



MIDLOTHIAN LOCAL DEVELOPMENT PLAN 2 – VALIDATION AND REGISTRATION OF LOCAL PLACE PLANS

Report By Chief Officer Place

1 PURPOSE OF REPORT

- 1.1 The purpose of this report is to seek the Committee's agreement to validate and register eight finalised Local Place Plans which have been prepared and submitted to the Council by Midlothian community groups (all community councils). The Committee is also requested to note the content of two draft Local Place Plans (LPPs), one prepared by the Penicuik and District Community Council and the second by the Loanhead and District Community Council. Furthermore, while no LPP has been prepared by Tynewater Community Council or Moorfoot Community Council, however engagement has been undertaken by these community councils and their comments should be noted.

2 BACKGROUND

- 2.1 At its meeting of 28 February 2023 the Committee authorised invitations to be issued to Midlothian's local community groups to prepare LPPs which would help inform production of the Midlothian Local Development Plan 2 (MLDP2). Invitations were then subsequently sent on 9 March 2023 (and followed up with correspondence on 26 May, 8 August, and 23 November 2023) to Midlothian Community Councils, Midlothian Community Development Trusts and Midlothian Faith Groups. This invitation was issued in accordance section 15 A(a) of the Town and Country Planning (Scotland) Act 1997, as modified by the Planning (Scotland) Act 2019.
- 2.2 Community bodies can develop LPPs. This means either:
- A Community Council, established in accordance with Part 4 of the Local Government (Scotland) Act 1973; or
 - A community-controlled body, as defined by Section 19 of the Community Empowerment (Scotland) Act 2015.
- 2.3 The MLDP2 report to the Committee at its meeting of 31 October 2023 set out a timetable for reporting back to Committee on LPPs. This included reporting on draft LPPs to the Committee at its meeting of 23 January 2024 and a commitment to present finalised LPPs at a future Committee meeting.

- 2.4 The report to the Committee meeting of 23 January 2024 set out the role and purpose of LPPs, a summary of support provided by the Council to community groups, the timescale and process for preparing a LPP and a summary of the draft LPPs received.
- 2.5 The 28 February 2023 Committee report provided more details of the role and purpose of LPPs, however in summary:
- LPPs are documents to be produced by a community body setting out their ambitions for the development and use of land in their communities;
 - While LPPs must take account of National Planning Framework 4 (NPF4) and the Midlothian Local Development Plan 2017 (as the existing adopted local development plan) during preparation, they are also an opportunity for community groups to formally express their aspirations for their local areas;
 - LPPs can therefore include aspirations on land, buildings, the environment (built, physical and natural), facilities, footpath, cycle and road connections and public transport; and
 - LPPs can include information on what is valued in a community.

3 FINALISED LOCAL PLACE PLANS RECEIVED

- 3.1 The Council set a deadline of 31 March 2024 for receipt of final LPPs. Eight finalised Local Place Plans (LPPs) prepared by Midlothian community groups have been received by the Council. The LPPs submitted for validation and registration are listed in Table 1 below. Only community councils have submitted LPPs or expressed an interest in submitting LPPs.

Table 1: Submitted Final Local Place Plans Received for Validation and Registration by Midlothian Council

Community Bodies Submitting a Final Local Place Plans Received for Validation and Registration by Midlothian Council	
1	Bonnyrigg and District Community Council
2	Damhead and District Community Council
3	Eskbank and Newbattle Community Council
4	Gorebridge Community Council
5	Mayfield and Easthouses Community Council
6	Newtongrange Community Council
7	Rosewell and District Community Council
8	Roslin and Bilston Community Council

- 3.2 Appendix A of this report contains summaries of the content of these eight LPPs. Appendix B contains the full copies of these eight final LPPs.
- 3.3 The Council has also received draft LPPs from Penicuik and District Community Council and Loanhead and District Community Council. The Council had not received any intimation from these groups that they were producing a LPP so were not identified in the 23 January

2024 Committee report. Consequently, unlike the received eight final LPPs, the Council has not been involvement in their production. These two draft LPPs are in Appendix C of this report for the Committee's information – the draft LPPs will be considered in the preparation of MLDP2, but don't have the weight of a validated and registered LPP.

- 3.4 No LPP was produced by Tynewater Community Council or Moorfoot Community Council, but notes from the engagement by these community councils during the LPP process are included in Appendix C of this report for information and will be considered in the preparation of MLDP2, but don't have the weight of a validated and registered LPP.

4 VALIDATION AND REGISTRATION OF LOCAL PLACE PLANS

- 4.1 Annex B of the Scottish Government's May 2023 Local Development Planning Guidance sets out details on how planning authorities should initiate and support the preparation of LPPs by community bodies, and the requirements for validation and registration of LPPs by planning authorities. The Planning Service considers it has given full support to community bodies wishing to prepare a LPP, including providing advice and guidance, attending meetings and giving assistance where asked with map production.
- 4.2 For a LPP to be validated and registered by the Council the LPP must comply with Town and Country Planning (Scotland) Act 1997 schedule 19, 1(4) and 2(1) and Regulation 5 of The Town and Country Planning (Local Place Plans) (Scotland) Regulations 2021.
- 4.3 If the Council decides not to validate and register a LPP, it must give its reasons for that decision to the community body that prepared and submitted the LPP (Town and Country Planning (Scotland) Act 1997 schedule 19, 3(3)).
- 4.4 Further information on these matters is set out in Scottish Government Planning Circular 1/2022: Local Place Plans.
- 4.5 The Council has worked with the eight community bodies that have submitted finalised LPPs. It has made an assessment of these documents to determine if they meet the legislative requirements for validation and registration. The Council's Planning Service is satisfied that the eight submitted final LPPs meet the legislative requirements and can be validated and registered by the Council. The Council's assessment on whether the local place plans meet the legislative requirements for validation and registration is set out in Appendix D.
- 4.6 Validating and registering the LPPs does not commit Midlothian Council to undertaking actions or making resource commitments, beyond existing service plans and budgets, towards delivery of any outcomes or aspirations identified in the local place plans.
- 4.6 The draft Penicuik and District Community Council and Loanhead and District Community Council LPPs do not meet the legislative

requirements and as such cannot be validated and registered. The Planning Service will inform the Community Councils of this position.

- 4.7 Any validated and registered LPP, draft LPP and engagement information will be circulated to appropriate services across the Council for consideration. The community councils will also be notified of the Committee's decision with regard their LPP.

5 RECOMMENDATION

5.1 It is recommended that the Committee:

- (a) notes the content of the eight submitted final Local Place Plans identified in this report (Appendix B) and agrees to their validation and registration;
- (b) notes the content of the draft Local Place Plans which were submitted by Penicuik and District Community Council and Loanhead and District Community Council; and the Local Place Plan engagement undertaken by Tynewater Community Council and Moorfoot Community Council;
- (c) instruct the Planning, Sustainable Growth and Investment Manager to publish the Local Place Plans in accordance with the requirements of the regulations (to be available online and at Council offices in map and word format); and
- (d) notes that the Local Place Plans, the draft Local Place Plans and records of associated engagement will be taken into account in the preparation of Midlothian Local Development Plan 2.

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Background Papers: Reports on MLDP2 to Committee at its meeting of 28 February 2023, 16 May 2023, 31 October 2023 and 28 November 2023 and a report on Draft Local Place Plans to the Committee meeting of 23 January 2024.

Appendix A: Summary of the eight Final Local Place Plans
Appendix B: The eight Final Local Place Plans Received (Full Copies)

Appendix C: Penicuik and District Community Council and Loanhead and District Community Council Draft Local Place Plans and the outcome of the engagement undertaken by Tynewater Community Council and Moorfoot Community Councils when considering producing a Local Place Plan.

Appendix D: Validation and Registration Assessment of the submitted Local Place Plans

Appendix A: Summary of the Eight Received Final Local Place Plans

Report to 04 June 2024 Planning Committee:

Midlothian Local Development Plan 2 – Registration of Local Place Plans

Received Final Local Place Plans	Page Number of Appendix A
Bonnyrigg and District Community Council	Page 2
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Mayfield and Easthouses Community Council	Page 10
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Bonnyrigg and District Local Place Plan (Final) (2024)

Location: Bonnyrigg and District Community Council area

Engagement: Surveys and the use of Place Standard tool (online), which identified the following ratings per topic (1-low to 7-high) for the LPP area:

Order	Place Standard Topic	Rating
1	Natural space	4.9
2	Moving around	4.4
3	Play and recreation	4.2
3	Public transport	4.2
5	Feeling safe	4.1
5	Work and local economy	4.1
7	Social interaction	4.0
8	Facilities and services	3.9
8	Streets and spaces	3.9
8	Identity and belonging	3.9
11	Housing and community	3.7
12	Care and maintenance	3.6
13	Traffic and parking	3.4
14	Influence and sense of control	3.0

Proposals: The Local Place Plan proposals relate to:

Housing and Environment

- **Provision** – Requirement for future developments to provide a mixture of housing styles and sizes, including affordable and mid-market homes.
- **MLDP Site e16 (Hopefield)** – Consider the site as a future housing location with emphasis on smaller house sizes and styles. Develop existing sustainable urban drainage systems (SUDS) ponds as a wildlife refuge. Make provision for community allotments.
- **Future housing locations** – Delay identification of future housing locations until proposals for infrastructure improvements are brought forward.

Sustainable Travel

- **Penicuik to Dalkeith walkway** – Extend proposals to increase the path width to 4.0 metres to include the area from Hopefield 1 (Castell Maynes) to Cockpen Road.
- **A7 Urbanisation project** – The LPP area would benefit from progress on this project to provide active travel provision along the A7 road between Gilmerton Road Roundabout and Dalhousie Road, Newtongrange.
- **Linked bus services** – Address missing link and connect Rosewell with the Lasswade Centre and Hopefield development.

Commercial

- **Commercial facilities** – Need to provide a location for a commercial centre between Bonnyrigg and Rosewell, potentially near the Hopefield 2 development, with access from A6094 roundabout.

Traffic and Parking

- **Traffic** – Address congestion due to no right-hand filter facilities incorporated in the traffic signals in Bonnyrigg town centre. Introduce right turn traffic light filters from High Street to Polton Street and Polton Street to Dundas Street. Introduce traffic lights at the Hillhead junction with Melville Dykes Road operating all day, to improve the traffic flow into Lasswade from Polton Road.
- **Parking** – Introduce controlled parking behind Polton Street and the High Street

Community Facilities

- **Community hub** – Explore possibility of developing former retail facility in Polton Street as a community facility with meeting space and café, and potential to host farmers' market.
- **Care facility – Polton Road** – Although not directly linked to the LPP, this facility so due to be completed in 2026.
- **Poltonhall recreation ground** – Asset transfer agreed between Midlothian Council and Bonnyrigg Rose Community FC.

Damhead and District Local Place Plan (Final) (2024)

Location: Damhead and District Community Council area

Engagement: Surveys, community events, drop-in sessions and meetings undertaken relating to National Planning Framework 4, Climate Action Plan, Neighbourhood Plan, and Local Place Plan proposals.

Vision: *'The Local Place Plan 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 and future generations but also people visiting or travelling through Damhead and District.'*

Key Aims and Priority Actions:

- Promote and support a cohesive resilient community, which thrives and has a strong vibrant community spirit.
 - Improve infrastructure and services, especially doctors and dental practices.
 - Include community facilities at the new secondary school.
 - Improve the integration of social housing.
 - Community energy.
- Maintain rural aspects of the area, open spaces, and the good quality agricultural land.
 - Reject the A701 relief road.
 - Safeguard the Green Belt.
 - Maintain the rural aspect of the area, its open spaces and good agricultural land.
 - Build new houses only where justified.
- Promote a safe environment through safe and efficient transport and travel options, and the development of a more extensive green network.
 - Develop a more extensive green network.
 - Develop an integrated network of paths for walkers, cyclists, and horse riders.
 - Improve the safety of the triple junction and the junction of Bush Loan and A702.
 - Address 20mph and 40mph speed limits.
 - Create better paths around SRUC fields.
 - Improve pavements.
 - Promote a safe environment through a safe efficient public transport system.
 - Separate paths from vehicular traffic.
 - Improve the drainage of roads.
- Proactively build on the positive aspects of our local area to limit climate change and restore biodiversity.
 - Protect existing wildlife and promote biodiversity.
 - Ensure adequate sustainable drainage.
 - Increase green wildlife-friendly areas and link them to create corridors.
- Support the development of local businesses that complement the land-based resources that make up our local area.
 - Encourage local food production.
- Celebrate and recognise the unique heritage of the local area.
 - Promote the area as a green gateway to Midlothian and the Pentland Hills.

Policy Proposals for inclusion in the next Midlothian Local Development Plan are detailed in the Local Place Plan. A summary is noted below.

- 1** – Inclusion of a Damhead Dispersed Settlement Statement.
- 2** – Recognition of the Designation of the Damhead and District area as Cultural Landscape of Significance
- 3** – Recognition of the Damhead Nature Network (DNN).
- 4** – Straiton Bing to be designated as a Cultural Landscape Feature and Core Biodiversity Area.

Amendment Proposals to amend Midlothian Local Development Plan are detailed in the Local Place Plan. A summary is noted below.

- 3.1** – Remove the A701 relief road.
- 3.2** – Change classification of area Mx1 (Pentland Studios).
- 3.3** – Change classification of area Ec3 (West Straiton).

Eskbank and Newbattle Local Place Plan (Final) (2024)

Location: Eskbank and Newbattle Community Council area

Engagement: Questionnaire based on 14 themes in the Place Standard tool (online) with provision for comments. The Place Standard tool identified the following ratings per topic (1-low to 7-high) for the LPP area:

Order	Place Standard Topic	Rating
1	Natural space	5.9
2	Play and recreation	5.6
3	Public transport	5.1
3	Feeling safe	5.1
5	Facilities and services	4.8
6	Moving around	4.7
7	Work and local economy	4.6
8	Streets and spaces	4.4
8	Social interaction	4.4
10	Housing and community	4.3
11	Identity and belonging	4.1
11	Care and maintenance	4.1
13	Traffic and parking	4.0
14	Influence and sense of control	3.1

Vision for community: to improve local liveability through:

- improved active travel capability in general.
- improved public transport.
- decreased traffic congestion, speeding and parking density.
- greater emphasis on smaller housing units for downsizing or startup.
- creation of a social focal point to enhance community cohesion.
- protection and enhancement of the extensive green spaces and rivers valued by this community.

Opportunities and Proposals: The Local Place Plan provides full details of opportunities, proposals, and actions. A summary is noted below.

Active Travel

- Improve active travel route between Eskbank railway station and Eskbank.
- Improve the safety of pedestrian route from supermarket car park and Hardengreen Lane to Eskbank railway bridge and station.
- Need for safe pedestrian crossings and provision of pavements to improve access to bus stops (at A7 and B703 roads) and Eskbank railway station.
- Active travel improvements at the B703 road at and around Newbattle Abbey.
- Re-opening of path leading from Cemetery Road (by the Water Tower) to River North Esk bridge, giving access to Ironmills Park.

Natural Space and Environment

- Green spaces must continue to be protected against encroachment by development.
- North Esk River valley – the scenic impact either side of the B6392, Melville Road / Gilmerton Road at Elginhaugh is important to residents, and no development should be allowed here.
- Protect trees on the north side of Melville Gate Road to screen planned development at Sheriffhall, southeast of Gilmerton Road.
- Consider future protection of green space around Hardengreen and off Dalhousie Road (B6392) as it approaches the A7 road.
- Preservation of Smeaton Line railway cutting within Eskbank.
- Consideration of routes over and under the Borders railway line and impact on biodiversity.
- Protect natural spaces and maximise benefits of hedges, treelines, and flowering meadows. Set aside spaces to allow recovery of well used natural spaces.
- Restore and enhance natural spaces to improve habitat quality. Planting buffer strips along waterways and park, promoting hedgerows and some park areas for wildflower meadows. Promote biodiversity in communal residential areas.
- Connect habitats and remove barriers. Integrate more wild areas.
- Support and promote community participation in local nature recovery projects.

Public Transport

- Improve local bus routes and connections to Eskbank railway station.
- Improve bus services and commuting links to Edinburgh.

Traffic Management

- Physical measures may be required to address traffic speed around Eskbank Toll roundabout.
- Address problems relating to vehicle speeding, congestion, and congestion.
- Introduce physical speed restriction measures.
- Introduce more extensive parking restrictions, including at side road junctions.

Housing

- Little further scope for any larger-scale development.
- Potential opportunities for small-scale development at vacant sites.

Community Cohesion

- Create social space and focal point for Eskbank and Newbattle.
- Provide facilities to develop sense of community identity.
- Investigate opportunities to provide outdoor community space, such as a village square or green.
- Investigate opportunities to provide indoor meeting spaces, such as a village hall and community café.

Gorebridge Local Place Plan (Final) (2024)

Location: Gorebridge Community Council area.

Engagement: Community events, consultation, workshops, and surveys, including the use of Place Standard tool, which identified the following ratings per topic (1-low to 7-high) for the LPP area:

Order	Place Standard Topic	Rating
1	Natural space	4.9
2	Moving around	4.6
3	Public transport	4.5
3	Social interaction	4.5
5	Facilities and services	4.3
6	Identity and belonging	4.2
6	Feeling safe	4.2
8	Traffic and parking	4.1
8	Work and local economy	4.1
8	Housing and community	4.1
11	Streets and spaces	4.0
11	Influence and sense of control	4.0
13	Care and maintenance	3.7
14	Play and recreation	3.2

Vision: A vibrant, safe, welcoming, and attractive place with opportunities for all.

Themes and Priorities: The Local Place Plan provides full details of community aspirations under the NPF4 themes of sustainable places, liveable places, and productive places, as well as specific proposals for consideration by MLDP2. Priorities for action are summarised below.

Movement

- Improve bus and train services.
- Improve and develop footpaths and cycleways.
- Address parking issues, traffic management and speeding.
- Improve disability access and safer crossings.

Spaces

- Sports complex including swimming pool and all-weather pitches, gym, etc.
- Conserve natural spaces under threat due to development.
- Create outdoor facilities for play and recreation for all.
- Public transport to access Vogrie Park.
- Make the most of vacant and derelict land.
- More seating areas.

