

# DAMHEAD AND DISTRICT COMMUNITY LOCAL PLACE PLAN

## V1.1

Helen McKay, 2<sup>nd</sup> Oct

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# 1 Context

## 1.1 Clarify purpose of LPP and **assess alternative options.**

Our LPP has been developed to guide our community in how our immediate area develops and how to respond to proposals in neighbouring communities as well as the wider Midlothian and Edinburgh Local Authorities. Because it is generated following widespread consultation within Damhead and District, the LPP provides us with a sound basis for new initiatives. It also gives us clear guidance on how to respond to new proposals that affect our residents. The process of developing the LPP has been designed to clarify views about our future. The LPP as a reference document will strengthen community cohesion and capability.

DDCC has used the LPP to build on the 2015-30 Neighbourhood Action Plan, updating it to take account of local changes (for example changes in residents, house building, proposals for a new secondary school, further discussions about the A701 relief road, developments at the Snow Centre, Calderstones, and Straiton ) as well as regional, national and global factors (for example climate change; threats to biodiversity; significant rises in the cost of living). Our Climate Action Plan has also been incorporated into the LPP.

## 1.2 Outline planning policy context

We have referred to the National Planning Framework, the Regional Spatial Strategy, the Local Development Plan, the Local Outcomes Improvement Plan and our Neighbourhood Plan. For each in turn we list the points that are of greatest relevance to our community and our residents' vision.

### 1.2.1 the National Planning Framework

In the foreword of the NPF4, Tom Arthur MSP says *Putting the twin global climate and nature crises at the heart of our vision for a future Scotland will ensure the decisions we make today will be in the long-term interest of our country.* This is mirrored by Damhead & District's wish for our little 'place' within the national context and summarises the key planning principle that is most meaningful for us.

#### 1.2.1.1 Spatial principles

Of the six overarching spatial principles our wishes align most closely with:

- **Local living.** We will support local liveability and improve community health and wellbeing by ensuring people can easily access services, greenspace, learning, work and leisure locally.
- **Compact urban growth.** We will limit urban expansion so we can optimise the use of land to provide services and resources, including carbon storage, flood risk management, blue and green infrastructure and biodiversity.
- **Rural revitalisation.** We will encourage sustainable development in rural areas, recognising the need to grow and support urban and rural communities together.

**(DDCC are you content to emphasise the ones above and not the ones below in grey)**

- **Just transition.** We will empower people to shape their places and ensure the transition to net zero is fair and inclusive.

- **Conserving and recycling assets.** We will make productive use of existing buildings, places, infrastructure and services, locking in carbon, minimising waste, and building a circular economy.
- **Rebalanced development.** We will target development to create opportunities for communities and investment in areas of past decline, and manage development sustainably in areas of high demand.

We agree that by applying these spatial principles, the national spatial strategy will support the planning and delivery of **sustainable places**, where emissions are reduced and biodiversity is restored and better connected, **liveable places**, where we can all live better, healthier lives; and **productive places**, where we have a greener, fairer and more inclusive wellbeing economy

### 1.2.1.2 Policies

Our wishes are consistent with many of the policies listed in NPF4, especially

- Green belts
- Tackling the climate and nature crises
- Climate mitigation and adaptation
- Biodiversity and the Scottish Biodiversity Strategy
- Sustainable transport
- Natural places
- Soils
- Forestry, woodland and trees
- Historic assets and places

**(DDCC are you content to emphasise the ones above and not the ones below in grey?)**

- Brownfield land, vacant and derelict land and empty buildings
- Energy

### 1.2.1.3 National Development Statements

The most relevant national development statements of need are numbers 5, 6, 7 and 8 with number 7, the Central Scotland Green Network, being especially important.

