of Kirkliston which does not yet have a secondary school.</p>
<p>LANDSCAPE CHARACTER</p>	
<p><i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i></p>	<p>No – No scope is identified for development on this site due to any development breaching the firm settlement edge formed by the wooded route of a disused rail line. Beyond this only the ridges associated with the Carlowrie Estate could provide a robust boundary and development here would lie a considerable distance from the core of Kirkliston.</p>
<p>GREEN NETWORK</p>	
<p><i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i></p>	<p>Partially – The site may be considered of value for the strategic green network, due to lying within an area identified as a green network opportunity adjacent to the River Almond, Kirkliston and West Edinburgh.</p>
<p>FLOOD RISK</p>	
<p><i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i></p>	<p>Partially – Part of the site has SEPA-identified areas of medium-high flood risk and areas of importance for flood management, covering a wide area to the south along the River Almond floodplain.</p>
<p>SUMMARY COMMENTS</p>	
<p><i>Is the site suitable for development? Yes</i></p> <p>The site is considered suitable for development, despite not being within the SESplan Strategic Development Areas as set out in its spatial strategy, poor accessibility and open landscape separate from the core of Kirkliston. The site should be considered as an urban extension of Kirkliston. Any development should have regard to improving Burnshot Road for active travel and public transport, upgrading the adjacent railway path as a suitable active travel route, the need for a new secondary school in Kirkliston and the lack of existing settlement boundary east of the existing urban area. Although public transport access remains poor and no intervention is identified to address this, measures to mitigate this through minor intervention should be investigated. As the site is not within the SESplan spatial strategy it should be considered as a reasonable alternative to other sites within the Strategic Development Areas.</p>	

Development of the site will result in a new settlement boundary east of the existing village and opportunities to enhance screening by tree planting in relevant areas should be considered. Accessibility improvements are required to enable development, and improvements to the railway path adjacent to the site to make it suitable as an active travel route should be delivered as well as improvements to Burnshot Road to improve walking and public transport. A strategy for improving public transport access to this area should be considered. As part of the development of a wider strategic green network, connections should be made to the adjacent railway path which could form a potential corridor forming part the network, as well as nearby Foxhall House and the River Almond which are considered as potential landscape-scale component forming part of the network. The level of development proposed here and in adjacent sites would require at least one new non-denominational primary school. There would be a partial requirement for one new roman catholic primary school, one new non-denominational secondary school and one new roman catholic secondary school to address growth here and citywide. **These requirements should be coordinated through a brief for this and other sites identified in Kirkliston.**

Greenfield Site Assessment – Swineburn

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	No – The site is not within an identified SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	No – The site is not within walking distance to local convenience services. It is unlikely that access can be improved and convenience services are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site support travel by foot to identified employment clusters?</i>	No – The site is not within walking distance to employment clusters. It is unlikely that access can be improved and employment clusters are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site have access to the wider cycle network?</i>	No – The site does not have access to the wider cycle network and access is unlikely to be improved as no suitable potential cycle route interventions have been identified which could serve the site.
<i>Can the site support active travel overall through appropriate intervention?</i>	No – The site would not support active travel overall, as the site is not within walking distance of local convenience services and employment clusters and these are unlikely to be provided through development due to lack of scope for development nearby. Access to the wider cycle network is poor and it is unlikely to be improved through an identified intervention.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	No – The site does not support travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	No – The site does not support travel by public transport based on an identified intervention.
COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient primary school infrastructure capacity.

<i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient secondary school infrastructure capacity.
<i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i>	No – The site does not have sufficient community infrastructure capacity to support development and no appropriate intervention has been identified to address this. A new primary school would be required. A new secondary school would be required. The Council’s preference is to deliver new secondary schools with a capacity for 1200 pupils. If a new 1200 secondary school was delivered it could accommodate pupils from Kirkliston but also support a significant amount of additional housing development. Good active travel and transport links would be important. There is not enough scope for development on this and nearby sites to support this level of intervention.
LANDSCAPE CHARACTER	
<i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i>	No – No scope for development is identified on this site due to the effect any development would have on the strongly rural and secluded character of this area, conflicting with the existing local settlement pattern.
GREEN NETWORK	
<i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i>	Yes – The site may not be considered of value for the strategic green network, due to lying outwith identified green network opportunity areas and having no identified existing or potential use as part of the network.
FLOOD RISK	
<i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i>	Partially – The site is crossed by identified areas of medium-high flood risk, this covers part of the site however.
SUMMARY COMMENTS	
<p><i>Is the site suitable for development?</i> No</p> <p>The site is not suitable for development due to its poor accessibility, community infrastructure capacity, rural landscape character and separation from existing settlements.</p>	

Greenfield Site Assessment – East of Headrig Road

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	No – The site is not within an identified SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	No – The site is not within walking distance to local convenience services. It is unlikely that access can be improved and convenience services are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site support travel by foot to identified employment clusters?</i>	No – The site is not within walking distance to employment clusters. It is unlikely that access can be improved and employment clusters are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site have access to the wider cycle network?</i>	No – The site does not have access to the wider cycle network and access is unlikely to be improved as no suitable potential cycle route interventions have been identified which could serve the site.
<i>Can the site support active travel overall through appropriate intervention?</i>	No – The site would not support active travel overall, as the site is not within walking distance of local convenience services and employment clusters and these are unlikely to be provided through development due to lack of scope for development nearby. Access to the wider cycle network is poor and it is unlikely to be improved through an identified intervention.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	No – The site does not support travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	No – The site does not support travel by public transport based on an identified intervention.
COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient primary school infrastructure capacity.

<i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient secondary school infrastructure capacity.
<i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i>	No – The site does not have sufficient community infrastructure capacity to support development and no appropriate intervention has been identified to address this. A new primary school would be required. A new secondary school would be required. The Council’s preference is to deliver new secondary schools with a capacity for 1200 pupils. If a new 1200 secondary school was delivered it could accommodate pupils from Kirkliston but also support a significant amount of additional housing development. Good active travel and transport links would be important. There is not enough scope for development on this and nearby sites to support this level of intervention.
LANDSCAPE CHARACTER	
<i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i>	No – No scope for development is identified on this site due to beyond the robust settlement boundary formed by the approach road to the Queensferry Crossing, and the effect of development encroaching on what appears to be open and well managed countryside in contrast to the tightly clustered form of South Queensferry.
GREEN NETWORK	
<i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i>	Partially – The site may be considered of value for the strategic green network, due to lying within an area identified as a green network opportunity adjacent to South Queensferry.
FLOOD RISK	
<i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i>	Yes – The site has no SEPA-identified areas of medium-high flood risk/for flood management.
SUMMARY COMMENTS	
<p><i>Is the site suitable for development?</i> No</p> <p>The site is not suitable for development due to its poor accessibility, community infrastructure capacity, open landscape character and separation from existing settlements.</p>	

Greenfield Site Assessment – West of Dundas House

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	No – The site is not within an identified SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	No – The site is not within walking distance to local convenience services. It is unlikely that access can be improved and convenience services are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site support travel by foot to identified employment clusters?</i>	No – The site is not within walking distance to employment clusters. It is unlikely that access can be improved and employment clusters are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site have access to the wider cycle network?</i>	No – The site does not have access to the wider cycle network and access is unlikely to be improved as no suitable potential cycle route interventions have been identified which could serve the site.
<i>Can the site support active travel overall through appropriate intervention?</i>	No – The site would not support active travel overall, as the site is not within walking distance of local convenience services and employment clusters and these are unlikely to be provided through development due to lack of scope for development nearby. Access to the wider cycle network is poor and it is unlikely to be improved through an identified intervention.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	No – The site does not support travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	No – The site does not support travel by public transport based on an identified intervention.
COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient primary school infrastructure capacity.