Resources

- A new high school for Gorebridge
- A local affordable supermarket
- Access to full range of health services for all.
- Revive Main Street with shops and toilets.
- Upgrade community football facilities.
- Appropriate affordable and efficient housing.
- More training and employment opportunities locally.

Civic

- Affordable events, activities for all age groups, abilities, and cultures.
- More social spaces, e.g. cafes, community pantry.
- Increase promotion of what is on locally, e.g. support, groups, and activities.
- More police presence and initiatives to reduce anti-social behaviour.
- Easy access for mental health support services.
- Support and develop community growing spaces.
- Accessible recycling facilities needed.

Stewardship

- Cleaner streets.
- More regular road maintenance.
- Support and encourage volunteering.
- Explore community renewable energy production.
- Make Gorebridge dementia friendly.
- Protect, preserve, and conserve our heritage.

Mayfield and Easthouses Local Place Plan (Final) (2024)

Location: Mayfield and Easthouses Community Council area

Engagement: Public consultation and survey questionnaires undertaken, utilising the Place Standard tool to gauge the views of the local community. The engagement gathered a range of comments and identified the following ratings per Place Standard topic (1-low to 7-high) for the LPP area:

Order	Place Standard Topic	Rating
1	Moving around	4.98
2	Public transport	3.91
3	Traffic and parking	3.72
4	Identity and belonging	3.51
5	Social interaction	3.48
6	Housing and community	3.33
7	Facilities and services	3.29
7	Work and local economy	3.29
9	Feeling safe	3.23
9	Influence and sense of control	3.23
11	Natural space	3.12
12	Streets and spaces	3.08
12	Play and recreation	3.08
14	Care and maintenance	2.95

Themes: The main theme of the Local Place Plan is restoring community pride. The town centre redevelopment remains a priority, as does safe routes to school and constantly improving infrastructure. The Local Place Plan also addresses the level of housing development in the area.

Recommended Actions / Proposals: Analysis of the Place Standard results and comments have been used to inform and develop Local Place Plan actions, approaches, and strategies. These are detailed in the LPP and summarised below:

1. **Empowering young people** – including education and employment opportunities.
2. **Tackling deprivation** – aim to raise income levels and improve access to education and jobs.
3. **Community engagement** – involving residents in the decision-making process.
4. **Healthcare and wellbeing** – providing access to quality healthcare.
5. **Placemaking and infrastructure** – improving the built environment, infrastructure, and public spaces.
6. **Economic development** – encouraging economic growth, job creation and support for local businesses.
7. **Sustainability and the environment** – promote sustainability and protect the environment.

8. **Equality and inclusivity** – ensuring equity and inclusivity across all actions will be a guiding principle in the development of the Local Place Plan.
9. **Housing development** – opposition to large scale housing developments in MLDP2.
10. **Mayfield town centre** – The Regeneration Masterplan addresses redevelopment of existing townscape and built environment as well as improvements in a range of areas, including social housing, safety, amenities, services, facilities, employment, and transport.
11. **School provision** – address the improvements required in educational attainment.
12. **Road improvements** – discourage HGV and school bus traffic on Crawlees Road through traffic calming and other road safety measures. Address industrial and residential traffic in the Crawlees Road area with consideration given to safeguarded road.
13. **Safer routes to school** – a safe route from Lothian Drive to the new Easthouses Primary School.
14. **Retail in Easthouses** – investment required in the Easthouses shopping area.

Newtongrange Local Place Plan (Final) (2024)

Location: Newtongrange Community Council area

Engagement: The Local Place Plan process included a review of previous engagement undertaken. The Place Standard tool was also used to gain views and opinions from the local community. Community engagement sessions held at local library, supermarket, and other venues to gain further comments and understanding of issues. Place Standard identified the following ratings per topic (1-low to 7-high) for the Local Place Plan area:

Order	Place Standard Topic	Rating
1	Natural space	5.2
2	Identity and belonging	5.0
3	Social interaction	4.5
3	Play and recreation	4.5
3	Moving around	4.5
3	Feeling safe	4.5
7	Housing and community	4.4
8	Streets and spaces	4.2
8	Public transport	4.2
10	Work and local economy	4.0
10	Traffic and parking	4.0
10	Care and maintenance	4.0
13	Facilities and services	3.9
14	Influence and sense of control	3.4

Vision:

- Newtongrange will have a responsive relationship with Midlothian Council and other service providers. This will help to produce an excellent range of services and facilities to cater for all ages and sectors in our community.
- Newtongrange seeks to enhance the village's heritage, ensuring well-maintained public spaces, clean surroundings, efficient infrastructure, and robust support systems. The collective efforts of its residents enrich the quality of life for all, fostering a sense of belonging and fulfilment within a sustainable, caring, and flourishing community.
- Newtongrange aims to protect its' green spaces and services which are essential to strengthen community bonds, promote local pride, and enhance the quality of life for residents.

Proposals: Analysis of the Place Standard results and comments and other engagement comments have been used to inform and develop Local Place Plan proposals and actions. The full detail is contained in the LPP and a summary of is noted below.

Influence and sense of control.

Clear and open communication with Midlothian Council:

- More weight given to outcomes identified as part of community consultation.
- Facilitate direct communication channels.
- Enhance transparency.
- Prioritise actionable outcomes.
- Advocate for feedback implementation.
- Regular updates and engagement opportunities.
- Collaborative workshops or forums.

Facilities and services.

An area for development, requiring a review of facilities and services to identify opportunities, with a focus on a community hub, library, and healthcare services. Importance placed on quality infrastructure and reuse of buildings. Actions include:

- Community consultation.
- Assessment of existing facilities.
- Identify gaps and needs.
- Benchmarking and best practices.
- Collaboration with stakeholders.
- Feasibility study and resource assessment.
- Develop a comprehensive plan.
- Continual community engagement.

Care and maintenance.

Enhancement of surroundings with aim of achieving local living. Focus placed on:

- Roads and paths.
- A7 pavement review.
- Business planning applications and compliance.
- Youth engagement and community improvement.
- 20-minute neighbourhood goals.

Traffic and parking.

Development of proposals to address traffic volume and safety issues:

- Traffic management around Newtongrange Primary School.
- Safety measures for Crawlees Road.
- Parking solutions for narrow streets.
- Reconfiguration of roads and traffic flow.
- Engagement with developers and council.

Work and local economy

- Volunteer development.
- Supporting people with disabilities.
- Third-sector partnerships.
- Mining Museum utilisation.
- Class development and promotion.
- Grant funding and resource allocation.

Public transport

Overarching themes for public transport include:

- Comprehensive community feedback.
- Collaboration during review of transport / Local Transport Strategy.
- Multi-modal transportation planning.
- Accessibility and inclusivity.
- Public awareness campaigns.
- Environmental considerations.
- Funding.
- Regular updates to the community.

Streets and spaces

- Derelict buildings and antisocial behaviour.
- Excessive bins and obstructions.
- Inspections and enforcement.
- Tennis courts and Welfare Park buildings.
- Repair seating areas and benches.
- Dropped kerbs design.
- Collaboration with council.
- Tennis pavilion improvement.
- Primary school refurbishment plan.
- Street cleaning.

Housing and community

- Diversification of housing types.
- Limiting large developments.
- Infrastructure focus.
- Solar energy integration.
- Community consultation for masterplan.
- Assessment of water and drainage systems.
- Sustainable development principles.
- Partnership with developers.

Feeling safe

- Dog control measures.
- Youth workers and community support officers.
- Proactive police measures.
- Improved street lighting.
- Designated bins for dog litter.
- CCTV installation.

Moving around

- Better cycle routes.
- Zebra crossings and speed limits.
- Pavement reviews, especially under viaduct and 1st to 10th Street.
- A7 crossings and footpath to Dalhousie Castle.
- Truck restrictions and roundabout design.
- A7 pathways between King's Gate and Newtongrange Main Street.
- Anti-litter and dog fouling signs.
- Electric scooter safety.

Play and recreation.

- Public toilets in Welfare Park.
- Refurbishment and facility improvements.
- Diverse coffee and eatery options.
- Support groups for families.
- Accessible activities for elderly and disabled.
- Youth group building maintenance.
- Promotion of groups.
- Collaboration with voluntary groups.

Identity and Belonging

- Maintenance of community assets.
- Enhancement of public spaces.
- Diversification of local businesses.
- Addressing economic deprivation.
- Improving beyond main streets.
- Balancing new building development
- Preservation of friendliness.

Natural Space

- Community garden.
- Safer cycle links.
- Clubs for children.
- Preservation of fields.
- Wildlife-friendly initiatives.
- Litter collection and cleanliness.
- Development of pavilion and bowling complex.
- Additional seating and picnic areas.
- Utilise football building.
- Accessible walks.
- Preservation of green spaces.

Rosewell and District Local Place Plan (Final) (2024)

Location: Rosewell and District Community Council area

Engagement: The Local Place Plan process involved various methods of online and in-person community and stakeholder engagement, including surveys, meetings, and community events. Use of the Place Standard tool identified the following average ratings per topic (1-low to 7-high) for the Local Place Plan area:

Order	Place Standard Topic	Rating
1	Natural space	6.0
2	Moving around	5.0
2	Play and recreation	5.0
2	Identity and belonging	5.0
2	Feeling safe	5.0
6	Traffic and parking	4.0
6	Streets and spaces	4.0
6	Housing and community	4.0
6	Social interaction	4.0
6	Care and maintenance	4.0
6	Influence and sense of control	4.0
12	Facilities and services	3.0
12	Work and local economy	3.0
14	Public transport	2.0

Vision: The vision for the Local Place Plan area has been developed through the collective analysis of local community needs and includes:

- Becoming more self-sufficient and sustainable on a local scale.
- Enhancing and developing the vibrancy and prosperity of Rosewell.
- Tackling environmental, social, and economic issues.

Priorities / Proposals: The Local Place Plan has identified five interlinked priorities with associated actions and site-specific locations. Full details are provided in the LPP, and a summary is noted below.

1. Life in the Community

Aim for Rosewell to become a self-sufficient village and develop economic growth.

- Retain vital community services.
- Incorporate and improve private facilities to be available to the community.
- Work towards a 20-minute neighbourhood with the rural context of Rosewell village.
- Invest in public spaces.
- Allocation of unused green space within Rosewell village for outdoor activities.
- Invest in village medical facilities.

2. Environment

Aim to protect areas of nature, support local groups and organisations, and work alongside public bodies to enhance, protect and educate.

- Encourage the community to adopt and enhance green spaces that could provide potential for biodiversity.
- Improve path network for all users.
- More bins for litter and dog litter.
- Protect greenspaces.

3. Population and Homes

Aim to protect Rosewell from further expansion; required amenities within walking distance; safe routes to schools; and schools that can provide for all children.

- Improve traffic management within Rosewell village.
- Increased traffic warden and police presence.
- No new housing development allocations in Local Place Plan area.
- Improve housing standards and sensitivity to natural environments and surroundings.
- Protect Rosewell village from boundary expansion.

4. Getting About

Aim to redesign the transport infrastructure to connect to Midlothian and Edinburgh and include safe walking routes around Rosewell village.

- Improve transport links.
- Improve safe footpaths through Rosewell village.
- Improve access for all within Rosewell village.

5. Jobs and Businesses

Aim to create more economic potential within Rosewell and surrounding areas.

- Increase visitor numbers to Rosewell.
- Support resources within Rosewell to help improve visibility which feeds funding back into the community.
- Support and celebrate businesses and community groups within Rosewell.
- Allocation of unused land within Rosewell village.
- Allocation of vacant building within Rosewell village.
- Social enterprise encouragement.

Roslin and Bilston Local Place Plan (Final) (2024)

Location: Roslin and Bilston Community Council area

Engagement: The Local Place Plan process involved consultation with the residents, community groups, businesses, and other organisations, and included the gathering and assessment of comments on the local area.

Vision: Two communities where the 20-minute neighbourhood concept becomes a reality, where local amenities both within the built-up areas and in the local countryside are safely accessible by means of active travel and where new development has a distinctive local character.

Proposals: The Local Place Plan seeks to mitigate the adverse effects of the recent and ongoing developments. Full details of proposals as to the development and use of land are included in the LPP, and a summary is noted below.

Active travel, movement, and safety

1. Active travel – B7006 between Bilston and Roslin.
2. Active travel – to the proposed new Beeslack High School.
3. Active travel – between Auchendinny and Roslin.
4. 20 mph speed limits (A701 / B7003) to promote active travel, safety, health, and amenity.
5. Responsible use of routes dedicated to active travel.
6. Active travel and access to Roslin Glen Country Park.
7. Safe conditions for mobility-impaired persons.

Historic and natural environment

8. Protecting the historic environment (Battle of Roslin site).
9. Fostering the natural environment (trees / hedgerows).
10. Alternatives to regularly mown grass (trees / wildflowers).
11. Allotments and community growing spaces.
12. The existing Roslin Conservation Area.
13. Extension of Roslin Conservation Area.
14. New Conservation Area – Bilston.
15. New Conservation Area – Battle of Roslin and Dryden Estate.
16. New Conservation Area – Roslin Curling Pond and The Moat.

Infrastructure and facilities

17. Infrastructure deficits (roads, active travel, healthcare).
18. Leisure facilities (youth facilities).
19. Provision for outdoor facilities in Bilston.

Appendix B Local Plan Plans

Bonnyrigg and District

Local Place Plan

2024 – 2034



**Prepared by
Bonnyrigg and District Community Council**

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1. Executive Summary

The Scottish Government has introduced Local Place Plans (LPP) as a way for communities to help achieve change in their local area. Local Place Plans were introduced by The Planning (Scotland) Act 2019 (Section 14) which allows community bodies to set out their own proposals for the development or use of land in their area. The Act contains a new right for communities to produce these plans as part of the new Scottish planning system and influence the content of the next Midlothian Local Development Plan.

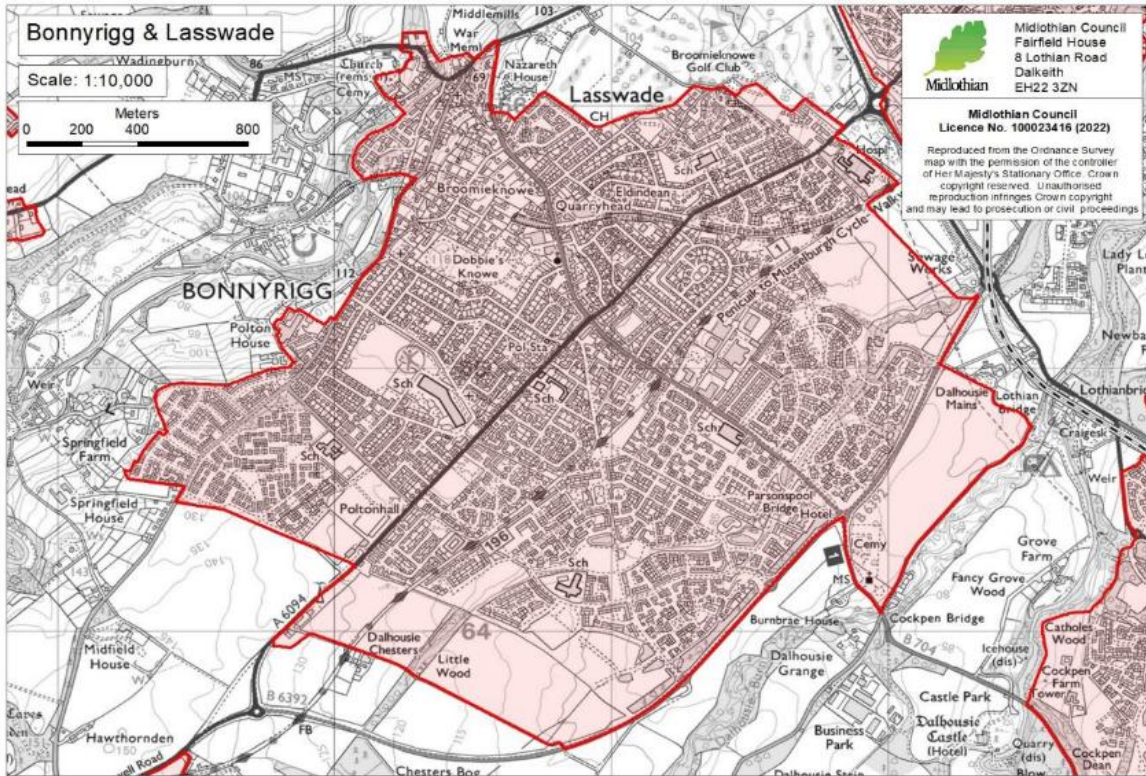
The population of Midlothian has increased from just under 81,000 in 2001 to 94,700 in 2021, an increase of 17%. Bonnyrigg and District however has undergone considerable change, with the population increasing from 14,540 in 2001 to an estimated 19,180 in mid 2021, an increase of 32% and is now the largest community in Midlothian. The ongoing development over the last decade has put considerable strain on resources including public transport, health and education.

Many of the comments received referred to issues caused by the increase in population with projections forecasting the increase continuing, making Midlothian the fastest growing Local Authority in Scotland. Bonnyrigg and District Community Council (BDCC) has undertaken online consultations with residents and has considered all the issues raised in the surveys in compiling the LPP.