## 5. Urban Sustainable, Blue and Green Surface Water Management Solutions

**Location** Glasgow and Edinburgh City Regions and their wider water catchment areas

We agree that our biggest cities and their regions will require improved infrastructure to ensure they are more resilient to climate change and the development of a strategic, catchment-scale, nature-based approach to adaptation through surface water and drainage infrastructure investment seems a sensible approach to reduce impacts. We agree that the prioritisation of nature-based solutions offers the potential to deliver of multiple climate, wellbeing and economic benefits should form the basis of the approach. Because of the topography and streams in and around DDCC we have only limited possibilities of impacting Edinburgh City but implementation of sustainable

drainage solutions designed to cope with anticipated more severe rainfall events could protect local houses, businesses and infrastructure.

## **6. Urban Mass/Rapid Transit Networks**

**Location** Aberdeen, Glasgow and Edinburgh City Regions.

We support the national development statement of prioritising the need to reduce transport emissions in and around Edinburgh by using low carbon transport solutions including the transformational reduction in private car use. In the case of our 'place' the main options are to both improve the bus service, particularly electric buses, and stop the A701 relief road (in combination with improvements to the triple junction and the junction of Bush Loan and the A702). These should help reduce transport related emissions overall, improve air quality, and reduce the demand for private vehicle use. We agree that an improved bus service should be designed to link to active travel routes and provide access to the countryside. Greatly improved bus services and safe active travel routes take on an added significance in light of the new secondary school planned between Bilston and Bush.

## **7. Central Scotland Green Network**

**Location** Central Scotland local authorities within a boundary identified by the Green Action Trust.

We strongly support the priority of tackling the challenges of climate change and biodiversity loss including by building and strengthening nature networks. We agree that a greener approach to development will benefit biodiversity connectivity and may contribute to the roll-out of 20 minute neighbourhoods. Being sandwiched between the urban areas of Edinburgh City and the development zones around Straiton and Penicuik, DDCC already provides a small oasis of green linked to the Pentlands and meets the national development statement's aim of multi-functional green and blue infrastructure that provides environmental, lifelong physical and mental health, social wellbeing and economic benefits. Because much of our 'place' is Green Belt and good agricultural ground we do not support any further development within DDCC whereas we can support the adjacent development areas and their populations by providing access to quality green space including helping people adapt to future climate risks. We agree with the statement that regeneration, repurposing and reuse of brownfield land should be a priority and see the neighbouring land of the oil shale bings as being preferred sites for development rather than the easier cheaper Green Belt. We are in full agreement that nature-based solutions for climate change adaptation and mitigation may include woodland expansion as a priority although there is limited scope for peatland restoration. Our suggestions improve the connectivity of biodiversity rich areas including corridors and stepping stones to provide enhanced natural capital and improved ecosystem services.

## **8. National Walking, Cycling and Wheeling Network**

**Location** All Scotland.

Our residents strongly support the national development aimed at facilitating the shift from vehicles to walking, cycling and wheeling for everyday journeys contributing to reducing greenhouse gas emissions from transport. We have identified routes to be upgraded and additional routes to create a sustainable travel network providing access to settlements, key services and amenities, employment and multi-modal hubs. This will help to deliver great places to live and work, including through connecting neighbourhoods, villages and towns, active freeways and long-distance routes. Some

DDCC residents have livery businesses and many residents ride so we propose improvements to the riding networks.

**(DDCC are you content to emphasise the ones above and not the others in the list below?)**

## Legend

### Sustainable Places

- 1 Energy Innovation Development on the Islands
- 2 Pumped Hydro Storage  
Scotland Wide
- 3 Strategic Renewable Electricity Generation and Transmission Infrastructure  
Scotland Wide
- 4 Circular Economy Materials Management Facilities  
Scotland Wide
- 5 Urban Sustainable, Blue and Green Surface Water Management Solutions  
Edinburgh and Glasgow
- 6 Urban Mass/Rapid Transit Networks  
Aberdeen, Edinburgh and Glasgow

### Liveable Places

- 7 Central Scotland Green Network
- 8 National Walking, Cycling and Wheeling Network  
Scotland Wide
- 9 Edinburgh Waterfront
- 10 Dundee Waterfront
- 11 Stranraer Gateway
- 12 Digital Fibre Network  
Scotland Wide