<i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient secondary school infrastructure capacity.
<i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i>	No – The site does not have sufficient community infrastructure capacity to support development and no appropriate intervention has been identified to address this. A new primary school would be required. A new secondary school would be required. The Council’s preference is to deliver new secondary schools with a capacity for 1200 pupils. If a new 1200 secondary school was delivered it could accommodate pupils from Kirkliston but also support a significant amount of additional housing development. Good active travel and transport links would be important. There is not enough scope for development on this and nearby sites to support this level of intervention.
LANDSCAPE CHARACTER	
<i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i>	No – No scope for development is identified on this site due to the effect any development would have on the strongly rural and secluded character of this area, conflicting with the existing local settlement pattern.
GREEN NETWORK	
<i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i>	Partially – The site may be considered of value for the strategic green network, due to lying adjacent to an area identified as a green network opportunity related to South Queensferry.
FLOOD RISK	
<i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i>	Yes – The site has no SEPA-identified areas of medium-high flood risk/for flood management.
SUMMARY COMMENTS	
<p><i>Is the site suitable for development?</i> No</p> <p>The site is not suitable for development due to its poor accessibility, community infrastructure capacity, rural landscape character and separation from existing settlements.</p>	

Greenfield Site Assessment – Wester Humbie

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	No – The site is not within an identified SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	No – The site is not within walking distance to local convenience services. It is unlikely that access can be improved and convenience services are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site support travel by foot to identified employment clusters?</i>	No – The site is not within walking distance to employment clusters. It is unlikely that access can be improved and employment clusters are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site have access to the wider cycle network?</i>	No – The site does not have access to the wider cycle network and access is unlikely to be improved as no suitable potential cycle route interventions have been identified which could serve the site.
<i>Can the site support active travel overall through appropriate intervention?</i>	No – The site would not support active travel overall, as the site is not within walking distance of local convenience services and employment clusters and these are unlikely to be provided through development due to lack of scope for development nearby. Access to the wider cycle network is poor and it is unlikely to be improved through an identified intervention.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	No – The site does not support travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	No – The site does not support travel by public transport based on an identified intervention.
COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient primary school infrastructure capacity.

<i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient secondary school infrastructure capacity.
<i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i>	No – The site does not have sufficient community infrastructure capacity to support development and no appropriate intervention has been identified to address this. A new primary school would be required. A new secondary school would be required. The Council’s preference is to deliver new secondary schools with a capacity for 1200 pupils. If a new 1200 secondary school was delivered it could accommodate pupils from Kirkliston but also support a significant amount of additional housing development. Good active travel and transport links would be important. There is not enough scope for development on this and nearby sites to support this level of intervention.
LANDSCAPE CHARACTER	
<i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i>	No – No scope for development is identified on this site due to the effect any development would have on the strongly rural and secluded character of this area, conflicting with the existing local settlement pattern.
GREEN NETWORK	
<i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i>	Partially – The site may be considered of value for the strategic green network, due to lying adjacent to an area identified as a green network opportunity related to West Edinburgh and Kirkliston.
FLOOD RISK	
<i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i>	Partially –The site is crossed by identified areas of medium-high flood risk, this covers part of the site however.
SUMMARY COMMENTS	
<p><i>Is the site suitable for development?</i> No</p> <p>The site is not suitable for development due to its poor accessibility, community infrastructure capacity, rural landscape character and separation from existing settlements.</p>	

Greenfield Site Assessment – Dundas Castle

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	No – The site is not within an identified SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	No – The site is not within walking distance to local convenience services. It is unlikely that access can be improved and convenience services are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site support travel by foot to identified employment clusters?</i>	No – The site is not within walking distance to employment clusters. It is unlikely that access can be improved and employment clusters are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site have access to the wider cycle network?</i>	No – The site does not have access to the wider cycle network and access is unlikely to be improved as no suitable potential cycle route interventions have been identified which could serve the site.
<i>Can the site support active travel overall through appropriate intervention?</i>	No – The site would not support active travel overall, as the site is not within walking distance of local convenience services and employment clusters and these are unlikely to be provided through development due to lack of scope for development nearby. Access to the wider cycle network is poor and it is unlikely to be improved through an identified intervention.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	No – The site does not support travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	No – The site does not support travel by public transport based on an identified intervention.
COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient primary school infrastructure capacity.

<i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient secondary school infrastructure capacity.
<i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i>	No – The site does not have sufficient community infrastructure capacity to support development and no appropriate intervention has been identified to address this. A new primary school would be required. A new secondary school would be required. The Council’s preference is to deliver new secondary schools with a capacity for 1200 pupils. If a new 1200 secondary school was delivered it could accommodate pupils from Kirkliston but also support a significant amount of additional housing development. Good active travel and transport links would be important. There is not enough scope for development on this and nearby sites to support this level of intervention.
LANDSCAPE CHARACTER	
<i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i>	No – No scope for development is identified on this site due to the major landscape constraints which apply to this area and its importance for the landscape setting of the city and the backdrop to South Queensferry.
GREEN NETWORK	
<i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i>	No – The site is of value for the strategic green network, due to lying adjacent to an area identified as a green network opportunity related to South Queensferry and being largely covered by parkland, policy woodlands and wooded gardens used for recreation.
FLOOD RISK	
<i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i>	Yes – The site has no SEPA-identified areas of medium-high flood risk/for flood management.
SUMMARY COMMENTS	
<i>Is the site suitable for development?</i> No The site is not suitable for development due to its poor accessibility, community infrastructure capacity, landscape constraints and value for the strategic green network.	

Greenfield Site Assessment – North Kirkliston

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	No – The site is not within an identified SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	Partially – The site is not within walking distance to local convenience services. Convenience services can be provided on the site due to scope for development here and nearby.
<i>Does the site support travel by foot to identified employment clusters?</i>	No – The site is not within walking distance to employment clusters. It is unlikely that access can be improved and employment clusters are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site have access to the wider cycle network?</i>	No – The site does not have access to the wider cycle network and access is unlikely to be improved as no suitable potential cycle route interventions have been identified which could serve the site.
<i>Can the site support active travel overall through appropriate intervention?</i>	No – The site would not support active travel overall, as the site is not within walking distance of employment clusters and these are unlikely to be provided through development due to lack of scope for development nearby. Local convenience services should be provided alongside development. Access to the wider cycle network is poor and it is unlikely to be improved through an identified intervention.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	No – The site does not support travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	No – The site does not support travel by public transport based on an identified intervention.
COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient primary school infrastructure capacity.

<p><i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i></p>	<p>No – The site does not have sufficient secondary school infrastructure capacity.</p>
<p><i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i></p>	<p>Partially – The site does not have sufficient community infrastructure capacity to support development and no appropriate intervention has been identified to address this. A new primary school would be required. A new secondary school would be required. The Council’s preference is to deliver new secondary schools with a capacity for 1200 pupils. If a new 1200 secondary school was delivered it could accommodate pupils from Kirkliston but also support a significant amount of additional housing development. Good active travel and transport links would be important. The level of development proposed here would require at least a new primary and a new secondary school which would also serve the existing population of Kirkliston which does not yet have a secondary school.</p>
<p>LANDSCAPE CHARACTER</p>	
<p><i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i></p>	<p>No – No scope for development is identified on this site due to being north of the robust boundary to Kirkliston formed by the rail line, visually and perceptually separating any new development from the existing settlement.</p> <p>The M90 forms another robust boundary for development to the north of the site, although the route from the site to the core of Kirkliston under the rail line should be improved to ensure connection with the existing urban area.</p>
<p>GREEN NETWORK</p>	
<p><i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i></p>	<p>Partially – The site may be considered of value for the strategic green network, due to lying within an area identified as a green network opportunity adjacent to Kirkliston.</p>
<p>FLOOD RISK</p>	
<p><i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i></p>	<p>Yes – The site has no SEPA-identified areas of medium-high flood risk/for flood management.</p>

SUMMARY COMMENTS***Is the site suitable for development? Yes***

The site is considered suitable for development, despite not being within the SESplan Strategic Development Areas as set out in its spatial strategy, poor accessibility and being separate from the core of Kirkliston. The site should be considered as an urban extension of Kirkliston. Any development should have regard to improving Queensferry Road for active travel and public transport, the need for a new secondary school in Kirkliston and the need for connection beyond the railway line to the existing urban area. Although public transport access remains poor and no intervention is identified to address this, measures to mitigate this through minor intervention should be investigated. As the site is not within the SESplan spatial strategy it should be considered as a reasonable alternative to other sites within the Strategic Development Areas.