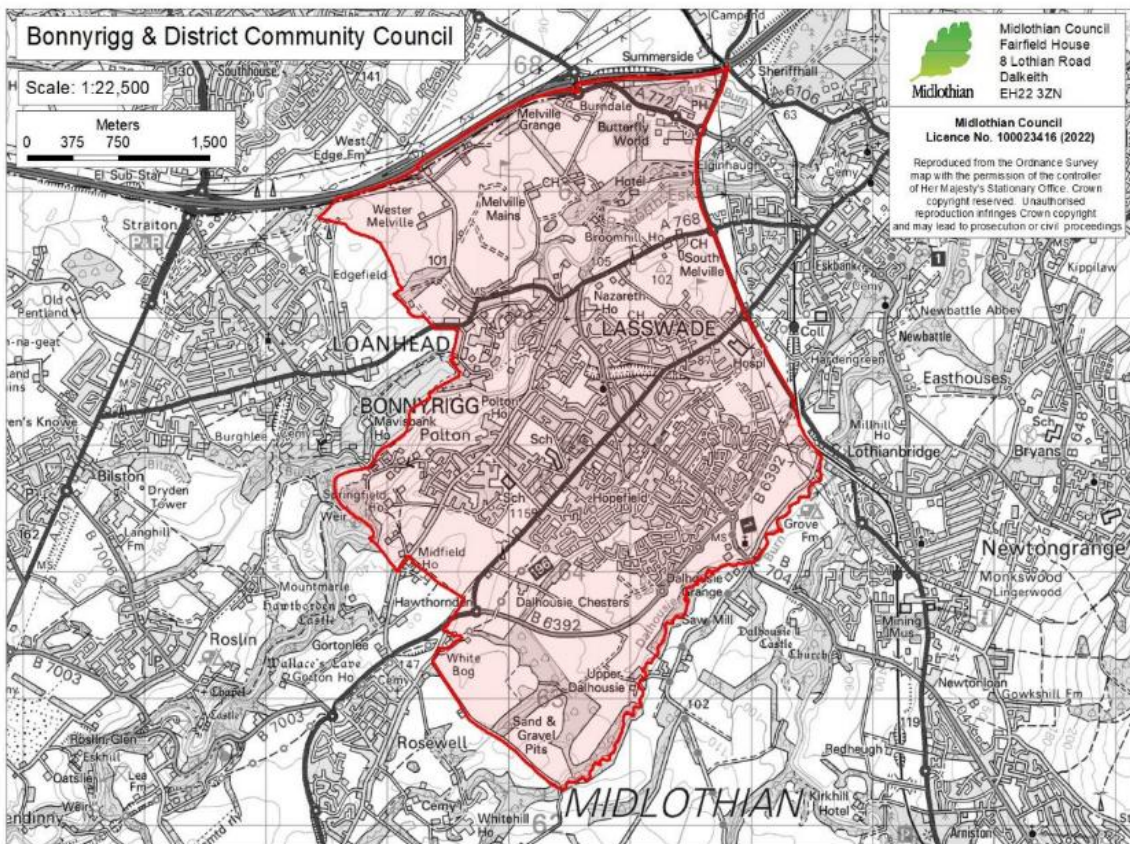
We hope Midlothian Council will take full account of the contents of our LPP in the preparation of the Midlothian Local Development Plan 2 (MLDP2). BDCC are willing to discuss our submission with Council Officers as and when required.

2. Bonnyrigg and District Local Place Plan area map

The Local Place Plan area referred to in this document covers a mixture of agricultural land and business centres, but it is dominated by the town of Bonnyrigg and Lasswade which is shown on the first map. The second map shows the area covered by Bonnyrigg and District Community Council which is substantially larger and borders several other Community Councils. The area stretches from the junction of Carrington Road and Cockpen Road, Bonnyrigg having followed the course of the Dalhousie Burn joining the main A7 trunk road northwards to Sheriffhall Roundabout. The northern boundary is then dictated by the A720 City of Edinburgh bypass as it travels westwards before heading south again to the rear of Edgefield Industrial Estate, Loanhead and dissecting the area of farmland between Wester Melville and Edgefield. At Wadingburn Road the western edge of the LPP area follows Kevock Road until it reaches the North Esk River and carries on past Polton Village to the rear of the Springfield Mills area climbing up past Midfield House and crossing the A6094 road passing White Bog and the sand quarry towards Capielaw Farm before again following the route of the Dalhousie Burn back to Carrington Road.



Bonnyrigg and District Community Council Map



3. Purpose and scope

This Local Place Plan (LPP) has been compiled by Bonnyrigg and District Community Council (BDCC)

For many years Bonnyrigg and its surrounding districts had separate Community Councils: Bonnyrigg and Lasswade Community Council (BLCC), and Poltonhall and Hopefield Community Council (PHCC). The two began working together to support members of their community during the Covid-19 pandemic, and in 2021 they agreed to merge to form a single Community Council for the area. A consultation process followed and on 28 June 2022 agreement to merge was approved unanimously at a special meeting of Midlothian Council. The two Community Councils were merged to form Bonnyrigg and District Community Council (BDCC). The Inaugural Meeting took place on 13 Oct 2022.

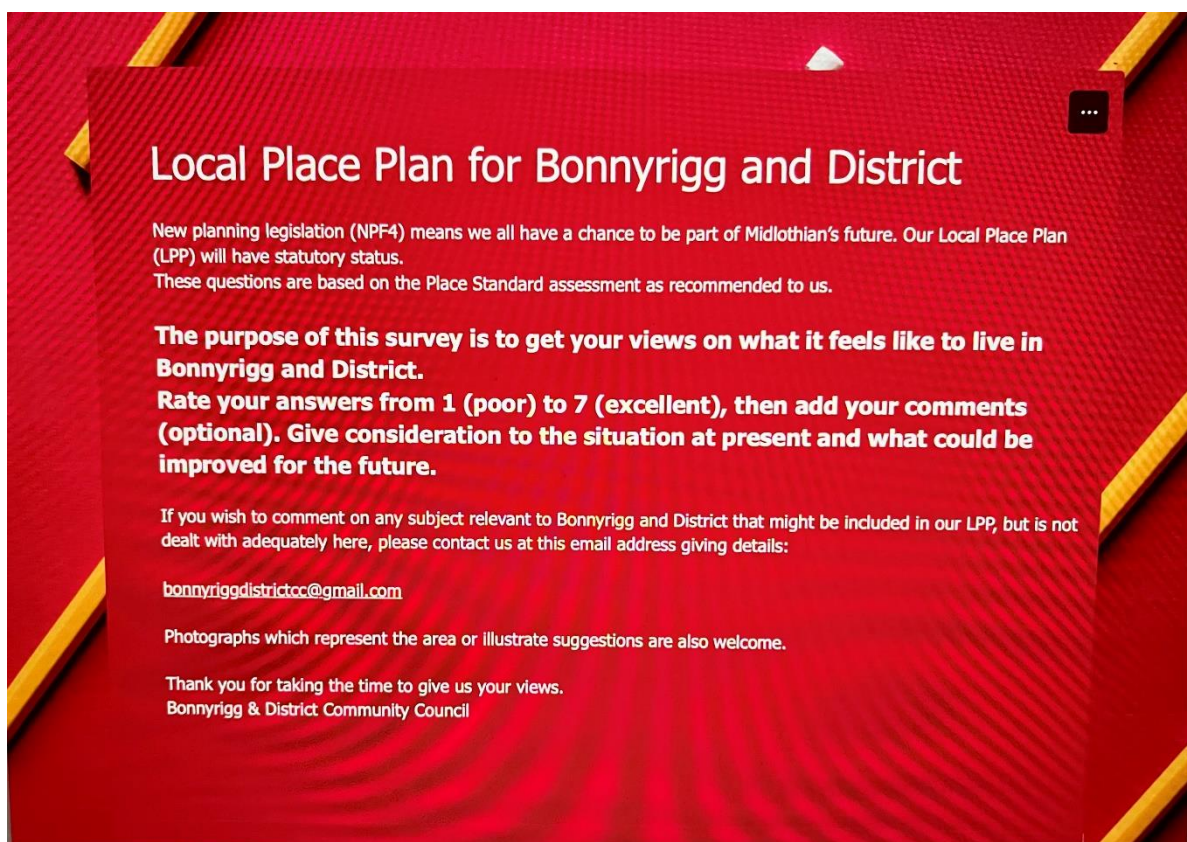
We have a total of 18 Community Councillors. A further 2 residents have since been co-opted taking our total to 20, the maximum allowed by our Constitution. BDCC are not aware of any other local groups involved in the preparing an LPP.

4. Approach

Work on the LPP commenced much later than was anticipated. Whilst an initial meeting had taken place in the Spring of 2023 no further work was undertaken until Oct 2023 when the working group was re-formed, and discussions held as to how to progress the LPP.

Using the Place Standard questions, the first survey was launched in mid Oct 2023 and lasted for a period of around 2 weeks.

A follow up survey was undertaken at the end of Nov 2023 which asked residents what their wishes were for Bonnyrigg and District over the period of the LPP.



The surveys were summarised and discussed by the BDCC LPP Group, and the findings and suggestions incorporated in this submission.

5. Area Context

Background

The Bonnyrigg, Lasswade and Poltonhall community is the largest settlement in Midlothian. The town is centrally located within the county and, especially the eastern part, is well located for access to the Borders Railway and Eskbank station.

Bonnyrigg has seen steady housing growth over the past 15 years, with ongoing development on committed sites principally in the Hopefield area. To enable the development of the housing land at Dalhousie and Hopefield, a new Bonnyrigg southern distributor road was built. This road provides a direct link from south of Rosewell to the A7, avoiding Bonnyrigg Toll.

The A7 is a key route north-south linking the Borders Rail Corridor with the City Bypass and Edinburgh. It is also the focus for recent and future development, which has resulted in additional traffic on this and adjacent roads. As a result of its accessibility at a key crossroad on the A7, the Hardengreen area has experienced growth pressures, including the superstore and Midlothian Community Hospital.

Bonnyrigg

A large part of the town centre consists of a relatively modern development and is typified by postwar and modern housing developments. There is a mixture of building styles and materials, and development layouts.

Infrastructure and Community Facilities

The growth of Bonnyrigg has been matched with improvements in services including replacement and new primary schools and a replacement Lasswade High School, incorporating new community facilities and a leisure centre comprising state of the art gyms, as well as a 25m swimming pool and library.

A replacement 3-practice health centre has been provided and the new Midlothian Community Hospital is located on the east side of the town.

There are three established Conservation Areas covering the older parts of Bonnyrigg and Lasswade, which are located to the north and west of the town: Broomieknowe (covering the 19th century suburbs), Lasswade and Kevock (including the village of Lasswade and the North Esk Valley).

In response to a commitment made in the MLDP 2008, a new Dalhousie Conservation Area has been designated relating to land to the southeast of the town and including several important and / or listed buildings, including Cockpen Church. The MLDP allocated housing site Hs11 Dalhousie South, which is adjacent to the northern edge of this Conservation Area, and its development has been reflected in its location next to the Conservation Area, especially avoiding a negative impact on the setting of Cockpen Church.

The landscape setting of Bonnyrigg / Lasswade / Poltonhall is a significant asset, with the town located between the river valleys of the North and South Esk. The land on either side of the A7 is also important to the setting and identity of Bonnyrigg.

Key Issues

The following are the key issues identified in the survey facing the Bonnyrigg and District area:

- the impact of development on the area; and the aspirations of the local community:
- accommodating additional new housing development which relates well to the town and avoids unacceptable strain on services and viability of Bonnyrigg town centre:
- coalescence of Bonnyrigg with Eskbank
- safety for pedestrians and cyclists on the A7, and active travel access to Eskbank rail station and the superstore at Hardengreen

- safeguarding the sensitive landscapes of the North and South Esk Valleys from development.

Bonnyrigg and District Developments

H28 Hopefield

Development of the Hopefield site commenced in 2008. The final planning consents for the Hopefield development (Areas B1 & B2) were approved in Nov 2017. Development was completed in Dec 2019.

Hopefield - Local Centre

A local centre for the community was part of the original Hopefield Masterplan. Despite considerable efforts little progress was made in its development. Following negotiations with the Council and developer agreement was reached to reallocate the site to housing along with a retail unit. These have been constructed using Passive Haus standards. The retail unit is expected to open in early 2024.

Hs9 - Broomieknowe, Bonnyrigg

Development approved in Oct 2016 and completed in 2020

Hs10 - Dalhousie Mains

Development at this location was approved in Feb 2018 and is ongoing.

Hs11 - Dalhousie South

Development at this location was approved in Apr 2020. A separate application for affordable housing within the Hs11 site was approved in July 2023. Development is ongoing.

Hs12 - Hopefield Farm 2

A planning application for this site was submitted in March 2020 for planning permission in principle for residential development; community facilities, primary school and associated works.

Associated with this development, a planning application was submitted for the construction of a four-arm roundabout on the A6094. The application site is centred on part of Rosewell Road (A6094) at the south-west of the Bonnyrigg and Poltonhall boundary. Consent was approved on 19 Sep 2023

Hs13 - Polton Street

This location was the site of the former Bonnyrigg Library which closed in 2013, when the town's library relocated to the new Lasswade Centre. Planning consent for the erection of 18 flats was approved in June 2015.

High Street - Former Bonnyrigg Market

This location was the site of the former weekly open air Bonnyrigg Market. Planning consent was granted in Feb 2018.

Hopefield Yard, Cockpen View

This site is near Springfield Bank Nursing Home. The planning application was submitted at the end of 2019. After several revisions, the application was approved in Apr 2021. The proposed development is part of the Council's housing programme and comprises all affordable housing units built to Passive Standards. Construction was completed late in 2023

High Street - Former retail building

Planning consent for the construction of 20 flats at this location was granted in Sep 2022. Construction is at an advanced stage. The site was a former retail building which was demolished in 2019. The flats will provide council housing. It is intended that 8 of the flats will be used to provide assisted living flats for adults with learning difficulties and/or autism, whilst the remaining 12 flats will be used as retirement flats for over-55s.

E16 Hopefield

This site was allocated in MLP 2003 as part of the Hopefield development to provide potential employment opportunities. Acceptable uses for the location were modified to Class 4 - Business. A planning application was submitted in July 2018 for the erection of a resource facility including offices, stores, workshop, motor transport workshop, ambulance depot and enterprise units. In Feb 2020 the Planning Committee was advised there was an outstanding objection from SEPA, and there was also concern regarding potential noise impacts on nearby residents.

Poltonhall

There has been no development in this area.

Polton Village

There has been no development in this area.

Lasswade

Land West of The Laird and Dog Hotel, High Street, Lasswade

The site was previously occupied by a school building and associated janitor's house. The buildings were demolished in the mid 2000's. The application, which is in the Lasswade and Kevock conservation area, was for the erection of 8 houses was approved in Jan 2020. Construction was completed in 2023.

Land between 5 and 9 Elm Row, Lasswade

The application located within Lasswade and Kevock Conservation Area was previously part of a garage premises. The application for the erection of 5 dwelling houses was approved in Feb 2021. Work had commenced on the site but appears to have ceased. BDCC would like to know what is happening with this site.

6. Planning policy context

Summary

In preparing the Local Place Plan BDCC has considered the National Planning Framework 4 and the Midlothian Local Development Plan 2017, which is a statutory requirement of the Planning Act. The Local Place Plan also sets out reasons why we consider the Local Development Plan should be amended.

National Planning Framework

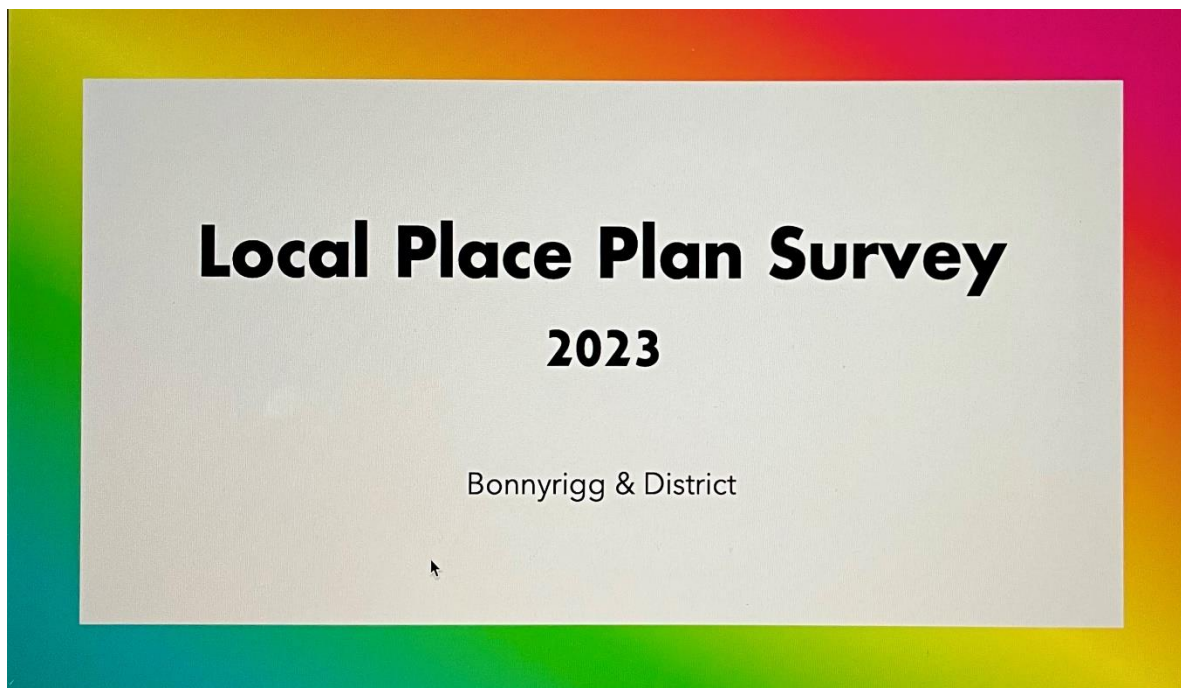
We believe the contents of this Local Place Plan complies with the provisions of the National Planning Framework.

MDLP 2017

This LPP submission differs from the MDLP 2017 in relation to Midlothian Councils previous submission on the development for site E16. We expand on this in our proposals.

7. Engagement

Using Microsoft Forms and using the Place Standard Tool the first survey was launched in mid Oct 2023 and lasted for a period of around 2 weeks. The survey was conducted via the BDCC website, and the online Residents Forum.



The Place Standard Tool asks 14 questions about the physical and social elements of a place. Participants answer by scoring from 1 to 7, where 1 means there is a lot of room for improvement and 7 means there is very little room for improvement. The results of the survey were as follows:

Place Question	Place Standard Topic	Rating
Q1	Moving around	4.4
Q2	Public transport	4.2
Q3	Traffic and parking	3.4
Q4	Streets and spaces	3.9
Q5	Natural space	4.9
Q6	Play and recreation	4.2
Q7	Facilities and services	3.9
Q8	Work and local economy	4.1
Q9	Housing and community	3.7
Q10	Social interaction	4.0
Q11	Identity and belonging	3.9
Q12	Feeling safe	4.1
Q13	Care and maintenance	3.6
Q14	Influence and sense of control	3.0

Question 14 produced the lowest rating – 3.0. Many residents were of the opinion Midlothian Council did not take cognisance of issues raised by them.