### Productive Places

- 13 Clyde Mission
- 14 Aberdeen Harbour
- 15 Industrial Green Transition Zones
- 16 Hunterston Strategic Asset
- 17 Chapelcross Power Station Redevelopment
- 18 High Speed Rail

#### 1.2.1.4. Spatial Planning Priorities.

Damhead and District is included in the Central area which broadly covers central Scotland from the Glasgow city region and the Ayrshires in the west to Edinburgh city region in the east. We fully support the priority given to creating sustainable places and the statement that *Regional Spatial Strategies and Local Development Plans in this area should support net zero energy solutions, including extended heat networks and improved energy efficiency, together with urban greening and improved low carbon transport.* Given our size, location and current landuse, the most relevant aspects for Damhead and District are improved energy efficiency and improved low carbon transport.

(DDCC I've still to think about adding text related to blue and green infrastructure which is mentioned in the following 3 paragraphs)

#### Blue and green infrastructure

The greening of the built environment, including former industrial areas, is a long held ambition that we now need to expedite to significantly reduce emissions, adapt to the future impacts of climate change and tackle biodiversity loss. Investment in green infrastructure will support urban sustainability, help to restore biodiversity, contribute to our overall targets for reducing emissions and improve health and wellbeing.

There is much that we have already learned from past work, for example initiatives to naturalise former mining features, reclaiming canals as a cultural heritage and natural asset, and extensive woodland creation. Wider woodland expansion across more urban areas could make a significant contribution to improving air quality and quality of life by reducing pollution, managing water and cooling urban environments. Blue and green networks can help to deliver compact and liveable cities.

Many initiatives will come together to achieve urban greening:

- The Central Scotland Green Network will continue to bring together environmental enhancement projects. Initiatives such as the John Muir Pollinator Way demonstrate how nature networks can help restore and better connect biodiversity and enhance green infrastructure at a landscape scale.

#### 1.2.2. the Regional Planning Framework

Damhead and District is covered by the South East Scotland Plan. Map # shows that we lie within an area designated as Green Belt. We wish this designation to be continued and a firm eastern boundary to be established to prevent further land sealing and loss of green open space.

Figure 1 - The Spatial Strategy

## The Spatial Strategy

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



### Committed

Number of housing units already committed in previous development plans.



### Strategic Employment Land

Employment land allocated in previous development plans.



### Proposed Employment Land

Additional employment land allocated in the SDP.

### FIFE FORTH

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

6,700 411ha

#### GROWTH AND DEVELOPMENT

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

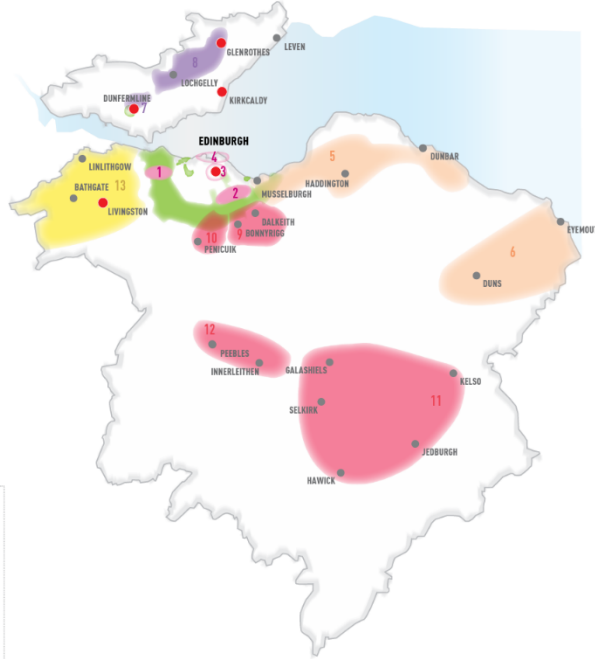
### WEST LOTHIAN

(13) WEST LOTHIAN

22,300 123ha

#### GROWTH AND DEVELOPMENT

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



### REGIONAL CORE

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

41,100 247ha 20ha (Proposed)

#### GROWTH AND DEVELOPMENT

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

### EAST COAST

(5) EAST LOTHIAN  
(6) EASTERN BORDERS

8,400 76ha

#### GROWTH AND DEVELOPMENT

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

### MIDLOTHIAN / BORDERS

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

15,500 124ha 25ha (Proposed)

#### GROWTH AND DEVELOPMENT

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

### 1.2.3 2017 Midlothian Local Development Plan.

We broadly support the vision of the 2017 Midlothian Local Development Plan.