Development of the site will result in a new settlement boundary north of the existing village and opportunities to enhance screening and reduce noise from the M90 adjacent to the site should be considered. Accessibility improvements are required to enable development, and connections to the core of Kirkliston and beyond to the railway path adjacent to Kirkliston should be delivered as well as improvements to Queensferry Road to improve walking and public transport. A strategy for improving public transport access to this area should be considered. The level of development proposed here and in adjacent sites would require at least one new non-denominational primary school. There would be a partial requirement for one new roman catholic primary school, one new non-denominational secondary school and one new roman catholic secondary school to address growth here and citywide. **These requirements should be coordinated through a brief for this and other sites identified in Kirkliston.**

Greenfield Site Assessment – Royal Elizabeth Yards

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	No – The site is not within an identified SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	No – The site is not within walking distance to local convenience services. It is unlikely that access can be improved and convenience services are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site support travel by foot to identified employment clusters?</i>	No – The site is not within walking distance to employment clusters. It is unlikely that access can be improved and employment clusters are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site have access to the wider cycle network?</i>	No – The site does not have access to the wider cycle network and access is unlikely to be improved as no suitable potential cycle route interventions have been identified which could serve the site.
<i>Can the site support active travel overall through appropriate intervention?</i>	No – The site would not support active travel overall, as the site is not within walking distance of local convenience services and employment clusters and these are unlikely to be provided through development due to lack of scope for development nearby. Access to the wider cycle network is poor and it is unlikely to be improved through an identified intervention.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	No – The site does not support travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	No – The site does not support travel by public transport based on an identified intervention.
COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient primary school infrastructure capacity.

<i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient secondary school infrastructure capacity.
<i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i>	No – The site does not have sufficient community infrastructure capacity to support development and no appropriate intervention has been identified to address this. A new primary school would be required. A new secondary school would be required. The Council’s preference is to deliver new secondary schools with a capacity for 1200 pupils. If a new 1200 secondary school was delivered it could accommodate pupils from Kirkliston but also support a significant amount of additional housing development. Good active travel and transport links would be important. There is not enough scope for development on this and nearby sites to support this level of intervention.
LANDSCAPE CHARACTER	
<i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i>	Partially – Some scope is identified for development on parts of this site as a replacement for existing buildings. Although development here would be separate from the urban form of South Queensferry it would not affect the rural character of the area and would be visually discrete.
GREEN NETWORK	
<i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i>	Yes – The site may not be considered of value for the strategic green network, due to lying outwith identified green network opportunity areas and having no identified existing or potential use as part of the network.
FLOOD RISK	
<i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i>	Yes – The site has no SEPA-identified areas of medium-high flood risk/for flood management.
SUMMARY COMMENTS	
<i>Is the site suitable for development?</i> No The site is not suitable for development due to its poor accessibility and community infrastructure capacity.	