A link to the full results of the survey and the views gathered is shown in the Appendices.

Follow-up Survey

A further survey was undertaken at the end of Nov 2023. Based on the results of the original survey we asked residents what their wishes for Bonnyrigg and District over the period of the LPP are. Issues raised included traffic and parking, housing, care and maintenance, and the lack of influence and control on how decisions were taken. Items identified as being of greatest concern and requiring action are as follows:

Preference	Subject
1	Facilities
2	Public Transport
3	Traffic
4	Community Hub
5	Parking
6	Housing

Some respondents included the suggestion of a Community Hub in the Facilities heading, whilst others referred to it separately in their response.

Comments from the 2nd survey can be found in the Appendices.

8. Implications

The Hopefield Masterplan, and the MDLP 2017 identified E16 as an area to provide potential employment opportunities. Acceptable uses for the location were amended to Class 4 – Business - where small units would be provided for local or start-up businesses

BDCC has reviewed this location and would like the Council to reconsider their previous designation of this area for business and consider it as a future housing location. If developed for housing, we would also like the existing SUDS ponds developed as a wildlife refuge. We would also like to see provision made for allotments at this location.

We expand on our reasons for this in our proposals in section 10.

9. Overall vision and aims

Bonnyrigg and District Community Council (BDCC) has considered and discussed the results of the consultations undertaken in compiling the LPP. Several points have been raised by residents which warrant further comment and consideration as part of the LPP submission.

In Section 10 we address the issues and comments raised by residents of Bonnyrigg and District and look forward to these being incorporated in the next Midlothian Local Development Plan (MDLP).

10. Proposals / Map

1. Housing provision

Comments from the consultations undertaken as part of the preparation of the LPP were clear in that Bonnyrigg and District had undergone considerable change over the past decade, and the preferences shown by residents were that there should be no further large housing development sites. BDCC recognises the views of the residents but believes that supporting a total ban would not be the right course when there are still many people on waiting lists for affordable housing.

Our population is living longer, and many residents have been able to buy properties over the years. However, as families grow up and move on many owners and tenants find themselves in properties that are too big for them.

BDCC believes the Council and developers should consider this issue in planning future developments by providing housing of a style and size that addresses this. There is a need for a better mix of housing to be available to residents to make affordable homes of different sizes available and increase mid-market housing thereby allowing residents of larger homes to downsize and thereby make larger properties available for families.

2. Site E16

The 2017 MLDP made provision for this location to provide employment opportunities, with acceptable uses being Business (Class 4) only. This was done to reduce the potential for neighbour conflict. A proposal to construct a Facilities Depot for Midlothian Council was withdrawn following many objections, and issues raised by the Scottish Environmental Protection Agency (SEPA).

BDCC has considered this location and would like the Council to reconsider their previous designation of this area for business and consider it as a future housing location with particular emphasis on smaller house sizes and styles to address our previous comments. We would also like the existing SUDS ponds developed as a wildlife refuge. Given the current financial pressures felt by families in all communities we would like to see provision made for community allotments primarily for rent to Bonnyrigg residents. There is also potential for revenue generation through charges for use. Access to the location and some services are already in place.

3. Future Housing Locations

BDCC carefully considered to the identification of other potential housing locations. Bearing in mind Hopefield 2, has yet to commence, and will be phased over several years, we are of the opinion the identification of future housing locations should be delayed until proposals for infrastructure improvements are brought forward.

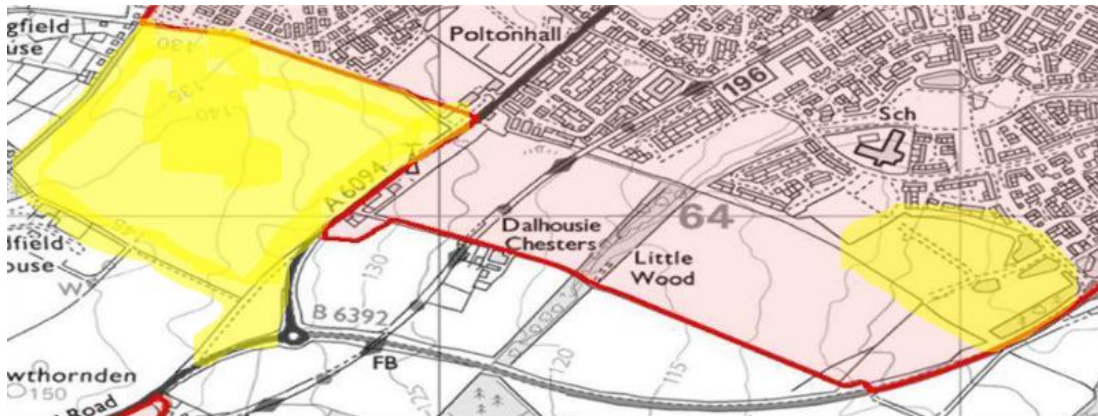
4. Commercial Facilities

Bonnyrigg has a variety of shops and services, but difficulties parking in the town centre is an issue. Apart from the Co-op in the High Street, and Tesco Express on Rosewell Road there are no major supermarkets in the area.

Residents from some part of Bonnyrigg need to travel over 2.5 miles to Tesco at Eskbank, and residents in Rosewell over 3 miles. At Straiton however there will shortly be 4 supermarkets all located within 1 mile of each other. Straiton is 4-5 miles distant depending on the route taken. If we are to encourage residents to reduce their level of car travel, we are of the opinion there's a need to provide a location for a commercial centre between Bonnyrigg and Rosewell? We are not aware of any provision for commercial facilities within the Hopefield 2 development.

Approval for a roundabout on the A6094 has recently been granted planning permission to access the Hopefield 2 development. We suggest the Western leg of this roundabout would provide a suitable access to a commercial facility / supermarket. One of the 'low cost' supermarkets has previously

indicated their desire to include Bonnyrigg in their expansion plans. The area identified is shown in yellow on the map below as is the E16 area mentioned in Section 2 above.



5. Penicuik to Dalkeith Walkway

This is a popular and well used facility within the Bonnyrigg and District area. There are issues of capacity in the area from Hopefield (Castell Maynes) to Cockpen Road, which will become more of a problem as the Hopefield 2 development progresses. As part of the application for Hopefield 2 there is a proposal to increase the width of the walkway to 4m through the development. BDCC would like this proposal extended, to include the area from Hopefield 1 (Castell Maynes) to Cockpen Road.

6. A7 Urbanisation Project

Although just out with the Bonnyrigg and District Area, BDCC would like to see urgent progress made with this project to provide active travel provision along the A7 between the Gilmerton Road Roundabout and Dalhousie Road, Newtongrange.

7. Linked Bus Services

The development of Hopefield 1 made early provision for the introduction of a bus service from the area. This has proved to be successful in providing a regular service from the area to Edinburgh. The Hopefield 2 proposals makes provision to extend the existing service into the new development. The missing link with this service is a connection to Rosewell and the ability to access the Lasswade Centre from Hopefield. This has now become more of a priority as the revised route of the 46 service to / from Rosewell and Poltonhall does not allow for a direct service to Edinburgh City Centre. BDCC would like Midlothian Council to seek further talks with Lothian Buses to address this, as part of their Active Travel strategy.

8. Community Hub

Gorebridge and Rosewell have successfully developed Community Hubs. Whilst we have an excellent facility at The Lasswade Centre it is more aligned to the provision of sporting facilities. The facility does not fully provide for community facilities, or meeting rooms for small groups or organisations. Dalkeith Community Council have successfully established Dalkeith One, run by the Community Development Trust. In Bonnyrigg there is a former retail facility in Polton Street which has been empty for a considerable time. BDCC would like to work with the Council and other groups to explore the possibility of turning this location into a community hub. The location would be ideal for a community cafe, the provision of meeting rooms and possibly a weekly or fortnightly farmers' market providing business opportunities for local producers and reducing "food mileage."

9. Traffic

Bonnyrigg town centre is a key junction for traffic in Midlothian. Congestion results because there are no right-hand filter facilities incorporated in the traffic signals in the town centre and restricted

carriageways. BDCC would like this to be addressed quickly to improve the traffic flow, in particular from High Street towards Polton Street. This section of roadway has, in isolation, been reduced to a single lane despite being a main bus route, which causes lengthy tailbacks at all times of day. Returning to a two-lane carriageway at this junction, augmented by a right turn traffic light filter would reduce this congestion and potentially eradicate it. In summary right turn traffic light filters from High Street to Polton Street and Polton Street to Dundas Street are required as a matter of urgency to reduce congestion and emissions from queueing traffic.

We would like to see the traffic lights at the Hillhead junction with Melville Dykes Road operating all day, to improve the traffic flow into Lasswade from Polton Road.

10. Parking

Lack of parking in Bonnyrigg deters residents of the district from coming to the town. BDCC would like to see steps taken to introduce controlled parking behind Polton Street and the High Street to deter persons from leaving their vehicles there for extended periods seriously reducing viable parking for customers of local businesses.

11. Care Facility – Polton Road

Whilst not directly related to the LPP submission, BDCC are pleased to see work on this facility has commenced. This is a much-needed facility to replace Highbank Intermediate Care facility, and we look forward to its completion in early 2026.

12. Poltonhall Recreation Ground

We are pleased to note the Asset Transfer for this location has been agreed between Midlothian Council and Bonnyrigg Rose Community Football Club.

11. Next steps

This Local Place Plan maps out how our community can be improved over the next 5 to 10 years. We are aware of the financial constraints placed on local authorities and appreciate the restrictions this may place on resourcing and delivery of this Local Place Plan.

Some actions are already in progress, others will take longer, like building new houses. But work needs to start now on everything if we are to succeed.

Making change happen needs everybody to pull their weight. The Community Council is a key player but cannot do everything. Community organisations, residents, businesses, landowners, Midlothian Council and other organisations - all have their part to play for the plan to become reality.

Bonnyrigg and District is fortunate in having an active Facebook Residents Forum. We will use this together with the BDCC website to ensure the community are made aware of the efforts being made on their behalf to bring their wishes for the community to fruition. We look forward to working with the Council and other organisations to achieve our aims.

12. Appendices

First Survey

Analysis and a selection of comments from the survey can be found at the following link:

<https://web-cdn.org/s/1190/file/9-Local-Place-Plans/Survey-1/Presentation-of-Place-Plan-Survey-2023.pdf>

Local Place Plan Survey – Selection of comments

Place Standard Tool - Questions		Score	Selection of comments
Q1	Moving around	4.4	Good bus service to Edinburgh but not if you want to go to Newtongrange, Gorebridge & Loanhead
			Make lights at Lasswade full time to improve flow and access from Polton Road in Lasswade
			Remove bollards at Sherwood Crescent
Q2	Public Transport	4.2	Removal of 49 route was a mistake
			With all the new builds in south Edinburgh peak time travel can be difficult on 31 route.
			Returning late from Edinburgh on 31 is difficult for Poltonhall residents if there is no 46 bus.
Q3	Traffic and Parking	3.4	Long distance from some areas to bus stop
			Commuters using car parks then jumping on buses
			Parking seems better when Traffic Warden present.
Q4	Streets and Spaces	3.9	Area at Raes Gardens / Lothian Street could be used for parking and help the Lothian Street problem
			Parking spaces being take up by businesses
			Clean and tidy, but lacking in soul
Q5	Natural Space	4.9	Streets are full of weeds and rubbish. Gives bad impression
			Buildings are typical of many towns but we are fortunate in having a considerable amount of open space.
			Lots of open spaces
Q6	Play and Recreation	3.9	Walkway needs top improved to cater for pedestrians & cyclists
			Lots of walks within a short distance
			Lots of good play areas but vandalism is an issue
Q7	Facilities and Services	3.9	Excellent playing facilities at Poltonhall
			Opportunities are there for those who look for them
			Condition and cleanliness of changing facilities at Lasswade swimming pool leave a lot to be desired
			Ok if you want a hairdresser or a takeaway
			Another nice restaurant would be great
			An Aldi or Lidl would be nice

			Insufficient doctors for size of place
Q8	Working and Local Economy	4.1	Only jobs I see advertised is either hairdressing or jobs within council - I work in the town but don't spend my money here. I'd like to shop local but can't get everything I need in one place (or parked!)
			Employment opportunities and housing are linked. Can maybe find a job but can't find a house which is affordable
			Great wee towns for local shopping, be good to see empty units being used to give local businesses a chance to share their goods, pop up events or short-term leases?
			Work opportunities limited. Council promised small industrial unit's adjacent to Hopefield which has not materialised
Q9	Housing and Community	3.7	Too many housing developments for the size of Bonnyrigg which has impacted on traffic and do not have the infrastructure to cope.
			Not enough council houses for people that are actually from Bonnyrigg. Been on the waiting list for over 8 years
			Not enough social and affordable housing
Q10	Social Interaction	4.0	Never go out in Bonnyrigg....not a nice atmosphere
			Isolation is a big issue for our community. Need a hub
			It's ok if you drink, not so much if you don't.
			If you want to join in the community, there are significantly more opportunities than in other authorities
			Bonnyrigg only has church hall. Don't know of any other community places in Bonnyrigg. There is the Beacon in Gorebridge and Steading in Rosewell. For certain age groups I think there is more. For your 20-50 year old I dont think there is much. There really isn't a community anymore
Q11	Identity and Belonging	3.9	I used to feel that I belonged in Bonnyrigg but it's not the same now with the influx of housing developments. Sense of community has dwindled.
			Football and rugby clubs have a lot of local support. Helps bring people together, though not me specifically
			In sports terms we are doing well with both Lasswade RFC and Bonnyrigg Rose making good starts to their seasons. We could with a petanque arena and club to compete with the likes of Penicuik, Roslin and Newtongrange, where these clubs appear to be flourishing. Otherwise, the recent merger of Community Councils to form Bonnyrigg and District CC should help
Q12	Feeling Safe	4.1	We need to ensure that high visibility Policing in particular foot patrols is protected and encouraged. The current Police management do not see this as a priority. Hence the rise in shopliftings and anti-social behaviour.
			Don't think it's any better or worse than other places in Midlothian, but any further cut back in police numbers could have a negative effect
			Rising youth disorder does not make me feel safe. Serious lack of central government funding of the Police Service does not help. Community officer funding (partnership working) should not be stopped by Midlothian Council. Residents need to be and feel safe.
Q13	Care and Maintenance	3.6	The lack of proper weed killing is shocking. The drains are blocking, the footpaths and verges are in a terrible state due to no weed killing. Ridiculous nonsensical decisions from the ruling group at Midlothian Council based on speculation and internet nonsense have real implications on the local area.

			Again for the money we pay in council tax, nothing gets done. We rely on Bonnyrigg Weedbusters to keep the Toll looking beautiful. We rely on local groups picking up rubbish along the verges. Where is our council tax money being spent?
			Weeds in the roads/pavements and growing out of road drains make the place unsightly! Lack of proper maintenance of the roadside swale on the Distributor Road in Bonnyrigg leads to run off from the whole road flooding into Hopefield in heavy rain. Inlets on the road and within the swale haven't been maintained - ever!
			Town centre looks tidy but aware that resources are stretched. The gardening volunteers do a great job
			Reduction in maintenance noticeable in some areas & ban on use of glyphosate weedkiller gives the impression the place is unkempt in some parts
Q14	Influence and sense of control	3.0	The current administration at Midlothian Council don't listen to anyone. They have consultations in name only and disregard the results when it goes against their pre-ordained policies. Poor governance from the centre spreads downwards.
			The council decide what's happening whether you agree or not
			There are opportunities to make your views known, in many cases these are ignored - for example the recent decision regarding double yellow lines on Lothian Street - the result of which will be an increase in the speed of traffic & possible accidents.
			Decisions are already made before asking for our opinions
			Don't think we have much influence or sense of control, apart from using vote in local and national elections. Being part of the Community Council means I can try to contribute.

Comments from follow-up survey

How would you describe Bonnyrigg and District If you were telling someone not from here what this area is, location, history etc

Tired centre, needs upgraded. More provisions for parking.

Good community spirited town. Very little green spaces left due to large scale housing estates being built over the last fifteen years.

All new housing and horrendous traffic as more new houses are built. It's all very well council letting this happen but there is not infrastructure to cope with increased population.

A commuter town. Mixed population. Some areas of clear deprivation. Some areas of excessive wealth. Lots of people who live here. But don't contribute to the local economy etc

We have a fantastic history, but this is not advertised in any way. Mining, football, carpets making etc. It's up to us oldies to keep this to mind

Expanding town south of Edinburgh but unfortunately the infrastructure has not kept up. Local shops closing as not used enough, traffic busy.

Community focused town with great mix of people who've lived here all their lives and newcomers who've made it their home

Good wee community once upon a time but has lost this due to the new housing. Not enough shops locally but excellent transport links to Edinburgh

A small mining town just south of Edinburgh. It has now doubled in size with new build housing. It has a strong community spirit but very little identity or focus.

Nice enough, was brilliant 10 years ago, but not the same now. Too many houses, not enough green space, not a great bus service. Small part of community is good and tries so hard.

A thriving diverse community with great investment opportunities. Good schools and leisure facilities.

Used to very much believe it was a good place to live and my kids had a good life here. Real sense of community and effort. Sometimes these things naturally change, but the regression feels by design and that's hard to understand.

Still managing to hold onto its sense of community but as it gets bigger it's starting to lose it and change to a faceless society.

An Edinburgh commuter town where the last decade has seen overdevelopment with little or no upgrading of the infrastructure. Great football team!

All the shops are either hairdressers, beauty shops or takeaways and the rest are not great. In the High Street there is approximately 8 hairdressers, 2 barbers, 5 nail and beauty shops. There is one small supermarket, and their prices are extortionate, so I would tell someone who doesn't live here if you want to have nice hair and enjoy a takeaway then this is the place for you!