We are especially supportive of the following strategic aims:

- To respond to the challenges of mitigating climate change and adapting to its impacts
- Providing positively for development that secures long-term social, environmental and economic gain
- Implement green network for Midlothian consistent with national and regional green networks

We support the following strategic environmental objectives:

- To avoid coalescence and loss of community identity
- To protect and enhance the countryside and rural environment
- To prioritise the development of brownfield over greenfield especially the Green Belt

We support the following strategic social objectives:



- Provide active sustainable transport for existing and future growth areas and promote walking, cycling and public transport links to shared open space
- Seek agreement with developers and agencies to ensure delivery of infrastructure, affordable housing, facilities and environmental enhancements
- Improve access to public open space and **(I've chopped off some text so complete)**

#### 1.2.4 Single Midlothian Plan 2023/27 Local Outcomes Improvement Plan

**[DDCC for information]** The local outcome improvement plan sets out the needs of our local communities and brings the key priorities for Midlothian into one place. It shows how the Public, Private, Voluntary sectors and local communities will undertake actions together to secure improvements. The plan focuses on reducing inequalities, promotes preventative approaches and it supports communities to increase their influence in decision making.]

We strongly support the vision of the Single Midlothian Plan 2023/27: ***By working together as a Community Planning Partnership, individuals and communities will be able to lead healthier, safer and greener lives by 2030. No child or household need live in poverty. Midlothian will be a Great Green Place to Grow by achieving our net zero carbon ambitions and supporting local people to strengthen the skills they need for learning, life and work.***

Considering the three desired outcomes for the next four years:

- Individuals and communities have improved health and skills for learning, life and work
- No child or household living in poverty
- Significant progress is made towards net zero carbon emissions by 2030

Damhead and District is best placed to contribute to making *significant progress towards net zero carbon emissions by 2030* but can also contribute to *Individuals and communities have improved health*.

**(DDCC are you content to emphasise the ones above and not the outcome in the list below?)**

- No child or household living in poverty

Looking at the seven themes identified



Our main contribution will be to the Greener Outcomes (Learning for Sustainability is increased; sustainable living is increased; Low Carbon/Renewable Energy Development and Home Energy Saving is Increased; and carbon Storage is increased). We were one of two pilot areas in Midlothian to develop a climate emergency action plan and we are certainly willing to work with the Climate Emergency Group and Climate Emergency Champion. Many of our proposals for local improvements link directly to the Greener Outcomes.

We feel that Damhead and District already helps to deliver two outcomes: *Midlothian will be healthier* and *Midlothian will be safer* and several of our suggestions for improved active travel routes will help to deliver these over the next four years.

**(DDCC are you content to emphasise the ones above and not all the desired outcomes in the list below? I know they're all important but the Single Midlothian is very focussed on actions for various bits of the council.)**

Midlothian will get it right for every child

Midlothian will support residents to improve employability and outcomes in our communities

Midlothian will have a wellbeing economy and be better connected

Midlothian will work towards reducing poverty

1.2.5 our Neighbourhood Plan.

Our Neighbourhood Plan [\[Add link\]](#) is still relevant and has strong support.

### **1.3 analyse baseline information**

#### 1.3.1 General

Damhead & District is a mosaic of varying physical features in a rural setting. The city bypass forms the northern boundary, the Pentland Regional Park the western side, the Straiton and Bilston to the east and Boghall Burn to the south. Damhead and District is scattered across the A702, Old Pentland Road and A703 and is home to a unique community with the best of both countryside and city living. It is surrounded with scenic woodland, walk ways, cycle networks and holdings that are attractive to both residents and visitors.