3.7 Assessments - Sector 7

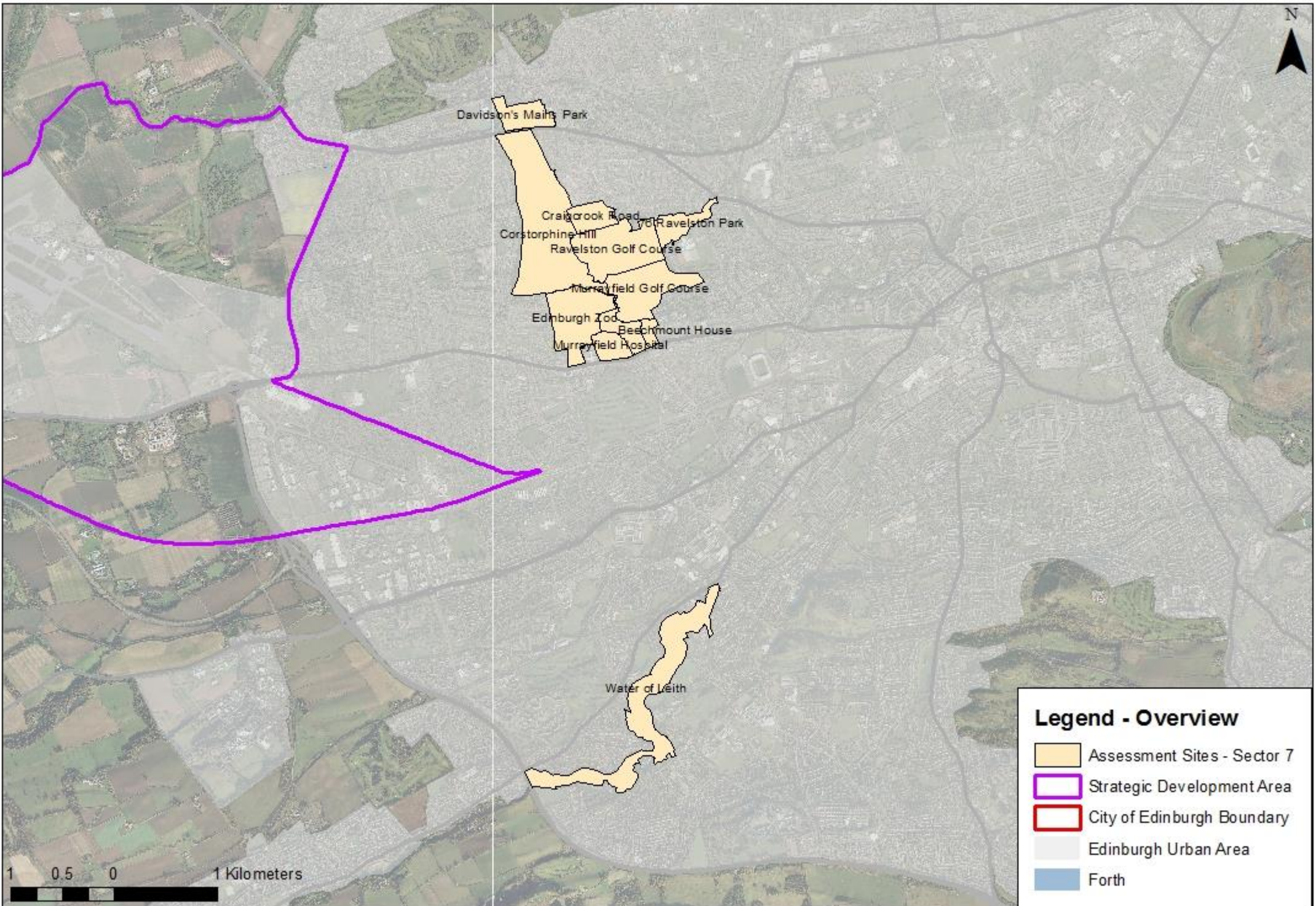
Mapping

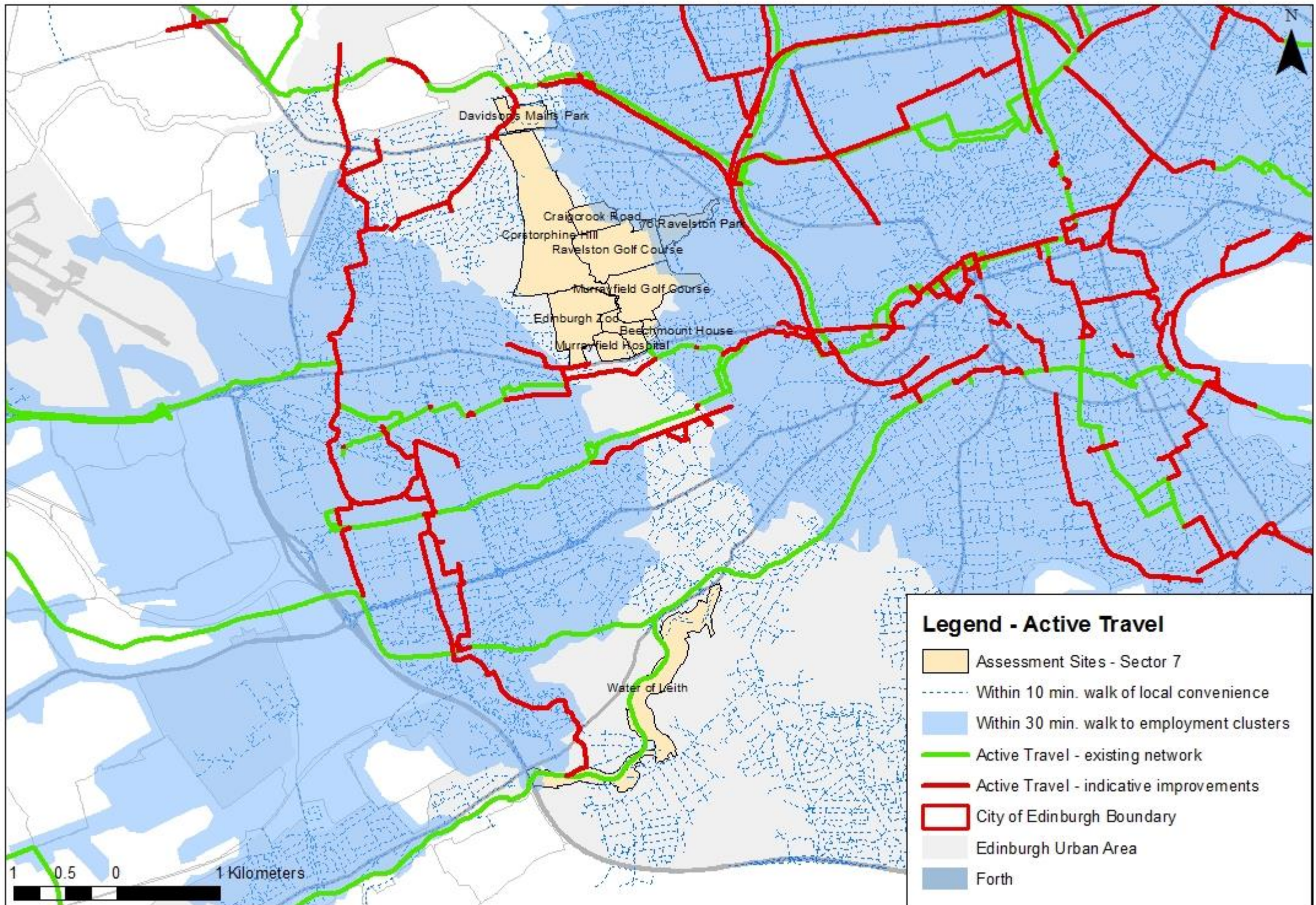
- Overview
- Active Travel
- Public Transport
- Green Network
- Flood Risk

Assessment Summary









Individual Site Assessments

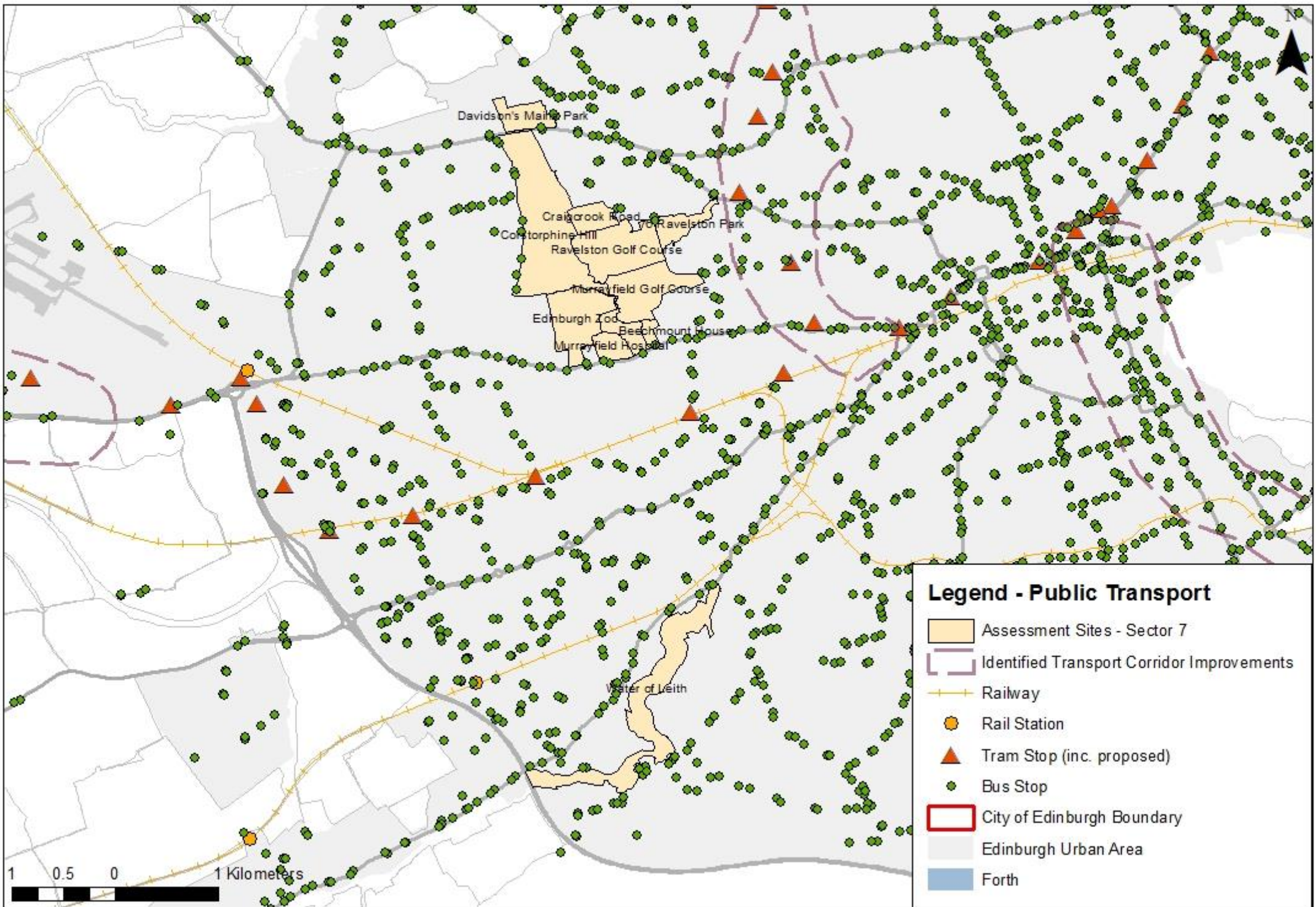
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Davidson's Mains Park	324
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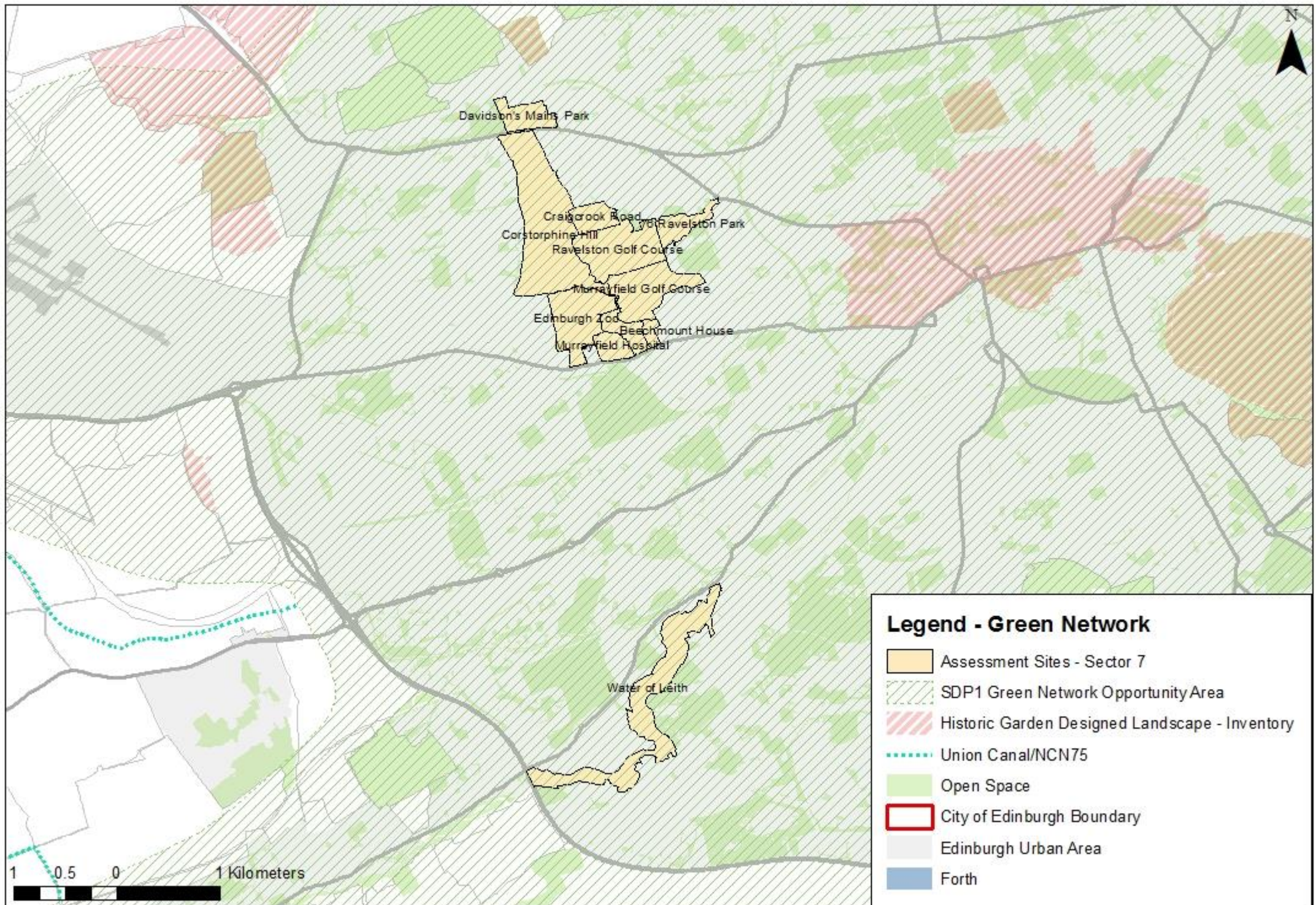