Checklist for LPP Validation

1	A copy of the finalised Local Place Plan	
2	A statement identifying the Community Body that has prepared the plan and its written constitution	
3	Map of the Boundary of the Local Place Plan	
4	A statement of the Community Body's proposals	
5	An additional Map identifying specific sites/locations detailed in the Community Bodies proposals	
6	A statement explaining how the Local Place Plan has regard to the Local Development, National Planning Framework and any applicable Locality Plans.	
7	A statement explaining how the proposals in the LPP align with, or differ from, the relevant policies and development proposals in the plans in 6 above, and why it considers that the Local Development Plan should be amended in light of this.	
8	A copy of the pre-submission Information Notice evidencing of compliance with the required contents.	
9	Records of when and to whom the Information Notice was sent (required local councillors and community councils).	
10	Documents confirming the status of the Community Body, and a statement showing compliance with the definition of a Community Body (see Appendix 1 of Part 1 of this Guide).	
11	Evidence of level of community support for the Local Place Plan and how CB reached that view.	
12	Copies of additional relevant documents as appropriate.	

13. Copy of Information Notice Email

Sent to elected members, and all Community Councils within Midlothian

Bonnyrigg and District Community Council <bonnyriggdistrictcc@gmail.com>
to Derek, David, Dianne, CLL, Federation

9 Feb 2024,
11:35

Good morning,

BONNYRIGG AND DISTRICT LOCAL PLACE PLAN 2024 (DRAFT STAGE FOR CONSULTATION) INFORMATION NOTICE

I am writing to you on behalf of Bonnyrigg and District Community Council. We are obliged to send this information notice to you because the area covered by the attached proposed Local Place Plan either adjoins part of the boundary of the area covered by your Community Council, or you are within the Midlothian Council Local Authority area, or you are a Midlothian Councillor for the area concerned.

The proposed Bonnyrigg and District Local Place Plan will be published on the website of Bonnyrigg and District Community Council. Attached is an electronic copy of the Plan. If you wish to have a printed copy, please let me know and give me the postal address to which to send it or you may print this yourself.

In accordance with regulation 4 of the [Town and Country Planning \(Local Place Plans\) \(Scotland\) Regulations 2021](#), Bonnyrigg and District Community Council is sending you the following information.

1. The proposed Bonnyrigg and District Local Place Plan

A copy of the proposed Bonnyrigg and District Local Place Plan 2024 is attached.

2. A brief description of the content and purpose of the proposed Bonnyrigg and District Local Place Plan

The proposed Local Place Plan covers the whole area covered by Bonnyrigg and District Community Council. The area is dominated by the town of Bonnyrigg and

Lasswade but also encompasses large rural and industrial areas stretching from the outskirts of Loanhead to Sheriffhall roundabout.

The primary purpose of the Local Place Plan is to set out proposals to address concerns of residents and organisations. Some of these concerns have existed for a number of years. Some concerns have emerged or become acute as a result of recent and ongoing large-scale housing developments. The Plan contains a number of proposals.

3. Information as to how and to whom any representations on the content of the proposed Bonnyrigg and District Local Place Plan should be made and the date by which they should be made

If you have any comments on the Plan, please send them to Bonnyrigg and District Community Council by replying to this email. If you prefer to send comments by post we can provide an address to which they may be sent.

The deadline for comments is 8th March 2024, to allow a further consultation prior to submission to Midlothian Council by 31st March 2024. Any comments received after this time may not be included.

The above comprises the information notice to which the Regulations refer.

Please let me know if you have any queries.

Please acknowledge receipt of this information notice.

Kind regards,

Dan Lennie

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3.2. Amendment 3.2 Classification of area MX1 (Pentland Studios) to be changed

3.3. Amendment 3.3 Classification of area Ec3 (West Straiton) to be changed

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1 Context

1.1 Clarify purpose of LPP

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 Snowsports 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.

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

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 and 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.

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.

1.2.2 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

1.2.3 Single Midlothian Plan 2023/27 Local Outcomes Improvement Plan

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.

Looking at the seven themes identified (*Midlothian will be healthier; Midlothian will be safer; Midlothian will get it right for every child; Midlothian will support residents to improve employability and outcomes in our communities; Midlothian will be greener; Midlothian will have a wellbeing economy and be better connected; and Midlothian will work towards reducing poverty*) 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.

1.2.4 our Neighbourhood Plan.

Damhead and District Neighbourhood Plan 2015-2030 is still relevant and has strong support.

1.3 analyse baseline information

1.3.1 General

Damhead and 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, 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, paths, 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 Small Farm, 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. Damhead Climate Action is now organising events and discussions for the community and has become a member of Midlothian Climate Action network.

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.

The following images, looking NE to Arthur's Seat and the bypass, East across Damhead and District, and SE across Damhead and District to Bilston to show this vital green patch among development.....



and looking west to the western boundary of Damhead and District.



1.4 Engage with community, stakeholders and elected members (see sections 2.2, 5.2 and 5.3 for further detail)

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

Overview

Damhead is a truly unique place, not just in Midlothian, but beyond, in Scotland. No other settlement has an area like Damhead in the peri-urban fringe with so many land-based businesses run by local long-term residents and families. It is a significant cultural landscape. It will act as a role model for other parts of Scotland where local communities/residents are trying to access land for land based local businesses, initiatives and new entrant farm starts.

Scottish Government is encouraging this movement through its land reform and related policies. Spending vast amounts of public spending to support communities to become active, self-empowered, resilient, create livelihoods and jobs and to provide multiple benefits and address the multiple crises. Scottish Government wants communities to do what we already have in Damhead. This is an important point.

The remaining rural parts of Damhead, not yet lost to development, but under increasing pressure through the Midlothian Local Development Plan policies and Council decisions, are absolutely vital as examples of what many settlement fringes could move towards to provide multiple benefits and services.

Damhead is an essential part of any Midlothian Nature or Habitat Network. Is it an essential part of a much-needed Midlothian Foodbelt, proposed for inclusion in the Midlothian Local Community Food Growing Strategy. Food security and increased food costs (of living) are increasing as a result of the climate emergency and other crises.

In Scotland today by far the majority of farms are 200 hectares or more. And yet the highest productivity (as well as number of jobs supported) is on small units of less than 10 hectares in terms of horticulture, fruit production, pigs and poultry. A significant part of the area has been farmed for many generations. One of the last remaining viable farms in Damhead is part of the area covered by Mx1 (See proposed amendment 3.2). Looking ahead - at a time when the climate emergency is making clear that food security is an issue - peri-urban farmland, such as this, near to settlements and increasing local populations can play a key role in climate resilience. The farm may evolve into a significant contribution to the local food economy. Small farms of less than 20 ha have been shown to provide multiple benefits and higher amounts of food produce than larger farms.

Good Quality farmland, such as Damhead's brown forest soils, in areas near to population centres should be a priority for protection against further incursion of development pressure.

Damhead has been and still is a largely agricultural (with some horticultural and increasing equestrian) area. About 20% of the area, which lies in the Pentland Hills is upland in nature (rough grasslands, heather moor and some scrub).

Organic land

Although no land is certified as organic in the area by the Soil Association, it is estimated that an area of about 0.5 km² is sprayed for intensive crop management. This is 6.5% of the Damhead area, which means 93.5% is basically organic by default. These areas are used for grazing, hay/haylage making, horticulture, equestrian businesses and nature rich sites (see below). Some areas, e.g. Damhead

Small Farm have been basically organic for 25 years and have established over 2 acres of wildflower meadows/grasslands, which now also provide seeds for other wildflower projects in Midlothian.

Land based businesses

The landscape of Damhead has evolved in the last 100 years – from the original Damhead Small Holdings Scheme, to market gardens, and now diversified rural businesses. As an example, some of today’s businesses are listed below but for reasons of confidentiality are not mapped or identified further.

Table 1. Businesses based in DDCC

Business
Acre Wood Nursery
Atlas Endurance
Damhead Nursery
Damhead Small Farm
Horse Choice
Menagerie Edinburgh
MKM Fencing
Pentland Livery Stables
Pentland Plants
Saltire Stables
Two flower growers
Previous Damhead Organic Farm (veg box scheme, farm shop)
Previous market gardens supplying vegetables to local shops
Original Damhead Small Holdings Scheme 1920

Composition

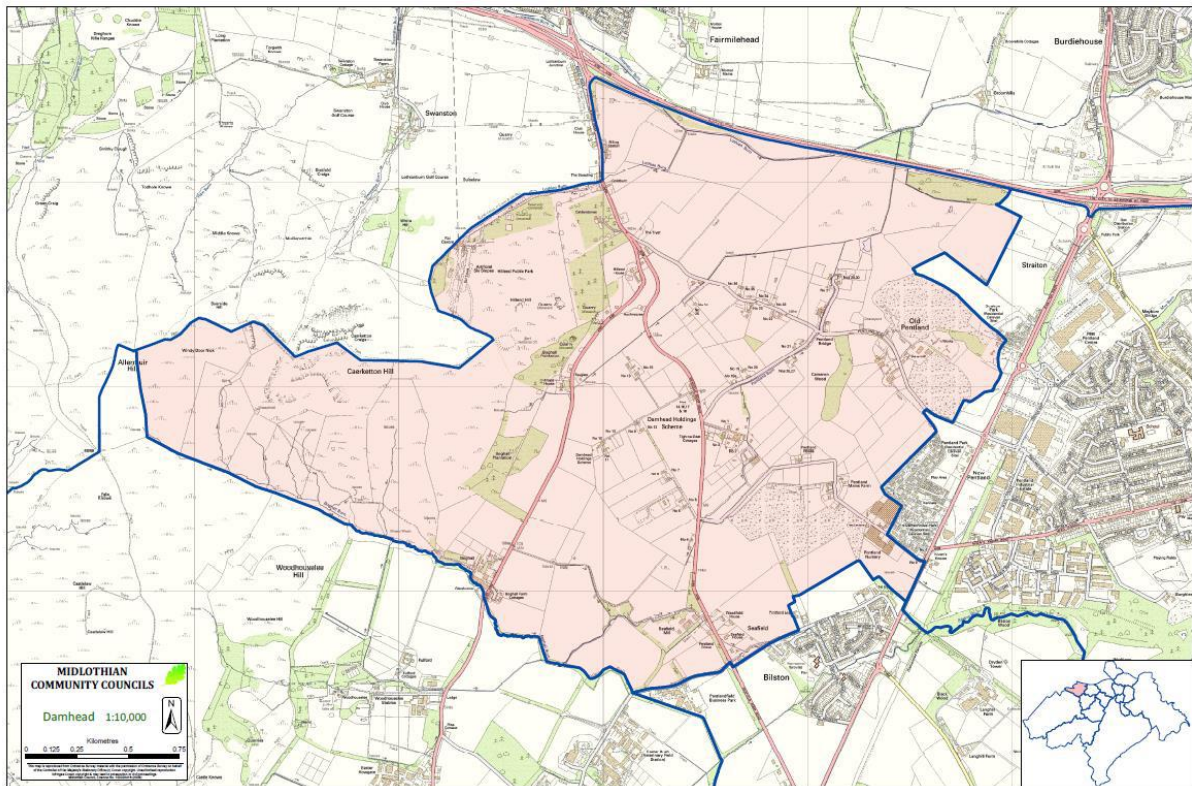
Damhead is approximately 7.5 km². Within this there are 165 fields. Of these:

- 28.5% (47 fields) are less than 2 acres,
- 31.5% (52) are between 2 and 5 acres,
- 14.5% (24) are between 6-10 acres, and
- 14.5% (24) are between 11 and 20 acres.

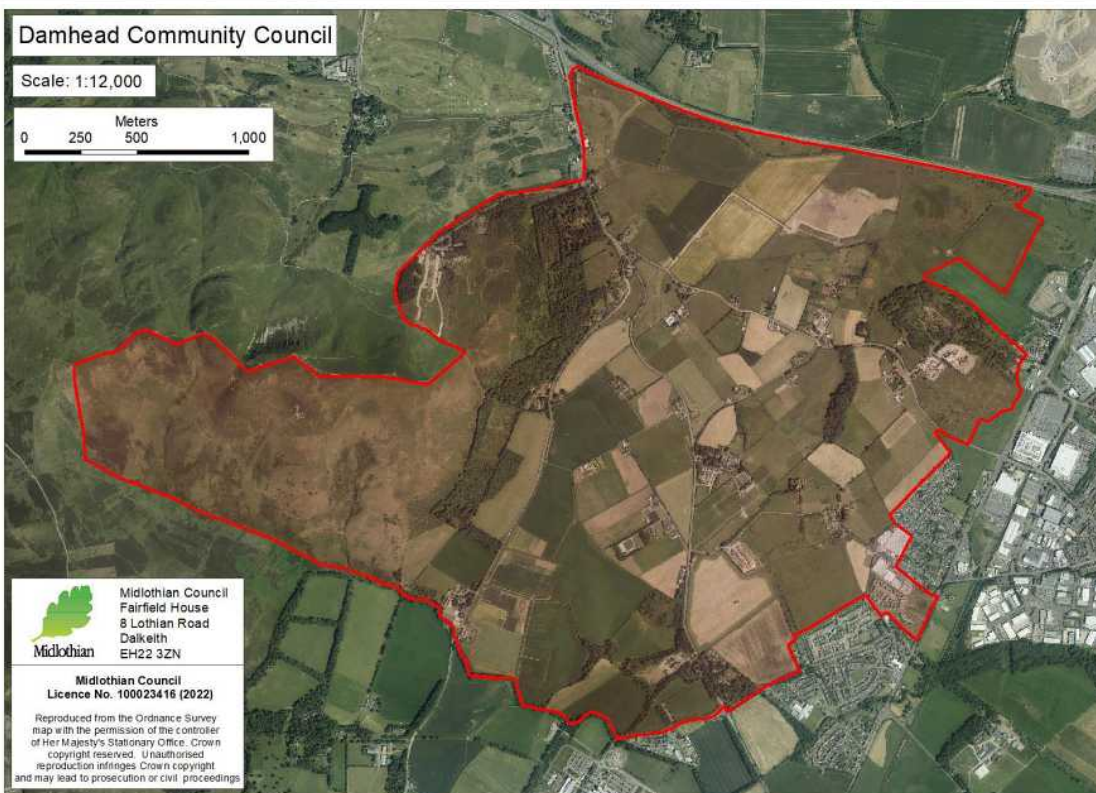
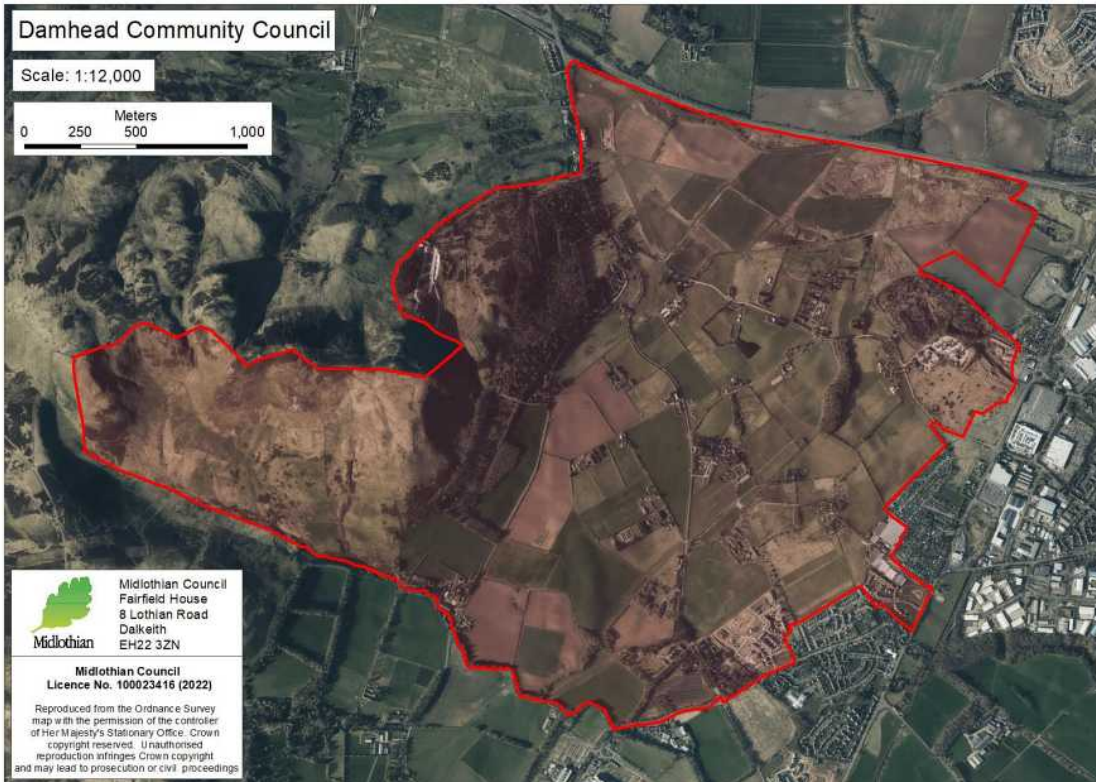
So, 89% are fields of less than 20 acres, 74% being below 10 acres, with 60% being below 5 acres. In addition, a small percentage of land (0.6%, 5 fields) is between 21 and 30 acres, and 4.8% being larger than 31 acres.