Many small-holdings were set up for disabled soldiers after the First World War and named “Homes for Heroes”. The small acreage of the holdings allowed them to carry out important agricultural activities such as pig-farming. The total population of Damhead for mid-year 2010 is approximately 250 and there are now approximately 102 dwellings in Damhead. Official statistics indicate that the older population has increased within Damhead over the last ten years and the child population has decreased. However, the local perception is that the numbers of young people and children in the area has increased in recent years.

Due to the size and location of the area it shares educational establishments, doctors, dentists, churches and other amenities with neighbouring regions. The community is made up of a number of farm holdings, cottages, houses, various businesses including stables, Damhead Nursery, Damhead Secret Herb Garden, Hillend winter sports and a petrol station. The community has close access to the retail park in the Straiton area.

Over recent years we have endeavoured to strengthen the community spirit. Damhead and District Community Council (DDCC) is a small group of community representatives that regularly meets to discuss and address local issues that may have relevance to Damhead and its future development. Over the years, the Damhead and District Community Council has been involved with a number of significant milestones with regards to the future of their rural and green belt area. For instance, the preparation of a Straiton Bing Community Visions in 1998 and a major submission of comments in 2013 to Midlothian Council’s Main Issues Report.

More recently, the DDCC has started to discuss national and global issues, such as climate change, land use and food security, and longer term sustainable development. This has coincided with the establishment of a Neighbourhood Plan Steering Group with the intent to ensure communication and consultation with the local residents.

### 1.3.2 Zoning in the 2017 Midlothian Local Development Plan

Most of Damhead and District is designated as Green Belt. About half of the Green Belt has additional designations of Pentland Hills Regional Park and Special Landscape Areas and the northern end of the Pentland Hills Regional Park is also identified as Country Park and a Regionally and Locally Important Nature Conservation Site. The Eastern half of the Green Belt is almost entirely Prime Agricultural Land with the balance comprising wetland and an area that had been ‘improved’ over the last 5 years or so.

The Eastern edge Damhead and District is subject to a variety of developments: the A701 relief road and to the east of the relief road’s route, both mixed and economic developments with some areas allocated for longer term safeguarding for housing.

## ***1.4 Engage with community, stakeholders and elected members***

We sought as many relevant views as possible as follows by the following means:

- Neighbourhood plan, survey, community events to discuss
- Climate action plan: on-line and paper-based survey (47 responses and good cross-section of ages), 2 face to face sessions and one on-line meeting
- Residents attended 2 drop-in sessions about NPF4
- Initial discussion at in-person CC meeting
- Circulation of suggestions by email

Proposals were prioritised at summer gathering open to all residents on 19<sup>th</sup> Aug 2023. The prioritised list and maps showing all location specific suggestions from the August gathering were further discussed and prioritised on 16<sup>th</sup> October.

**The level of engagement was sufficient to be confident that our Local Place Plan is an unbiased strong representation of our residents' opinions.**

## 2. Vision

### 2.1 Analyse local place and identify LPP site

Map 1 shows Damhead and District community council boundary.

Map 2 shows 2019 aerial photograph.

Map 3 shows 2021 aerial photograph.

Map 4 shows a general map of the roads and houses in Damhead and District.

Map 5 shows the 2017 Midlothian Local Development Plan of Loanhead, Straiton and Bilston which includes Damhead and District.

Map 6 shows allocations and community facilities.



230724\_LPP\_DDCC\_  
Map options.pdf

### 2.2 Engage with community and gather evidence *(this is a copy of 1.4)*

We sought as many relevant views as possible as follows by the following means:

- Neighbourhood plan, survey, community events to discuss
- Climate action plan: on-line and paper-based survey (47 responses and good cross-section of ages), 2 face to face sessions and one on-line meeting
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**The level of engagement was sufficient to be confident that our Local Place Plan is an unbiased strong representation of our residents' opinions.**

### 2.3 Outline proposed vision

#### 2.3.1 Vision for the Local Place Plan

**Our vision for the Local Place Plan is that it prompts constructive discussion of the way we would like our 'place' to develop over the next 10 years and articulates effectively the improvements we would like to see for the benefit not only of our own residents but also people visiting or travelling through Damhead and District.**