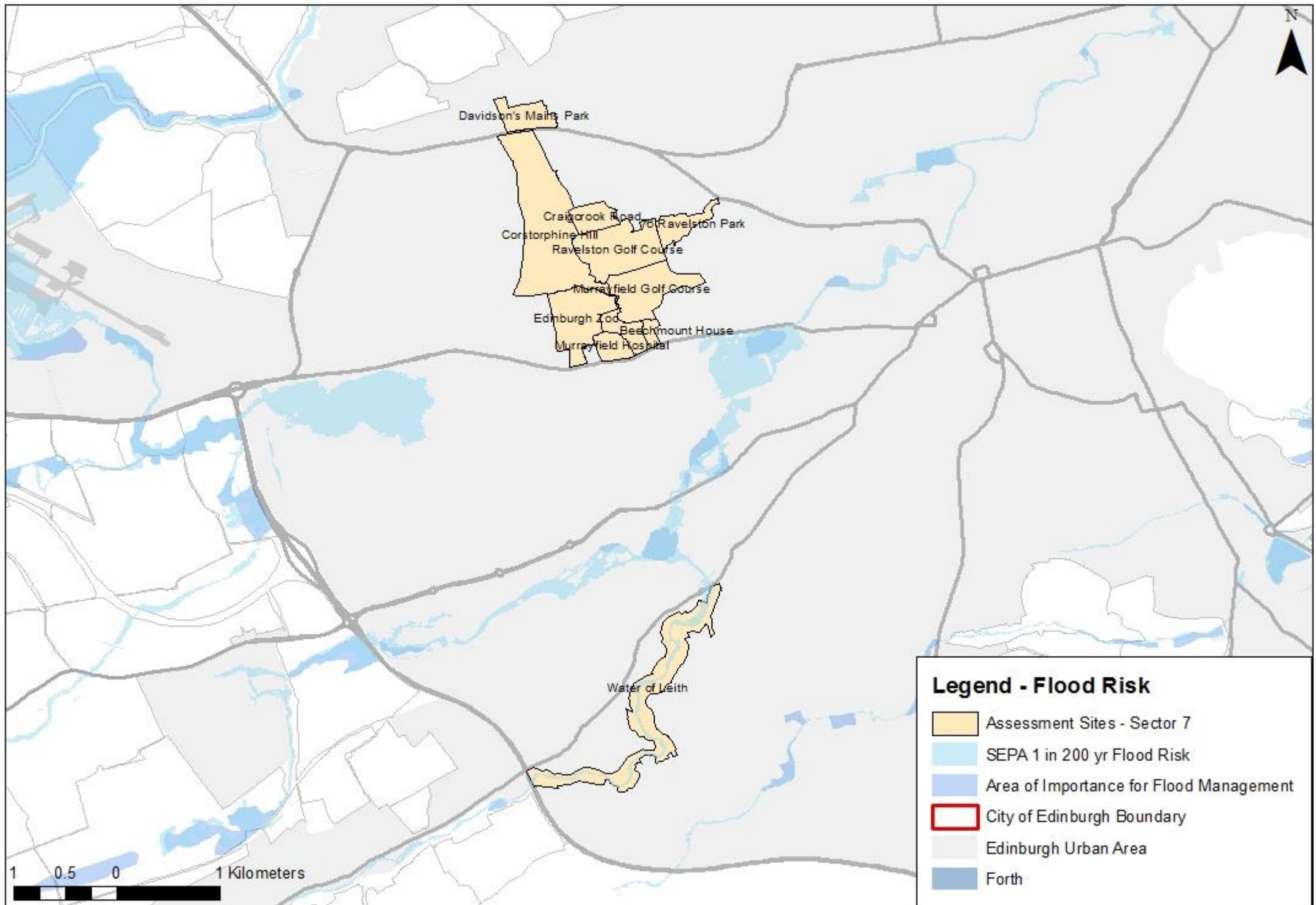


Legend - Active Travel

-  Assessment Sites - Sector 7
-  Within 10 min. walk of local convenience
-  Within 30 min. walk to employment clusters
-  Active Travel - existing network
-  Active Travel - indicative improvements
-  City of Edinburgh Boundary
-  Edinburgh Urban Area
-  Forth







Assessment Matrix

Sector 7

AREA NAME	SDP1 Strategic Development Areas	10 min walk to local convenience services	30 min walk to employment clusters	Access to wider cycle network	Active travel assessment (overall)	Access to existing public transport	Public transport assessment (overall)	Primary school capacity	Secondary school capacity	Community infrastructure assessment (overall)	Landscape character assessment	Green network assessment	Flood risk assessment	SUMMARY
Davidson's Mains Park														
Edinburgh Zoo														
Murrayfield Hospital														
Beechmount House														
Craigcrook Road														
Ravelston Golf Course														
Murrayfield Golf Course														
Ravelston Park														
Water of Leith														
Corstorphine Hill														

Site Assessments

Greenfield Site Assessment – Davidson’s Mains Park

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	No – The site is not within an identified SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	Partially – The site is within walking distance of local convenience centres but access is impeded by the footways of East Barnton Gardens, which would be used to access the nearest shops, being unsuited for increased use.
<i>Does the site support travel by foot to identified employment clusters?</i>	Partially – The site is within walking distance of employment clusters but access is impeded by the poor walking environment of the A90 and capacity issues on the North Edinburgh Path Network.
<i>Does the site have access to the wider cycle network?</i>	Partially – The site has access to the wider cycle network but access is impeded by requiring access through nearby residential streets and capacity issues on the North Edinburgh Path Network.
<i>Can the site support active travel overall through appropriate intervention?</i>	Partially – The site could support active travel overall, as there is some existing limited access but intervention would be required to bring the footway of East Barnton Gardens up to Edinburgh Street Design Guidance standard and link the site via here to the cycle network, improve the walking environment on the A90 and address the capacity issues on the North Edinburgh Path Network.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	Partially – The site has limited support for travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	Partially – The site has limited support for travel by public transport based on an identified major intervention deliverable within the plan period.
COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient primary school infrastructure capacity.