Key maps giving a visual description of Damhead and District

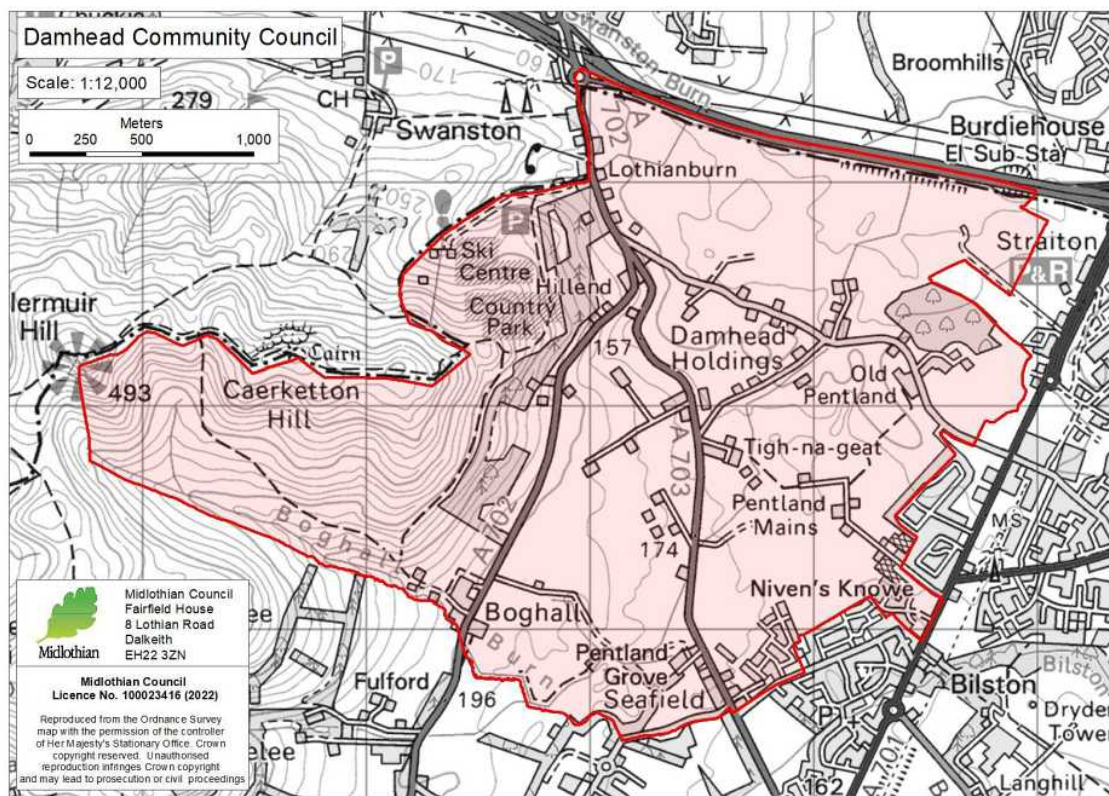
This Local Place Plan encompasses the whole of Damhead and District Community Council. Map 1 shows Damhead and District community council boundary in pink.



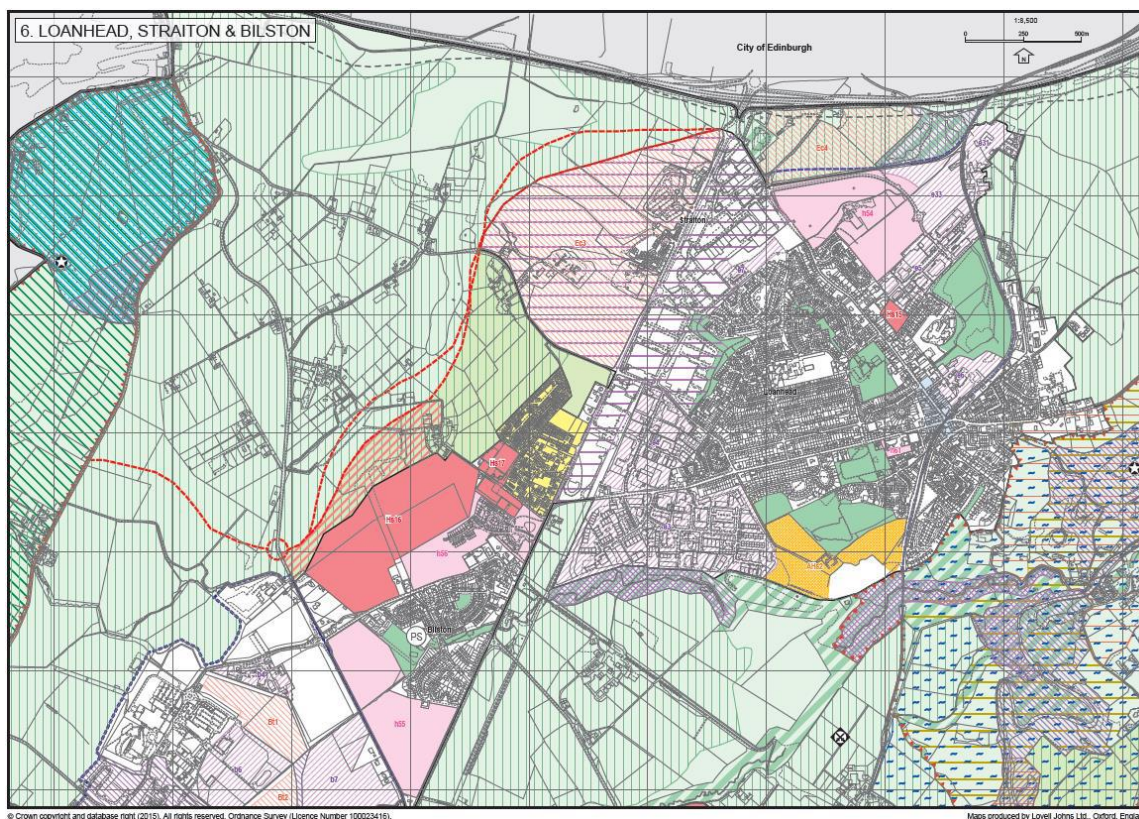
Maps 2 and 3 show aerial photographs of 2019 and 2021 respectively. These were taken at different times of year so show rather different features.



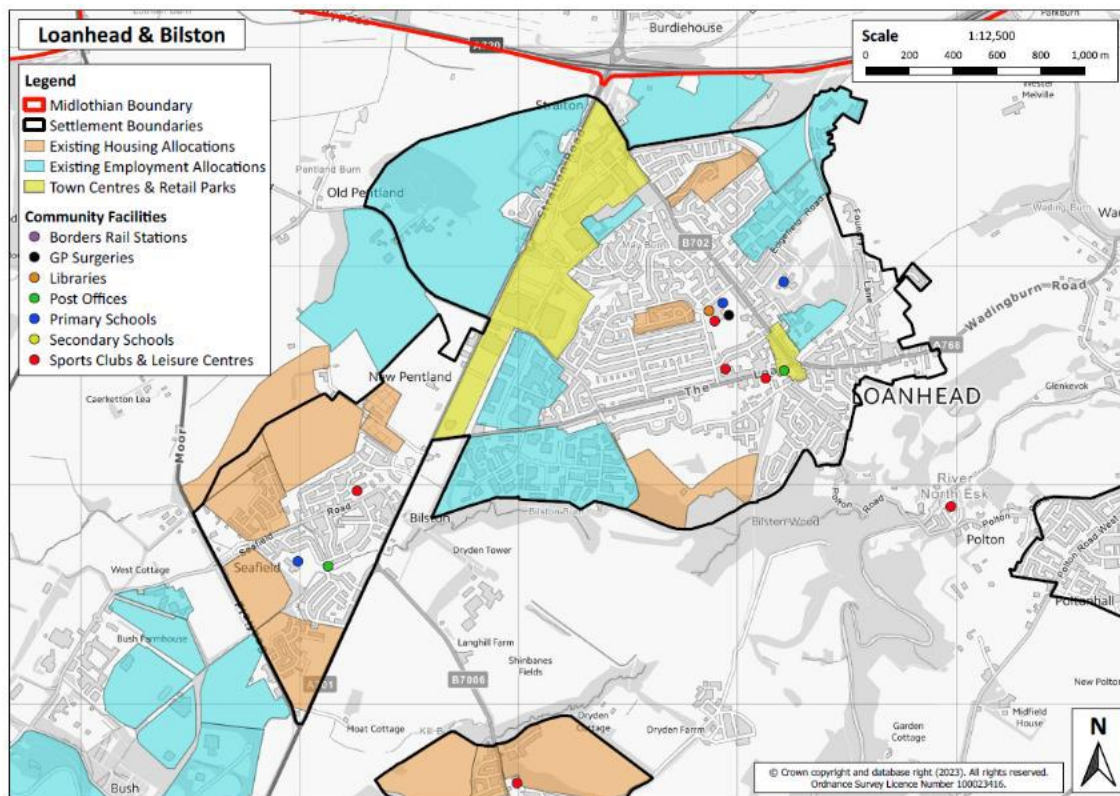
Map 4 shows a general map of the roads and houses in Damhead and District.



Map 5 shows the 2017 Midlothian Local Development Plan of Loanhead, Straiton and Bilston which shows the main inhabited area of Damhead and District to the top left.



Map 6 shows allocations and community facilities from the 2017 MLDP.



2.2 Engage with community and gather evidence

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

- Neighbourhood Action Plan and survey used to develop it
- Updates and discussion at all community council meetings from initial notification of the requirement to develop a LPP. Discussions were written up as part of the minutes which were nominated and seconded at the subsequent meeting. Since Autumn 2023, the approved minutes have been made available through the DDCC website. There is an open invitation to Midlothian Councillors to attend our regular meetings and occasionally a councillor was present at meetings that discussed LPP proposals
- Initial discussion of the proposals at two in-person community council meetings
- Circulation of suggestions by email
- Climate action plan: on-line and paper-based survey (47 responses and good cross-section of ages), two face to face sessions and one on-line meeting
- Residents attended two drop-in sessions about NPF4

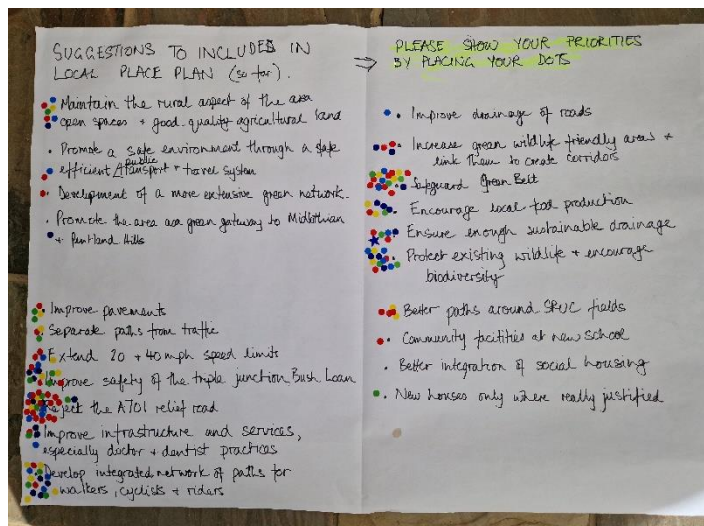
Proposals were considered at a summer gathering open to all residents on 19th Aug 2023. The proposed actions and maps showing all location specific suggestions from the gathering were further discussed and grouped on 16th October 2023. A special meeting at Auchendinny Community Centre was held on the evening of 12th February to discuss the overarching policy proposals that had been developed during November-January.

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



Location specific issues identified in August 2023 to be taken forward in Local Place Plan proposals (note there is no significance attached to the colour coding of the stickers).

Initial views on the issues taken forward from the Neighbourhood Plan (first block on left) and issues identified in meetings.



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 and future generations 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**

Our key aims were established during the development of our Neighbourhood Plan and revalidated during the development of the Local Place Plan. They have been used as the framework for all our proposed actions, overarching policy proposals and proposed amendments to MLDP1. A final table in Section 4 summarises Damhead and Districts proposals within this framework.

2.3.3 Principles used to develop the LPP

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

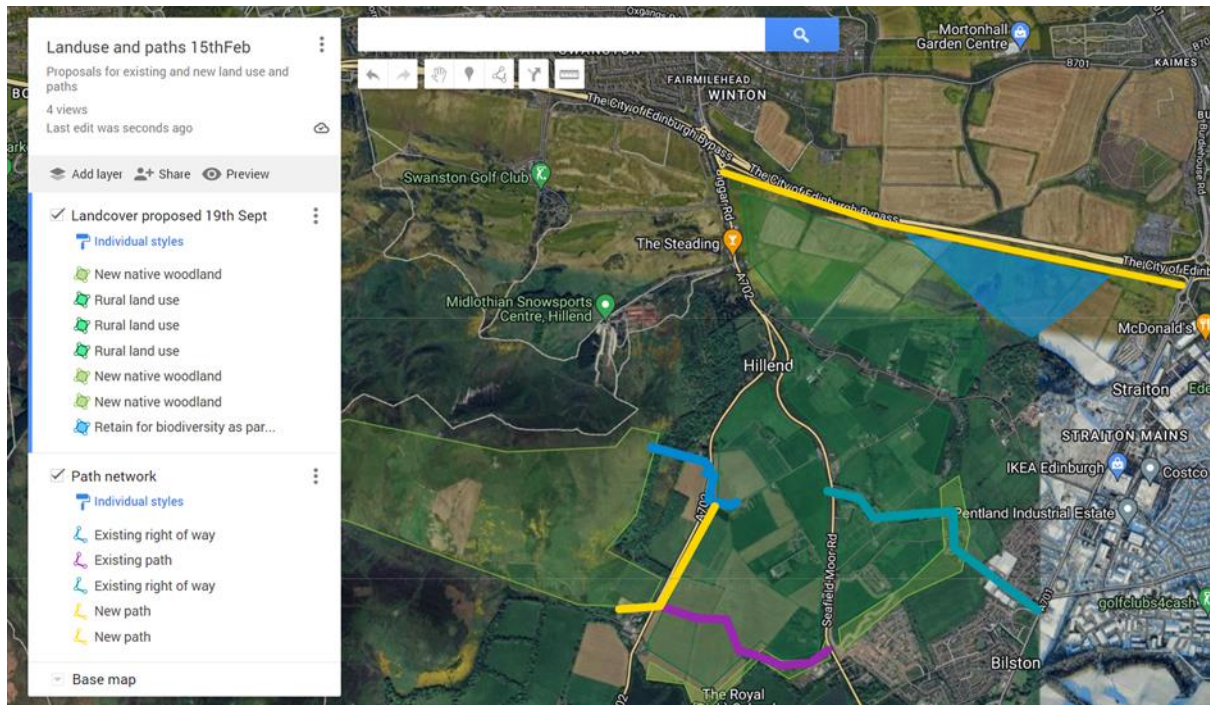
2.4 List/map/visualise proposed actions, initiatives or land uses

Table 2 lists our proposed actions, with the ones in bold text coming from our Neighbourhood Plan.

Maintain the rural aspect of the area, its open spaces and good agricultural land
Promote a safe environment through a safe efficient public transport system
Develop a more extensive green network
Promote the area as a green gateway to Midlothian and the Pentland Hills
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

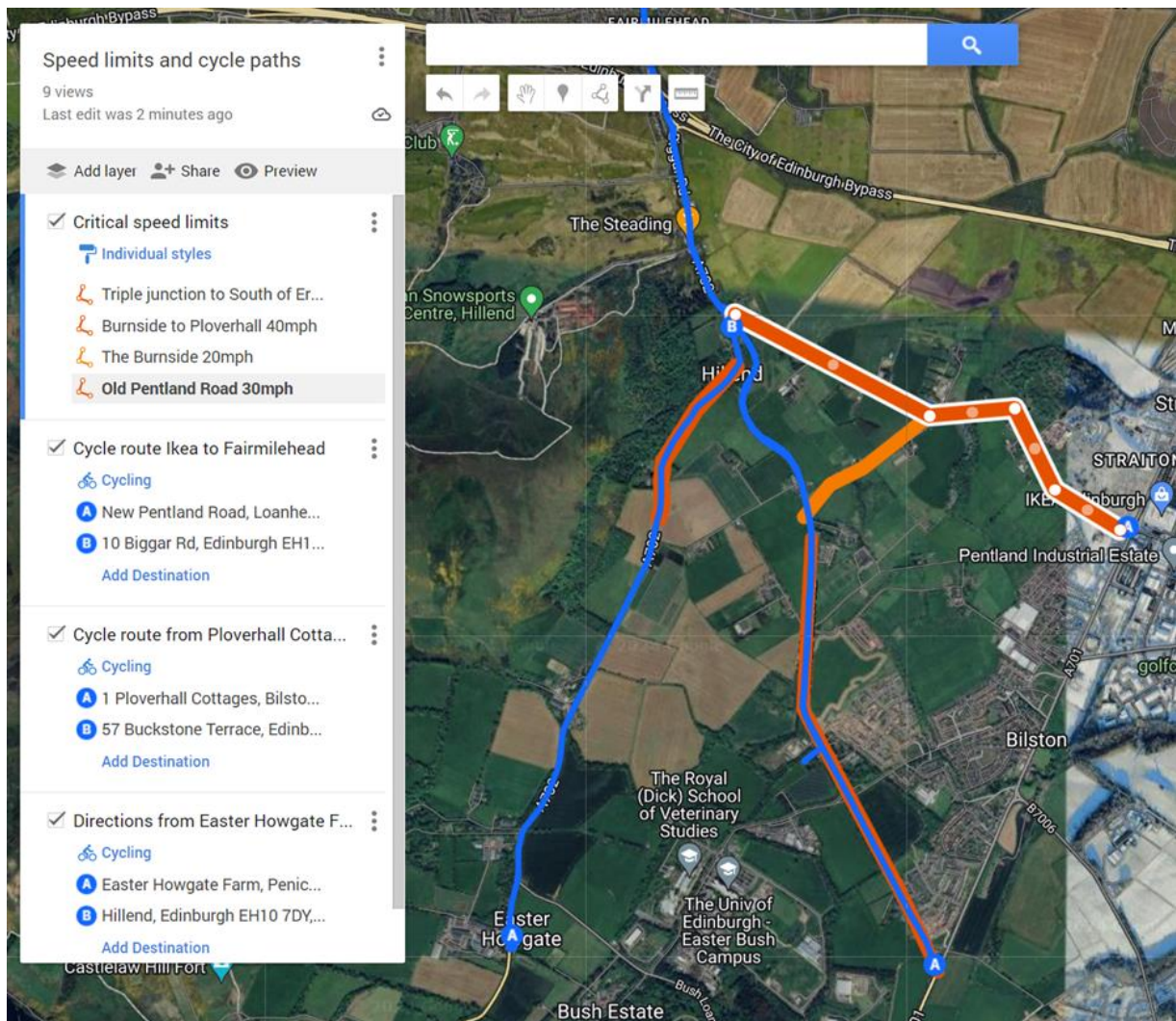
Map 7 shows the location of specific proposals to paths and cycle paths plus woodlands and the new biodiversity area that would make up part of the Damhead Nature Network (Policy Proposal 3).