#### 2.3.2 Key aims of the LPP

- Promote and support a cohesive resilient community, which thrives and has a strong vibrant community spirit.
- Maintain rural aspects of the area, open spaces and the good quality agricultural land.
- Promote a safe environment through safe and efficient transport and travel options, and the development of a more extensive green network.
- Proactively build on the positive aspects of our local area to limit climate change and restore biodiversity.
- Support the development of local businesses that complement the land-based resources that make up our local area.
- Celebrate and recognise the unique heritage of the local area

### 2.3.3 Principles of the LPP

- All proposals will be considered
- Prioritisation will be made in an open transparent way
- Residents will be given sufficient opportunities to comment on the LPP
- Consideration will be given to the wider environmental and social benefits not exclusively Damhead and District residents.
- Although the LPP covers a period of 10years, consideration will be given to long-term threats

### 2.4 List/map/visualise proposed actions, initiatives or land uses

Table # lists the proposed actions, with the ones in bold text coming from our Neighbourhood Plan.

<b>Maintain the rural aspect of the area, its open spaces and good agricultural land</b>
<b>Promote a safe environment through a safe efficient public transport system</b>
<b>Develop a more extensive green network</b>
<b>Promote the area as a green gateway to Midlothian and the Pentland Hills</b>
Improve pavements
Separate paths from vehicular traffic
Extend 20 and 40mph speed limits
Improve the safety of the triple junction and the junction of Bush Loan and A702
Reject the A701 relief road
Improve infrastructure and services, especially doctors and dental practices
Develop an integrated network of paths for walkers, cyclists and horse riders
Improve the drainage of roads
Increase green wildlife-friendly areas and link them to create corridors
Safeguard the Green Belt
Encourage local food production
Ensure adequate sustainable drainage
Protect existing wildlife and promote biodiversity
Create better paths around SRUC fields
Include community facilities at the new secondary school
Improve the integration of social housing
Build new houses only where really justified

Map # shows the location of specific suggestions of what we would like and Map # shows the location of changes we do not want.

### 2.5 Prioritise proposals.

All suggestions from community council meetings, the main suggestions from the survey held to form the Climate Action Plan and relevant proposals from our Neighbourhood Plan (bold font) were listed and prioritised at an in-person meeting open to all residents on 19<sup>th</sup> August. These are listed in order in Table ##.

Reject the A701 relief road	26
Safeguard the Green Belt	18
Develop an integrated network of paths for walkers, cyclists and horse riders	17
Improve the safety of the triple junction and the junction of Bush Loan and A702	13
Protect existing wildlife and promote biodiversity	13
<b>Maintain the rural aspect of the area, its open spaces and good agricultural land</b>	7
Encourage local food production	7
Ensure adequate sustainable drainage	6
Extend 20 and 40mph speed limits	5
Improve infrastructure and services, especially doctors and dental practices	5
Create better paths around SRUC fields	5
Improve pavements	4
Increase green wildlife-friendly areas and link them to create corridors	4
<b>Promote a safe environment through a safe efficient public transport system</b>	3
Separate paths from vehicular traffic	3
Build new houses only where really justified	3
<b>Develop a more extensive green network</b>	2
<b>Promote the area as a green gateway to Midlothian and the Pentland Hills</b>	1
Improve the drainage of roads	1
Include community facilities at the new secondary school	1
Improve the integration of social housing	0

### ***3 Amendments to the adopted MLDP***

***Our community is unanimous in its opposition to the A701 relief road and urges that the 2017 Midlothian Local Development Plan is amended. Our reasons are:***

- 1. It will seal agricultural ground, including some highly productive land***
- 2. It will encourage vehicular traffic, the vast majority of which will use fossil fuel therefore will add to climate change***
- 3. It will not address the main hold up to traffic flows in the area, namely the triple junction***
- 4. It will split our small community***
- 5. It will adversely affect the wildlife and biodiversity of the area.***



Also need to submit

The community body's view of the level of support for the LPP, the basis of the view, including a description of the consultation

Need to send a copy of the proposed LPP and a notice to each Councillor and community council for the LPP area.