<i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i>		No – The site does not have sufficient secondary school infrastructure capacity.
<i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i>		No – The site does not have sufficient community infrastructure capacity to support development and no appropriate intervention has been identified on this site due to limited opportunities in this area.
LANDSCAPE CHARACTER		
<i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i>		No – No scope is identified for development on this site due to it comprising a well-used and maintained public park containing semi-natural ancient woodland with a strong landscape connection to Corstorphine Hill and located within an SLA.
GREEN NETWORK		
<i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i>		No – The site is of value for the strategic green network, due to lying within an area identified as a green network opportunity within Edinburgh itself. The site is a well-used and maintained public park, designated as public open space.
FLOOD RISK		
<i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i>		Yes – The site has no SEPA-identified areas of medium-high flood risk/for flood management.
SUMMARY COMMENTS		
<p><i>Is the site suitable for development?</i> No</p> <p>The site is not suitable for development due to its landscape constraints and value for the strategic green network.</p>		

Greenfield Site Assessment – Edinburgh Zoo

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	No – The site is not within an identified SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	Yes – The site is within walking distance of local convenience services.
<i>Does the site support travel by foot to identified employment clusters?</i>	No – The site is not within walking distance to employment clusters. It is unlikely that access can be improved and employment clusters are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site have access to the wider cycle network?</i>	Partially – The site has access to the wider cycle network but access is impeded by the busy Corstorphine Road.
<i>Can the site support active travel overall through appropriate intervention?</i>	No – The site would not support active travel overall, as the site is not within walking distance of employment clusters and these are unlikely to be provided through development due to lack of scope for development nearby.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	Partially – The site has limited support for travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	Partially – The site has limited support for travel by public transport based on an identified major intervention deliverable within the plan period.
COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient primary school infrastructure capacity.
<i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient secondary school infrastructure capacity.

<p><i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i></p>	<p>No – The site does not have sufficient community infrastructure capacity to support development and no appropriate intervention has been identified to address this. A new primary school would be required and no appropriate secondary school intervention has been identified on this site due to limited opportunities in this area.</p>
<p>LANDSCAPE CHARACTER</p>	
<p><i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i></p>	<p>No – Although some limited scope for development is identified on this site, the attractive parkland character, mature woodland which coalesces in more distant views, and steeply sloping topography of the site restricts development to a very low number of units, below that which this assessment seeks to identify.</p>
<p>GREEN NETWORK</p>	
<p><i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i></p>	<p>No – The site is of value for the strategic green network, due to lying within an area identified as a green network opportunity within Edinburgh itself. The site is largely designated as public open space used by the zoo.</p>
<p>FLOOD RISK</p>	
<p><i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i></p>	<p>Yes – The site has no SEPA-identified areas of medium-high flood risk/for flood management.</p>
<p>SUMMARY COMMENTS</p>	
<p><i>Is the site suitable for development?</i> No The site is not suitable for development due to its prominent landscape and value for the strategic green network.</p>	

Greenfield Site Assessment – Murrayfield Hospital

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	No – The site is not within an identified SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	Yes – The site is within walking distance of local convenience services.
<i>Does the site support travel by foot to identified employment clusters?</i>	No – The site is not within walking distance to employment clusters. It is unlikely that access can be improved and employment clusters are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site have access to the wider cycle network?</i>	Partially – The site has access to the wider cycle network but access is impeded by the busy Corstorphine Road.
<i>Can the site support active travel overall through appropriate intervention?</i>	No – The site would not support active travel overall, as the site is not within walking distance of employment clusters and these are unlikely to be provided through development due to lack of scope for development nearby.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	Partially – The site has limited support for travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	Partially – The site has limited support for travel by public transport based on an identified major intervention deliverable within the plan period.
COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient primary school infrastructure capacity.
<i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i>	Yes – The site has sufficient secondary school infrastructure capacity, subject to a catchment area change to Tynecastle High School.

<i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i>	No – The site does not have sufficient community infrastructure capacity to support development and no appropriate intervention has been identified to address this. A new primary school would be required. There is not enough scope for development on this and nearby sites to support this level of intervention.
LANDSCAPE CHARACTER	
<i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i>	No – Although some limited scope for development is identified on this site, the attractive parkland character, mature woodland which coalesces in more distant views, and steeply sloping topography of the site restricts development to a very low number of units, below that which this assessment seeks to identify.
GREEN NETWORK	
<i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i>	No – The site is of value for the strategic green network, due to lying within an area identified as a green network opportunity within Edinburgh itself. The site is largely designated as public open space associated with the hospital grounds.
FLOOD RISK	
<i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i>	Yes – The site has no SEPA-identified areas of medium-high flood risk/for flood management.
SUMMARY COMMENTS	
<i>Is the site suitable for development?</i> No The site is not suitable for development due to its prominent landscape and value for the strategic green network.	

Greenfield Site Assessment – Beechmount House

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	No – The site is not within an identified SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	Yes – The site is within walking distance of local convenience services.
<i>Does the site support travel by foot to identified employment clusters?</i>	Yes – The site is within walking distance of employment clusters.
<i>Does the site have access to the wider cycle network?</i>	Partially – The site has access to the wider cycle network but access is impeded by Corstorphine Road and Western Terrace which forms a major barrier to accessing the network at the other side and Balgreen Road would have to be improved from connections to the network westbound. The West Edinburgh Link cycle corridor could be extended to serve this area to address this.
<i>Can the site support active travel overall through appropriate intervention?</i>	Partially – The site could support active travel overall, as there is some existing limited access but intervention would be required to improve the Corstorphine Road/Western Terrace crossings and Balgreen Road cycle route and to connect the site to the West Edinburgh Link.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	Partially – The site has limited support for travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	Partially – The site has limited support for travel by public transport based on an identified major intervention deliverable within the plan period.
COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient primary school infrastructure capacity.
<i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i>	Yes – The site has sufficient secondary school infrastructure capacity, subject to a catchment area change to Tynecastle High School.

<p><i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i></p>	<p>No – The site does not have sufficient community infrastructure capacity to support development and no appropriate intervention has been identified to address this. A new primary school would be required. There is not enough scope for development on this and nearby sites to support this level of intervention.</p>
<p>LANDSCAPE CHARACTER</p>	
<p><i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i></p>	<p>No – Although some limited scope for development is identified on this site, the attractive parkland character, mature woodland which coalesces in more distant views, the setting of Beechmount House and steeply sloping topography of the site restricts development to a very low number of units, below that which this assessment seeks to identify.</p>
<p>GREEN NETWORK</p>	
<p><i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i></p>	<p>No – The site is of value for the strategic green network, due to lying within an area identified as a green network opportunity within Edinburgh itself. The site is largely designated as public open space associated with the Beechmount House grounds.</p>
<p>FLOOD RISK</p>	
<p><i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i></p>	<p>Yes – The site has no SEPA-identified areas of medium-high flood risk/for flood management.</p>
<p>SUMMARY COMMENTS</p>	
<p><i>Is the site suitable for development?</i> No The site is not suitable for development due to its prominent landscape and value for the strategic green network.</p>	

Greenfield Site Assessment – Craigcrook Road

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	No – The site is not within an identified SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	Yes – The site is within walking distance of local convenience services.
<i>Does the site support travel by foot to identified employment clusters?</i>	Yes – The site is within walking distance of employment clusters.
<i>Does the site have access to the wider cycle network?</i>	No – The site does not have access to the wider cycle network and access is unlikely to be improved as no suitable potential cycle route interventions have been identified which could serve the site.
<i>Can the site support active travel overall through appropriate intervention?</i>	No – The site would not support active travel overall, as access to the wider cycle network is poor and it is unlikely to be improved through an identified intervention.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	No – The site does not support travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	No – The site does not support travel by public transport based on an identified intervention.
COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient primary school infrastructure capacity.
<i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient secondary school infrastructure capacity.