Map 7



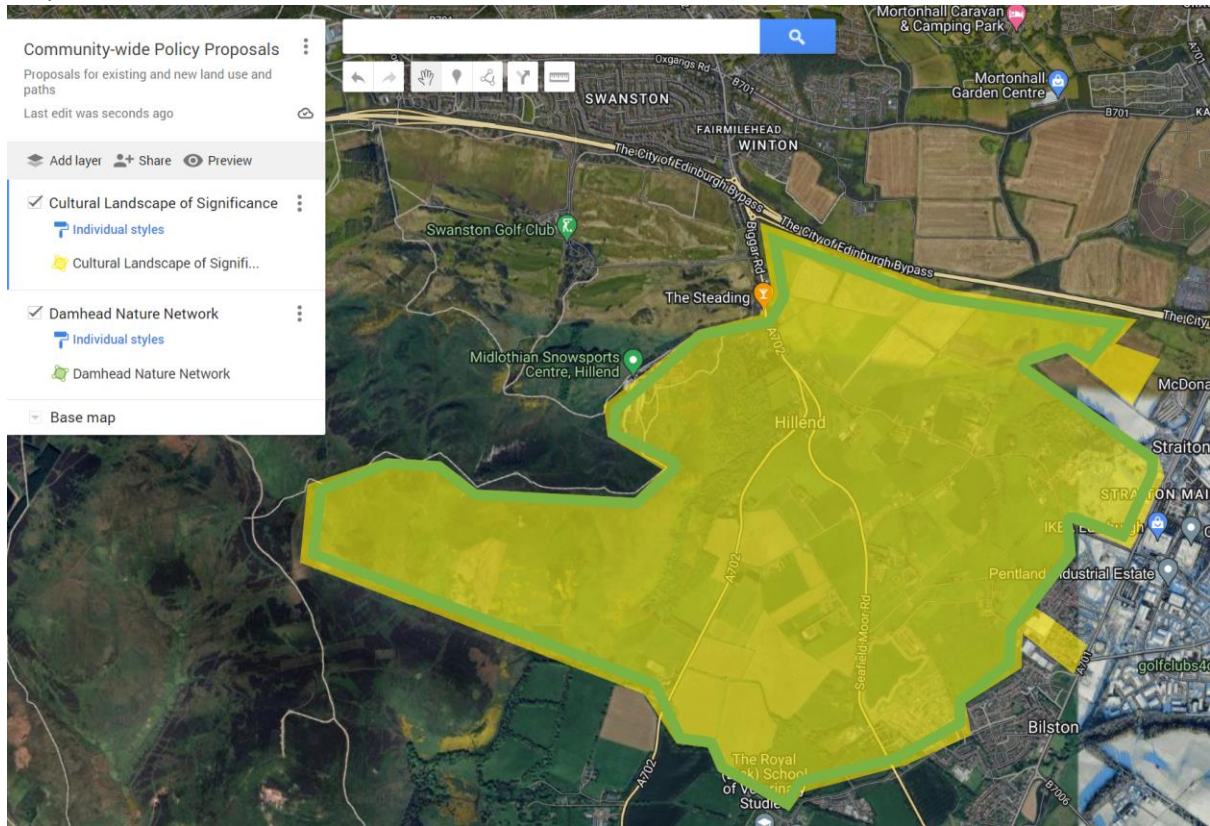
Map 8 shows the location of new cycle paths and reduced speed limits.

Map 8.



Map 9 shows the community-wide proposals for a Cultural Landscape of Significance (Policy Proposal 2) and Damhead Nature Network (Policy Proposal 3)

Map 9



2.5 Grouping proposals for action.

All proposals 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 grouped at an in-person meeting open to all residents on 19th August. These are listed in order in Table 3. The actions have been grouped and colour coded to show their relative importance with red showing the most acute action and the pale yellow showing actions that are important to our community but less critical.

Table 3. Grouping of our proposed actions.

Proposal
Reject the A701 relief road
Safeguard the Green Belt
Develop an integrated network of paths for walkers, cyclists and horse riders
Improve the safety of the triple junction and the junction of Bush Loan and A702
Protect existing wildlife and promote biodiversity
Maintain the rural aspect of the area, its open spaces and good agricultural land
Encourage local food production
Ensure adequate sustainable drainage
Extend 20, 30 and 40mph speed limits
Improve infrastructure and services, especially doctors and dental practices
Create better paths around SRUC fields
Improve pavements
Increase green wildlife-friendly areas and link them to create corridors
Promote a safe environment through a safe efficient public transport system
Separate paths from vehicular traffic
Build new houses only where really justified
Develop a more extensive green network
Promote the area as a green gateway to Midlothian and the Pentland Hills
Improve the drainage of roads
Include community facilities at the new secondary school
Improve the integration of social housing

2.6 Overarching policy proposals.

POLICY PROPOSAL 1: the inclusion in the next Midlothian Local Development Plan (MLDP2) of a Damhead Dispersed Settlement Statement.

Background - The current Local Development Plan ignores Damhead. Proposals for road realignment, housing schemes, mixed uses and retail etc. are all presented in Settlement Statements for Bilston, Straiton and Loanhead, in which the proposals that affect Damhead in huge ways are presented as beneficial to those other communities. **Damhead must be represented in the MLDP2 with its own Dispersed Settlement Statement that summarises the uniqueness of Damhead, its vibrancy, active community and our aspirations.** Damhead matters in Midlothian terms.

POLICY PROPOSAL 2: Recognition of the Designation of the Damhead and District area as Cultural Landscape of Significance in Midlothian and inclusion in the next MLDP2.

Background - Damhead is unique in terms of Midlothian and beyond. It should be considered as a Special Landscape Area (SLA). Possibly as an extension to the existing Pentland Hills Special Landscape Area, but certainly with its own Statement of Importance. ***“Statement of Importance Pentland Hills Special Landscape Area: The Pentland Hills form the key focus of this SLA. The adjacent upper section of the North Esk valley – which comprises the setting for the designed landscapes of Penicuik House and Newhall – and the open and expansive moss of Auchencorth, provide strong contrasts with the hills and contribute to the richness of the overall composition. This landscape is highly scenic, and the more visually prominent Pentland Hills form an essential part of the setting to both Midlothian and Edinburgh. The Pentland Hills are a highly valued recreational resource and are designated as a Regional Park, which encourages public access to them.*”**

Policy Proposal 2 is supported by the following quotes from Midlothian planning documents:

“Midlothian's countryside is an area of natural beauty valued by many people as providing opportunities for outdoor recreation. However, Midlothian's close proximity and ease of access to Edinburgh means that development is commuter-based and the whole of the county falls into the category of a pressurised area for housing development in terms of Scottish Planning Policy.”

“The Green Belt has an important role in protecting the landscape setting, character and identity of the City and the settlements of Midlothian and preventing coalescence. By protecting the setting and identity of the Midlothian towns, the Green Belt has provided the additional benefit of ensuring that residents have access to the natural beauty of the countryside and the outdoor recreation value it provides. This role will be reinforced through the development of the Midlothian Green Network which will both preserve and enhance the county's rural assets and better connect the countryside with Midlothian's settlements.”

“The Council is keen to maintain the distinctiveness of Midlothian's landscape character, and its diversity, but also recognises the need to give particular protection to certain areas considered to be of outstanding local landscape value. These are identified as Special Landscape Areas (SLAs) which are sensitive to development, both within and outside their boundaries, that could potentially damage their distinctive qualities.”

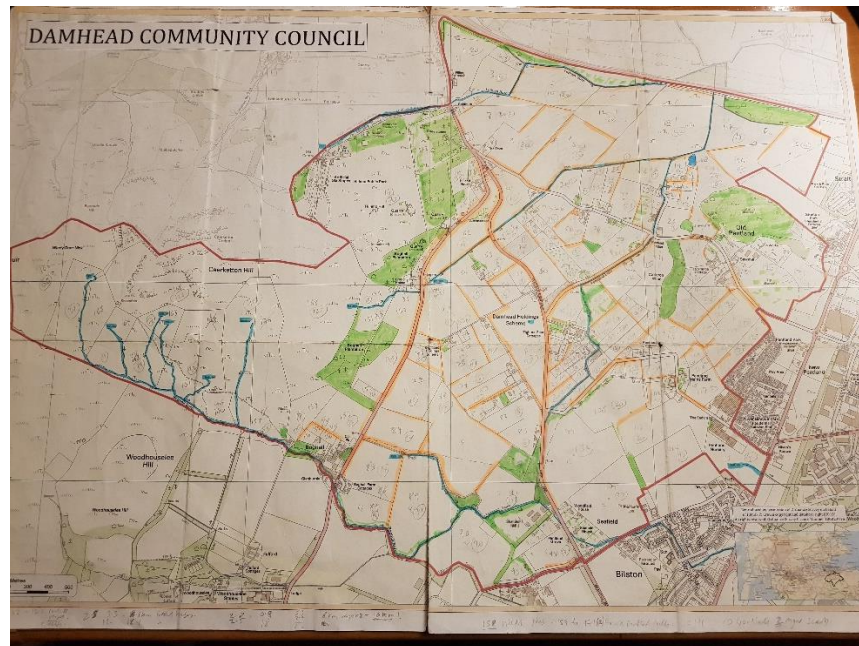
POLICY PROPOSAL 3: recognition of the Damhead Nature Network (DNN) and inclusion in the next MLDP2

Background - The Damhead Nature Network exists. Looking ahead the DNN will continue to act as a basis for maintaining, managing and enhancing our local biodiversity and to do so as our part in Scotland's ambition to develop such networks locally and regionally.

In the 7.5 km² that makes up the Damhead area there are:

- Uplands, rolling fields, and lowland fields with the best soils - brown forest soil.
- Around 165 small fields (74% less than 10 acres in size). A huge potential wildlife space e.g. up to 660 wildlife field corners and many wildlife margins.
- 0.75km² of woodland, scrub and plantation (10% of the Damhead area)
- Straiton Bing as one of the few self-seeded, regenerated woodland - Straiton Bing
- 13.2 km of roadside verge habitat, essential reservoir refuge for wildflowers and insects
- 31 km of hedgerows, including 13.2 km of roadside hedges, essential for mammals, birds and insects
- One 1-acre wildflower meadow managed for wildlife and wildflower seeds
- Two orchards
- 11km of paths linking Damhead and the settlements along the A701 with the Pentland Hills.
- 12.7km of streams (Boghall (a tributary of the River North Esk), Lothian and Pentland, another unnamed)
- Two ponds
- 75 acres of wetland meadows. The larger 42-acre meadow was identified as a Potential Listed Wildlife Site in the Scottish Wildlife Trust's Nature Conservation Strategy for the Edinburgh Greenbelt (but destroyed by development).
- Around 2 km² of upland habitat
- Areas of lowland rough pastures and grasslands - home to mammals, ground nesting birds, amphibians and many insects
- Territories for mammals (family of otters seen in 2020), birds (included protected species and Red/Amber listed birds with High BTO Alerts)

Map 10 shows woodlands, plantations and scrub in green; hedgerows in orange; and streams in blue.



The network at the moment is sustained by a community of people that care passionately about their home bioregion that is Damhead. With clear commitment, respect and care for the area expressed in the communities Neighbourhood Action Plan and Local Place Plan.

POLICY PROPOSAL 4: Straiton Bing to be designated as a Cultural Landscape Feature and Core Biodiversity Area and inclusion in the next MLDP2

Background - For the last 35 years, since the 1998 Straiton Bing Strategy, Damhead has recognised the value of our local Bing. An action in our 2015-2030 Neighbourhood Action Plan is “Local interest in community ownership of land - Register an interest in relevant land, e.g. the Straiton Bing“. The Damhead community now declares the Straiton Bing as an important Landscape Feature in Midlothian (last remaining bing) and will explore the designation of the Straiton Bing. We also declare it as a Core Area of biodiversity.

2.7 Damhead and District Community Charter

Damhead and District Community Council is exploring the proposition of establishing a Community Charter. **We propose that in due course the Damhead Community Charter is recognized and informs proposed developments, Environmental Impact Assessments and other assessments that may affect Damhead and District.** An outline of the charter is shown in Annex 1.

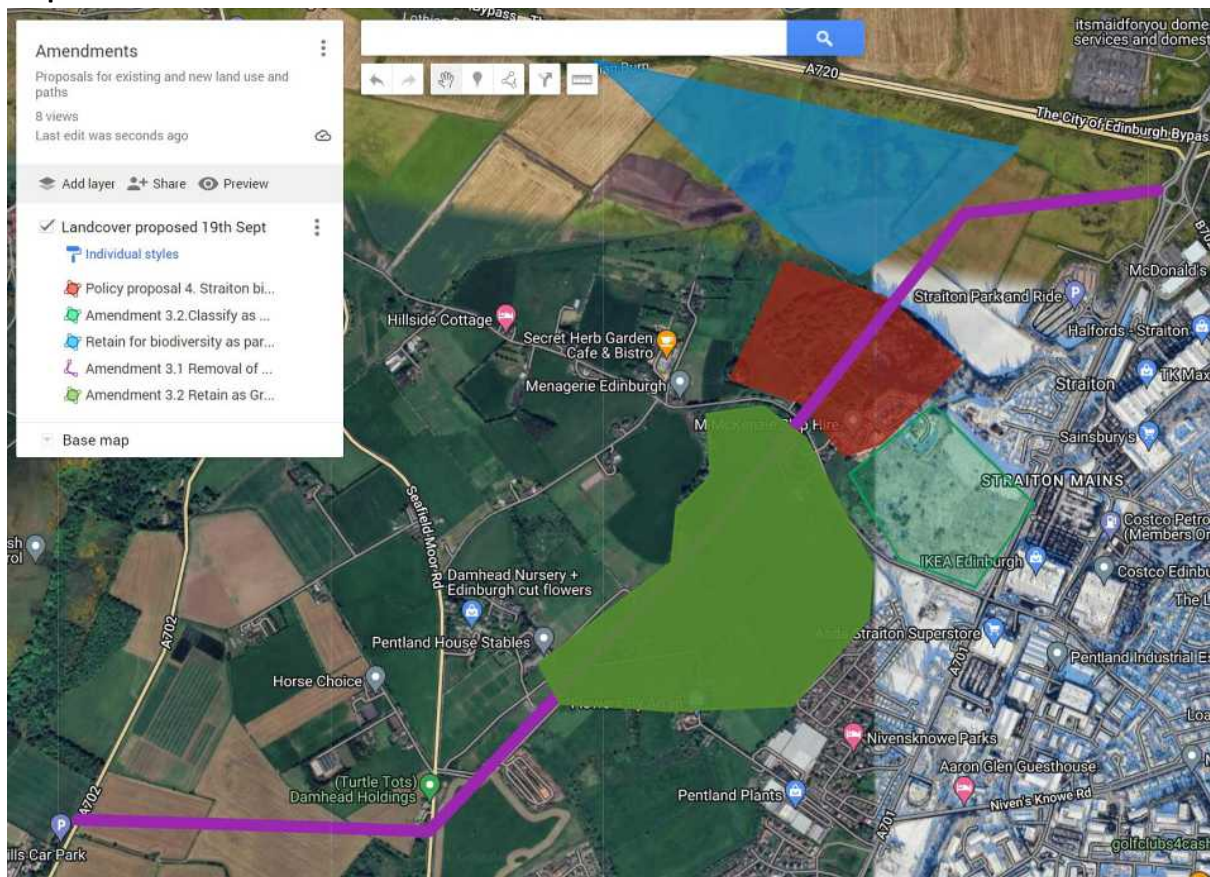
3. Amendments to MLDP 2017 (see Map 11)

Amendment 3.1: Our community urges that the 2017 Midlothian Local Development Plan is amended to remove the A701 relief road

Our community is unanimous in its opposition to the A701 relief road for the following reasons:

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

Map 11



Amendment 3.2: Classification of area MX1 (Pentland Studios) to be changed

In the MLDP (2017) this area is shown as MX1 - for the proposed 'film studios with mixed retail, office, commercial, hotel, gas and heat power plant, film school, student accommodation, earth station, associated infrastructure and car parking'.

Proposal MX1 is covered by several MLDP (2017) Policies: ENV1 - Protection of the Green Belt, ENV4 - Prime Agricultural Land, Film/TV Studios, and TRAN2 - Transport Network Interventions - Road

Safeguards. In addition, the area of Mx1 (Pentland Studios) that lies to the North of Old Pentland Road is covered by MLDP (2017) Policies - Film/TV Studios, TRC2 - Location of new retail and commercial leisure facilities, STRAT 5 - Strategic Employment Land Allocations, and ENV 1 - Protection of Green Belt.

DDCC notes that these developments are no longer going ahead.

The MLDP (2017) states *'that the designations of Greenbelt/Countryside/Prime Agricultural Land on the southern site will remain until that part of the site is fully developed'*. As these designations still stand and there is no mention of use of this land for other future development, such as housing, **we object to the MLDP site Mx1 (Pentland Studios) from being taken into MLDP2 under another form of development, e.g. housing, retail, leisure facilities, or strategic employment land. The Damhead Local Place Plan proposes the following amendments to be included in the MLDP2:**

- 1. the current status of this land, covered by Proposal Mx1, as Greenbelt (ENV 1)/Countryside/ and Prime Agricultural Land (ENV 4) will remain and the land is not scheduled for other forms of development.**
- 2. the northerly part of Mx1 is scheduled as DEV 8 - Open Spaces (Outside Settlements) with the scrub areas scheduled as And ENV 14 Regionally and Locally important Nature Conservation Sites as part of the Damhead Nature Network.**

The area covered by MLDP (2017) area Mx1 (Pentland Studios) is now included in the Damhead and District Local Place Plan as: Rural Land Use (with a description of) 'Agriculture, livestock, horticultural, wildlife management, equestrian and other rural land-based businesses' or 'Native tree cover restoration for CO2 uptake, climate resilience and flood mitigation'.