(I think it would be good to relate our proposals back to these 6 points. Not sure of best place.)

## Annex D – Six Qualities of Successful Places

### 1. Healthy: Supporting the prioritisation of women's safety and improving physical and mental health

Designing for:

- **lifelong wellbeing** through ensuring spaces, routes and buildings feel safe and welcoming e.g. through passive surveillance and use of physical safety measures.
- **healthy and active lifestyles**, through the creation of walkable neighbourhoods, food growing opportunities and access to nature and greenspace
- **accessibility and inclusion** for everyone regardless of gender, sexual orientation, age, ability and culture
- **social connectivity** and creating a sense of belonging and identity within the community
- **environmentally positive places** with improved air quality, reactivating derelict and brownfield land, removing known hazards and good use of green and blue infrastructure

### 2. Pleasant: Supporting attractive natural and built spaces

Designing for:

- **positive social interactions** including quality of public realm, civic spaces, streets and ensuring a lively and inclusive experience
- **protection** from the elements to create attractive and welcoming surroundings, including provision for shade and shelter, mitigating against noise, air, light pollution and undesirable features, as well as ensuring climate resilience, including flood prevention and mitigation against rising sea levels
- **connecting with nature** including natural landscape, existing landforms and features, biodiversity and eco-systems, integrating blue and green infrastructure and visual connection
- **variety and quality** of play and recreation spaces for people of all ages and abilities
- **enjoyment**, enabling people to feel at ease, spend more time outdoors and take inspiration from their surroundings

### 3. Connected: Supporting well connected networks that make moving around easy and reduce car dependency

Designing for:

- **active travel** by encouraging more walking, wheeling and cycling together with reliable, accessible, public transport and shared transport hubs that allow for simple modal shifts
- **connectivity** including strategic cycle routes, local cycle routes, footpaths, pavements, active travel networks, desire lines, destinations, permeability, accessibility and catering for different needs and abilities

- **convenient connections** including local and regional interconnection, infrastructure, sustainable travel, interchange between public transport and active travel and supporting easy modal shifts in transport
- **pedestrian experience** including safe crossing, pedestrian priority, reduced vehicular speed and noise, inclusive design and surfaces, assistive technology, reduced street clutter, catering for suitable vehicular parking and management of loading/unloading and deliveries and refuse collections

**4. Distinctive: Supporting attention to detail of local architectural styles and natural landscapes to be interpreted into designs to reinforce identity**

Designing for:

- **scale** including density, building heights, massing, orientation, building lines and legibility
- **built form** including mix of typologies, types, uses, sizes and tenures
- **sense of place** including design influences, architectural styles, choice of materials and finishes, detailing, landscape design, active frontages and cultural context

**5. Sustainable: Supporting the efficient use of resources that will allow people to live, play, work and stay in their area, ensuring climate resilience and integrating nature positive biodiversity solutions**

Designing for:

- **transition to net-zero** including energy/carbon efficient solutions, retrofitting, reuse and repurposing and sharing of existing infrastructure and resources
- **climate resilience and nature recovery** including incorporating blue and green infrastructure, integrating nature positive biodiversity solutions
- **active local economy** including opportunities for local jobs and training, work spaces, enabling working from home, supporting community enterprise and third sector
- **community and local living** including access to local services and facilities, education, community growing and healthy food options, play and recreation and digital connectivity

**6. Adaptable: Supporting commitment to investing in the long-term value of buildings, streets and spaces by allowing for flexibility so that they can meet the changing needs and accommodate different uses over time**

Designing for:

- **quality and function**, ensuring fitness for purpose, design for high quality and durability
- **longevity and resilience** including recognising the role of user centred design to cater for changing needs over time and to respond to social, economic and environmental priorities
- **long-term maintenance** including effective engagement, clarity of rights and responsibilities, community ownership/stewardship, continuous upkeep and improvements