<p><i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i></p>		<p>No – The site does not have sufficient community infrastructure capacity to support development and no appropriate intervention has been identified to address this. A new primary school would be required and no appropriate secondary school intervention has been identified on this site due to limited opportunities in this area.</p>
<p>LANDSCAPE CHARACTER</p>		
<p><i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i></p>		<p>No – No scope is identified for development on this site due to its distinctive parkland character which features mature trees covered by a TPO, its contribution to the scenic parkland character of Corstorphine Hill, its contribution to views to and from Corstorphine Hill, steeply sloping topography and designation as an SLA.</p>
<p>GREEN NETWORK</p>		
<p><i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i></p>		<p>No – The site is of value for the strategic green network, due to lying within an area identified as a green network opportunity within Edinburgh itself and is designated as public open space.</p>
<p>FLOOD RISK</p>		
<p><i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i></p>		<p>Yes – The site has no SEPA-identified areas of medium-high flood risk/for flood management.</p>
<p>SUMMARY COMMENTS</p>		
<p><i>Is the site suitable for development?</i> No The site is not suitable for development due to its prominent landscape and value for the strategic green network.</p>		

Greenfield Site Assessment – Ravelston Golf Course

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	No – The site is not within an identified SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	Yes – The site is within walking distance of local convenience services.
<i>Does the site support travel by foot to identified employment clusters?</i>	Yes – The site is within walking distance of employment clusters.
<i>Does the site have access to the wider cycle network?</i>	No – The site does not have access to the wider cycle network and access is unlikely to be improved as no suitable potential cycle route interventions have been identified which could serve the site.
<i>Can the site support active travel overall through appropriate intervention?</i>	No – The site would not support active travel overall, as access to the wider cycle network is poor and it is unlikely to be improved through an identified intervention.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	No – The site does not support travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	No – The site does not support travel by public transport based on an identified intervention.
COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient primary school infrastructure capacity.
<i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient secondary school infrastructure capacity.

<i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i>	No – The site does not have sufficient community infrastructure capacity to support development and no appropriate intervention has been identified on this site due to limited opportunities in this area.
LANDSCAPE CHARACTER	
<i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i>	No – No scope is identified for development on this site due to its contribution to the character and setting of Corstorphine Hill and the city, the importance of the wooded ridge in views to and from both the city and Corstorphine Hill, its complex landform which would require modification to allow development and designation as an SLA.
GREEN NETWORK	
<i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i>	No – The site is of value for the strategic green network, due to lying within an area identified as a green network opportunity within Edinburgh itself and is an active golf course, designated as public open space.
FLOOD RISK	
<i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i>	Yes – The site has no SEPA-identified areas of medium-high flood risk/for flood management.
SUMMARY COMMENTS	
<p><i>Is the site suitable for development?</i> No</p> <p>The site is not suitable for development due to its prominent landscape and value for the strategic green network.</p>	

Greenfield Site Assessment – Murrayfield Golf Course

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	No – The site is not within an identified SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	Yes – The site is within walking distance of local convenience services.
<i>Does the site support travel by foot to identified employment clusters?</i>	Yes – The site is within walking distance of employment clusters.
<i>Does the site have access to the wider cycle network?</i>	No – The site does not have access to the wider cycle network and access is unlikely to be improved as no suitable potential cycle route interventions have been identified which could serve the site.
<i>Can the site support active travel overall through appropriate intervention?</i>	No – The site would not support active travel overall, as access to the wider cycle network is poor and it is unlikely to be improved through an identified intervention.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	Partially – The site has limited support for travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	Partially – The site has limited support for travel by public transport based on an identified major intervention deliverable within the plan period.
COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient primary school infrastructure capacity.
<i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i>	Yes – The site has sufficient secondary school infrastructure capacity, subject to a catchment area change to Tynecastle High School.

<i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i>	No – The site does not have sufficient community infrastructure capacity to support development and no appropriate intervention has been identified to address this. A new primary school would be required. There is not enough scope for development on this and nearby sites to support this level of intervention.
LANDSCAPE CHARACTER	
<i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i>	No – No scope is identified for development on this site due to its contribution to the character and setting of Corstorphine Hill and the city, the importance of the wooded ridge in views to and from both the city and Corstorphine Hill, its complex landform which would require modification to allow development and designation as an SLA.
GREEN NETWORK	
<i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i>	No – The site is of value for the strategic green network, due to lying within an area identified as a green network opportunity within Edinburgh itself and is an active golf course, designated as public open space.
FLOOD RISK	
<i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i>	Yes – The site has no SEPA-identified areas of medium-high flood risk/for flood management.
SUMMARY COMMENTS	
<i>Is the site suitable for development?</i> No The site is not suitable for development due to its prominent landscape and value for the strategic green network.	

Greenfield Site Assessment – Ravelston Park

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	No – The site is not within an identified SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	Yes – The site is within walking distance of local convenience services.
<i>Does the site support travel by foot to identified employment clusters?</i>	Yes – The site is within walking distance of employment clusters.
<i>Does the site have access to the wider cycle network?</i>	Partially – The site does not have access to the wider cycle network but may be served by a link to the North Edinburgh Path Network, however this network is considered to be at capacity.
<i>Can the site support active travel overall through appropriate intervention?</i>	Partially – The site could support active travel overall, as there is some existing limited access but intervention would be required to connect the site to the North Edinburgh Path Network and address capacity issues here, or to create a new route along Queensferry Road if this is not feasible.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	No – The site does not support travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	No – The site does not support travel by public transport based on an identified intervention.
COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient primary school infrastructure capacity.
<i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient secondary school infrastructure capacity.

<i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i>	No – The site does not have sufficient community infrastructure capacity to support development and no appropriate intervention has been identified on this site due to limited opportunities in this area.
LANDSCAPE CHARACTER	
<i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i>	No – No scope is identified for development on this site due to its SLA and LNR designations incorporating semi-natural ancient woodland and semi-natural parkland.
GREEN NETWORK	
<i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i>	No – The site is of value for the strategic green network, due to lying within an area identified as a green network opportunity within Edinburgh itself and is a public park, designated as public open space.
FLOOD RISK	
<i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i>	Yes – The site has no SEPA-identified areas of medium-high flood risk/for flood management.
SUMMARY COMMENTS	
<p><i>Is the site suitable for development?</i> No</p> <p>The site is not suitable for development due to its poor accessibility, community infrastructure capacity, landscape constraints and value for the strategic green network.</p>	

Greenfield Site Assessment – Water of Leith

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	No – The site is not within an identified SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	Yes – The site is within walking distance of local convenience services.
<i>Does the site support travel by foot to identified employment clusters?</i>	No – The site is not within walking distance to employment clusters. It is unlikely that access can be improved and employment clusters are unlikely to be provided on the site due to lack of scope for development nearby.
<i>Does the site have access to the wider cycle network?</i>	No – The site has access to the wider cycle network but access is impeded by the Water of Leith path which is poorly overlooked, unlit and unsuited to everyday journeys. Upgrading the route without significant impact on the ecology of the area is considered unlikely and highly challenging.
<i>Can the site support active travel overall through appropriate intervention?</i>	No – The site would not support active travel overall, as the site has no suitable access to employment clusters and these are unlikely to be provided through development due to lack of scope for development nearby. Access to the wider cycle network is poor and it is unlikely to be improved through an identified intervention.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	No – The site does not support travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	No – The site does not support travel by public transport based on an identified intervention.
COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient primary school infrastructure capacity.

<i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient secondary school infrastructure capacity.
<i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i>	No – The site does not have sufficient community infrastructure capacity to support development and no appropriate intervention has been identified on this site due to limited opportunities in this area.
LANDSCAPE CHARACTER	
<i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i>	No – No scope is identified for development due to its dramatic character, sense of nature and the nature conservation value of the diverse woodland on the site. There are additional physical constraints due to landform.
GREEN NETWORK	
<i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i>	No – The site is of value for the strategic green network, due to lying within an area identified as a green network opportunity within Edinburgh itself and is used for recreation due to the cycle/walkway along the old railway line covering the length of the site, designated as public open space.
FLOOD RISK	
<i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i>	Partially – Part of the site is covered by identified areas of medium-high flood risk, this covers part of the site but extends along its whole length along the banks of the Water of Leith itself.
SUMMARY COMMENTS	
<p><i>Is the site suitable for development?</i> No</p> <p>The site is not suitable for development due to its poor accessibility, community infrastructure capacity, landscape constraints and value for the strategic green network.</p>	

Greenfield Site Assessment – Corstorphine Hill

SDP1 SDA AREAS	
<i>Does the site fit within an area identified as a strategic development area?</i>	No – The site is not within an identified SDA.
ACTIVE TRAVEL	
<i>Does the site support travel by foot to identified convenience services?</i>	Yes – The site is within walking distance of local convenience services.
<i>Does the site support travel by foot to identified employment clusters?</i>	Yes – The site is within walking distance of employment clusters.
<i>Does the site have access to the wider cycle network?</i>	No – The site does not have access to the wider cycle network and access is unlikely to be improved as no suitable potential cycle route interventions have been identified which could serve the site.
<i>Can the site support active travel overall through appropriate intervention?</i>	No – The site would not support active travel overall, as access to the wider cycle network is poor and it is unlikely to be improved through an identified intervention.
PUBLIC TRANSPORT	
<i>Does the site support travel by public transport through existing public transport network accessibility and capacity?</i>	No – The site does not support travel by public transport based on existing or incrementally improved provision.
<i>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</i>	No – The site does not support travel by public transport based on an identified intervention.
COMMUNITY INFRASTRUCTURE	
<i>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient primary school infrastructure capacity.
<i>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</i>	No – The site does not have sufficient secondary school infrastructure capacity.

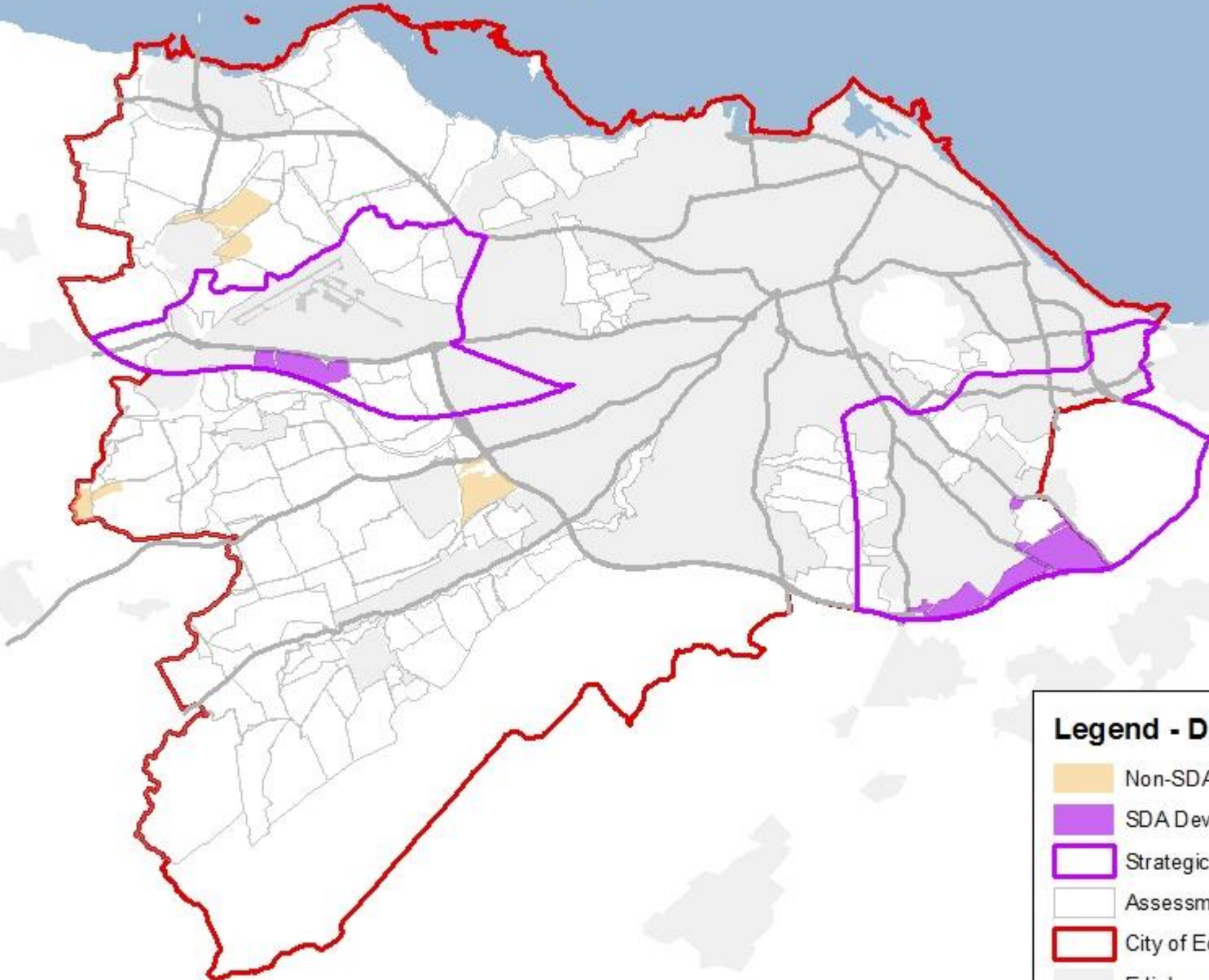
<i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i>	No – The site does not have sufficient community infrastructure capacity to support development. A new primary school would be required and no appropriate secondary school intervention has been identified on this site due to limited opportunities in this area.
LANDSCAPE CHARACTER	
<i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i>	No – No scope is identified for development on this site due to its landform, distinctive woodland and remnant parkland forming a key part of the setting and skyline of Edinburgh, valuable greenspace, SLA and LNR.
GREEN NETWORK	
<i>Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?</i>	No – The site is of value for the strategic green network, due to lying within an area identified as a green network opportunity within Edinburgh itself and is a public park, designated as public open space.
FLOOD RISK	
<i>Would development of the site avoid identified areas of ‘medium-high flood risk’ (fluvial) or areas of importance for flood management?</i>	Yes – The site has no SEPA-identified areas of medium-high flood risk/for flood management.
SUMMARY COMMENTS	
<p><i>Is the site suitable for development?</i> No</p> <p>The site is not suitable for development due to its poor accessibility, community infrastructure capacity, prominent landscape and value for the strategic green network.</p>	

4.0 Site Selection

4.1 The sites selected for consideration in choices are listed below, grouped together as areas to be considered together based on proximity. Each of these groupings should have a place brief drawn up if allocated. Mapping showing location of these sites and developable areas is below.

Strategic Developable Area Sites	Non-strategic Developable Area Sites
Sector 1 – West Norton Park (p25)	Sector 5 – Riccarton East of Riccarton (p160)
Sector 2 – South East South of Lang Loan (p53) South of Gilmerton Station Road (p56) Drum South (p65) Drum North (p68) East of Burdiehouse Road (p73)	Sector 5 – Calderwood Bonnington (p190) Overshiel (p226)
	Sector 6 – Kirkliston Craigbrae (p290) Conifox (p295) Carlowrie Castle (p298) North Kirkliston (p311)

Map 2 – Initial Developable Areas Citywide



Legend - Developable Areas

-  Non-SDA Developable Areas
-  SDA Developable Areas
-  Strategic Development Area
-  Assessment Sites (134)
-  City of Edinburgh Boundary
-  Edinburgh Urban Area
-  Forth