Amendment 3.3: Classification of area Ec3 (West Straiton) to be changed

In MLDP (2017) the area covered by the Straiton Bing and grassland / scrub area to the north and north-west of the Park and Ride is shown as Ec3 - *"the site is allocated for a mixed use development to form a Midlothian Gateway. The site must be master planned...Acceptable uses could include retail, hotel, office, commercial leisure and housing. Development is, however, dependent on the construction of the A701 Relief Road'*. It is covered by MLDP (2017) Proposals/Policies TRC2 - Location of new retail and commercial leisure facilities, and STRAT 5 - Strategic Employment Land Allocations.

This area is important for biodiversity, landscape, and woodlands. The Straiton Bing was identified as a 'Key Site' in the Midlothian Local Biodiversity Action Plan (2006). The Damhead Straiton Bing Community Vision, 1998 states 'This represents a unique opportunity to preserve and restore a site with a rich historical past in a way which complements its rural setting'. The Damhead and District Neighbourhood Action Plan (2015) also recognised the Bing's value as part of 'green spaces...natural resources and nature reserves', which 'provide green spaces to relax, observe nature and the landscape within the community'.

The Straiton Bing is included in the Damhead Local Place Plan under the Damhead-wide proposal for the Damhead Nature Network. The bing forms a 'Core Biodiversity Area' of the Network, which joins sites and essential features, providing biodiversity abundance and resilience and as well as recognising that no site is special on its own, but needs the wider landscape to fulfill its value for biodiversity. For instance, the scrub and rough grassland areas (also covered by MLDP (2017) Ec3) are home to many species of wildlife. The scrub that has grown is a type of habitat that is now

recognized as hugely important as refuge habitat for wildlife, yet one under constant threat through land reclamation, tidying and development. The Straiton Bing is also covered by Damhead LPP POLICY PROPOSAL 4: Straiton Bing to be designated as a Cultural Landscape Feature and Core Biodiversity Area and inclusion in the next MLDP2

We object to the MLDP (2017) area Ec3 (West Straiton) being taken into MLDP2 under any form of development and propose that:

- **this land is allocated as a mixture of ENV14 - Regionally and Locally Important Nature Conservation Sites (The land should remain open for wildlife, rural land uses and not scheduled for other forms of development), DEV8 - Open Spaces (outside Settlement Area), and ENV 1 (Green Belt)**

4. Summary table of aims, proposed actions, proposed policies and proposed amendments

The following table (Table 4) shows the linkages between our key LPP aims (see 2.3.2), actions (see Table 2), our policy proposals (see 2.6) and our proposed amendments to MLDP2017 (see 3). The table also places our actions, policy proposals and proposed amendments within the context of the relevant policies and proposals in the MLDP2017.

Please note that the content of the second and third key aim is split over two pages.

Aim - Promote and support a cohesive resilient community, which thrives and has a strong vibrant community spirit.

The Priority Actions	Relevant LPP Proposal	Relevant LPP Proposal and additional comment)	MLDP 2017 relevant Proposals and Policies	MLDP 2017 relevant Proposals and Policies	MLDP 2017 relevant Proposals and Policies	MLDP 2017 relevant Proposals and Policies
Improve infrastructure and services, especially doctors and dental practices	PROPOSAL 1: the inclusion in the next Midlothian Local Development Plan (MLDP2) of a Damhead Dispersed Settlement Statement.	We wish that Midlothian Council and the MLDP 2 in due course recognise the Damhead Community Charter, which is being explored at the time of LPP submission, as Material Consideration to inform proposed developments, environmental and other assessments that may affect Damhead and District	ENV 17 - Air Quality (included further assessment either as part of environmental impact assessment or separately to identify air quality impacts and will refuse planning permission (or seek mitigation) where development proposals cause unacceptable air quality or dust impacts)	ENV 18 - Noise (includes Where new developments with the potential to create significant noise are proposed, these may be refused or modified.		
Include community facilities at the new secondary school	PROPOSAL 1: the inclusion in the next Midlothian Local Development Plan (MLDP2) of a Damhead Dispersed Settlement Statement.					
Improve the integration of social housing			DEV 3 - Affordable and Specialist Housing			
Community Energy	We wish that Midlothian Council and the MLDP 2 take recognition - that Damhead will explore the development of a community wide energy project covering heat efficiency, microgeneration (including solar meadow or community turbine). See also our Neighbourhood Action Plan and draft Community Climate Action Plan. will seek support from the Midlothian LHES (Local Heat and Energy Strategy).		NRG 1 - Renewable and Low Carbon Energy Projects (including biomass, solar, heat pumps, energy storage, microgeneration will be permitted provided any proposal will not cause unacceptable significant adverse effects onnatural heritage, Green Belt, Pentland Hills, prime agricultural farmland or residential properties)	NRG 2 - Wind energy (all wind energy proposals will be assessed against requirements of NRG 1	NRG 3 - Energy Use and Low/Zero Carbon Generating Technology	

Aim - Maintain rural aspects of the area, open spaces and the good quality agricultural land.

The Priority Actions (numbers relate to Table 3)	Relevant LPP Proposal	Relevant LPP Proposal and additional comment)	MLDP 2017 relevant Proposals and Policies (Policies marked in red will have negative impact on the Damhead area and its LPP)	MLDP 2017 relevant Proposals and Policies (Policies marked in red will have negative impact on the Damhead area and its LPP)	MLDP 2017 relevant Proposals and Policies (Policies marked in red will have negative impact on the Damhead area and its LPP)	MLDP 2017 relevant Proposals and Policies
#1. Reject the A701 relief road	PROPOSED AMENDMENT: Damhead LPP proposes an amendment to MLDP (2017) Proposals/Policies TRAN2 - Transport Network Interventions - Road Safeguards. Impacts on ENV 1 - Green Belt; ENV 4 - Prime Agricultural Land; ENV 14 (Regionally & Locally Important Nature Conservation Sites; ENV 17 - Air Quality and ENV 18 - Noise		TRAN 2 - Transport Network Interventions - Road Safeguards (includes A701 Corridor, A701 Relief Road) and STRAT 3 (Strategic Housing Land Allocations - Longer Term Safeguarding), (includes A701 Corridor Strategic Development Area. Linked Policies that could help alleviate need for the A701 Relief Road. TRAN 1 - Sustainable Travel (less car commuting investment in active travel options), STRAT 5 - Strategic Employment Land Allocations (to recognise Damhead as location of significant rural based jobs)	If A701 Relief Road goes ahead impact of Removal of ENV 1 (Protection of Green Belt), significant loss of remaining ENV 4 (-Prime Agricultural Land), especially LCA 2 in Damhead, ENV 14 - Regionally and Locally Important Nature Conservation Sites	ENV 17 - Air Quality (included further assessment either as part of environmental impact assessment or separately to identify air quality impacts and will refuse planning permission (or seek mitigation) where development proposals cause unacceptable air quality or dust impacts). ENV 18 - Noise (includes Where new developments with the potential to create significant noise are proposed, these may be refused or modified.	

#2. Safeguard the Green Belt	PROPOSAL: Damhead LPP proposes an Amendment to MLDP (2017) Proposals Mx1 and Ec3		MLDP (2017) Proposal Mx 1 (Film/TV Studios) South of Old Pentland Road . Covered by following MLDP (2017) Policies that will impact Damhead : TRAN 2 (Transport Network Interventions - Road Safeguards) STRAT 3 (Strategic Housing Land Allocations - Longer Term Safeguarding), Loss of ENV 1 (Protection of Green Belt), ENV 4 Loss of Prime Agricultural Land (LCA 2).	MLDP (2017) Proposal Mx 1 Film/TV Studios North of Old Pentland Road. Covered by following MLDP (2017) Policies that will impact on Damhead:TRC 2 (Location of New Retail and Commercial Leisure Facilities), STRAT 5 (Strategic Employment Land Allocation). Loss of DEV 8 (Open Space Outside Settlement Areas). Loss of ENV 14 - Regionally and Locally Important Nature Conservation Sites (Grassland/scrub).	MLDP (2017) Proposal Ec3. Covered by following MLDP (2017) polices that will impact Damhead: TRC 2 (Location of new Retail and Commercial Leisure Facilities) and STRAT 5 (Strategic Employment Land Allocations). Removal of ENV 1 (Protection of Green Belt), Loss of ENV 14 - Regionally and Locally Important Nature Conservation Sites (Straiton Bing significant Midlothian self generated Woodland Grassland/Scrub).	ENV 1 (Protection of the Green Belt), ENV 4 (Prime Agricultural Land), ENV 14 - Regionally and Locally Important Nature Conservation Sites, RD 1 (Development in the Countryside) (only permitted if required for the furtherance of agriculture (included diversification), horticulture, forestry countryside recreation or tourism). VIS 1 (Tourist Attractions), VIS 2 (Tourism Accommodation), Dev 8 (Open Spaces (Outwith Settlement Areas).
#6. Maintain the rural aspect of the area, its open spaces and good agricultural land	PROPOSAL 2: Recognition of the Designation of the Damhead and District area as Cultural Landscape of Significance in Midlothian and inclusion in the next MLDP2.	Damhead wishes to see the protection of remaining Green Belt and Prime Agricultural Land and proposes amendments regarding Mx1 and Ec3	MLDP (2017) Proposals Mx 1 (Film/TV Studios) and Ec3 and covered by MLDP (2017) Policies will impact Damhead : TRAN 2 (Transport Network Interventions - Road Safeguards)), STRAT 3 (Strategic Housing Land Allocations - Longer Term Safeguarding), STRAT 5 (Strategic Employment Land Allocations), TCR2 (Location of New Retail and Commercial Leisure Facilities).	ENV 1 (Protection of Green Belt), ENV 4 (Prime Agricultural Land)	RD 1 - Development in the Countryside (only permitted if required for the furtherance of agriculture (included diversification), horticulture, forestry countryside recreation or tourism). VIS 1 - Tourist Attractions, VIS 2 - Tourism Accommodation	DEV 8 - Open Spaces (Development would not be allowed in these areas (open spaces) that would result in a permanent loss of open space, diminish the quality, amenity or biodiversity of the open space or otherwise undermine the value of open space as part of the Midlothian Green Network)
#16 Build new houses only where really justified			DEV 1 - Community Identity and Coalescence. MLDP 2017 guidance is provided via Settlement Statements. Damhead does not yet have one. See Proposal 1	DEV 5 - Sustainability in New Development. (Building in harmony with the site, fostering and maintaining biodiversity, facilitating accessibility and adaptability, addressing sustainable energy)	RD 1 - Development in the Countryside (includes housing only permissible where it is required for the furtherance of an established countryside activity). RD 2 - Low Density Rural Housing (no more than 2 units permitted at each site).	

Aim - Promote a safe environment through safe and efficient transport and travel options, and the development of a more extensive green network

The Priority Actions (numbers relate to Table 3)	Relevant LPP Proposal	Relevant LPP Proposal and additional comment)	MLDP 2017 relevant Proposals and Policies	MLDP 2017 relevant Proposals and Policies	MLDP 2017 relevant Proposals and Policies	MLDP 2017 relevant Proposals and Policies
#17. Develop a more extensive green network	PROPOSAL 2: Recognition of the Designation of the Damhead and District area as Cultural Landscape of Significance in Midlothian and inclusion in the next MLDP2.	MLDP (2017) identifies Strategic green network connections (Table 5.2, page 45). Damhead could make more of presenting itself as a potential and significant part of the Midlothian Green Network, stretching East West and linking other communities to the Pentland Hills Regional Park. It would help in getting our integrated path network more established.	ENV 2 - Midlothian Green Network	DEV 8 - Open Spaces (Development would not be allowed in these areas (open spaces) that would result in a permanent loss of open space, diminish the quality, amenity or biodiversity of the open space or otherwise undermine the value of open space as part of the Midlothian Green Network)	DEV 9 - Open Space Standards (The Council will assess applications for new development against the open space standards.Planning conditions will apply to ...natural and semi natural greenspace)	
#3. Develop an integrated network of paths for walkers, cyclists and horse riders	See proposals on our LPP maps		TRAN 1 - Sustainable Travel, IMP 1 - New Development and DEV 6 - layout and design of new development			
#4. Improve the safety of the triple junction and the junction of Bush Loan and A702	See proposals on our LPP maps		TRAN 2 - Transport Network Intervention (includes 'A702/A703 Damhead - required in connection with the development strategy of this plan (MLDP (2017)) Also includes A702 link with associated new junctions			

#9. Extend 20, 30 and 40mph speed limits	See proposals on our LPP maps		TRAN 1 - Sustainable Travel, IMP 1 - New Development and DEV 6 - layout and design of new development			
#11. Create better paths around SRUC fields	See proposals on our LPP maps		TRAN 1 - Sustainable Travel, IMP 1 - New Development and DEV 6 - layout and design of new development			
#12. Improve pavements			TRAN 1 - Sustainable Travel, IMP 1 - New Development and DEV 6 - layout and design of new development			
#14. Promote a safe environment through a safe efficient public transport system			TRAN 1 - Sustainable Travel, IMP 1 - New Development and DEV 6 - layout and design of new development			
#15. Separate paths from vehicular traffic			TRAN 1 - Sustainable Travel, IMP 1 - New Development and DEV 6 - layout and design of new development			
#19. Improve the drainage of roads			TRAN 1 - Sustainable Travel, IMP 1 - New Development and DEV 6 - layout and design of new development	ENV 9 Flooding (includes Flood Risk Assessments of developments, functional flood plain will be protected, surface runoff, sustainable drainage		

Aim - Proactively build on the positive aspects of our local area to limit climate change and restore biodiversity.

The Priority Actions (numbers relate to Table 3)	Relevant LPP Proposal	Relevant LPP Proposal and additional comment)	MLDP 2017 relevant Proposals and Policies	MLDP 2017 relevant Proposals and Policies	MLDP 2017 relevant Proposals and Policies	MLDP 2017 relevant Proposals and Policies
#5. Protect existing wildlife and promote biodiversity	PROPOSAL 3: recognition of the Damhead Nature Network (DNN) and inclusion in the next MLDP2		ENV 14 - Regionally and Locally Important Nature Conservation Sites (includes development which could affect the conservation interest of	ENV 11 - Woodland, Trees and Hedges (includes prevention of damage to woodland, groups of trees, semi natural woodland, veteran trees, and hedges	ENV 15 - Species and Habitat Protection and Enhancement ENV 18 - Noise (includes Where new developments with the potential to create	
#8. Ensure adequate sustainable drainage	Damhead has a vision and ambitions to tackle climate change, and to live in a thriving, low carbon, resilient and sustainable local community (extracted from our NAP & CAP)		ENV 9 Flooding (includes Flood Risk Assessments of developments, functional flood plain will be protected, surface runoff, sustainable drainage systems)			
#13. Increase green wildlife-friendly areas and link them to create corridors	PROPOSAL 3: recognition of the Damhead Nature Network (DNN) and inclusion in the next MLDP2		ENV 14 - Regionally and Locally Important Nature Conservation Sites	ENV 15 - Species and Habitat Protection and Enhancement (includes		

Aim - Support the development of local businesses that complement the land-based resources that make up our local area.

The Priority Actions (numbers relate to Table 3)	Relevant LPP Proposal	Relevant LPP Proposal and additional comment)	MLDP 2017 relevant Proposals and Policies	MLDP 2017 relevant Proposals and Policies	MLDP 2017 relevant Proposals and Policies	MLDP 2017 relevant Proposals and Policies
#7. Encourage local food production	PROPOSAL: To promote land based rural, diversification and food growing businesses in keeping with the nature of land, the soil and the landscape.	PROPOSAL 2: Recognition of the Designation of the Damhead and District area as Cultural Landscape of Significance in Midlothian and inclusion in the next MLDP2.	RD 1 - Development in the Countryside (only permitted if required for the furtherance of agriculture (included diversification), horticulture, forestry countryside recreation or tourism). VIS 1 - Tourist Attractions, VIS 2 - Tourism Accommodation			

Aim - Celebrate and recognise the unique heritage of the local area

The Priority Actions (numbers relate to Table 3)	Relevant LPP Proposal	Relevant LPP Proposal and additional comment)	MLDP 2017 relevant Proposals and Policies	MLDP 2017 relevant Proposals and Policies	MLDP 2017 relevant Proposals and Policies	MLDP 2017 relevant Proposals and Policies
#18 Promote the area as a green gateway to Midlothian and the Pentland Hills	PROPOSAL 2: Recognition of the Designation of the Damhead and District area as Cultural Landscape of Significance in Midlothian and inclusion in the next MLDP2.	PROPOSAL 4: Straiton Bing to be designated as a Cultural Landscape Feature and Core Biodiversity Area and inclusion in the next MLDP2	ENV 6 - Special Landscape Areas (includes Pentland Hills Regional Park), ENV 7 - Landscape character. RD 3 - Pentland Hills Regional Park. VIS 1 - Tourist Attractions. VIS 3 - Midlothian Snowsports Centre	ENV 16 - Vacant, Derelict and Contaminated land		

5. Annexes

5.1. Annex 1. Rationale and draft outline of a Damhead and District Community Charter.

In support of our Local Place Plan, we wish to make known that we, the Damhead and District Community Council, in discussion and fullest engagement with our community will produce a Charter to set out our “Cultural Heritage” for the purposes of providing material considerations for the assessment of development, planning proposals (including implementation of MLDP2) and for Environmental Impact Assessments pertaining to any part of Damhead and District.

Through the Charter, we will declare ‘our Cultural Heritage to be the sum-total of the local tangible and intangible assets that are fundamental to the health and well-being of our present and future generations. These constitute an inseparable ecological and socio-cultural fabric that sustains life, and which provides us with the solid foundations for building and celebrating our homes, families, community and legacy within a healthy, diverse, beautiful and safe natural environment.

Thus, our proposed Charter pertains to any development within our territory which impacts on our Cultural Heritage and, as the Charter is a direct expression from the community, must be considered a material consideration in planning processes and decision-making, as a factor for impact assessment under environmental legislation, and must be given equal weight to other factors in the evaluation of whether development is sustainable.

Collectively, our Assets include:

- ❖ · our goal of a clean and safe environment, and our achievements to date;
- ❖ · our children and that which promotes their wholesome development;
- ❖ · our homes as our sanctuary and investment;
- ❖ · the resilience and continuity of our community;
- ❖ · the diversity and stability of our local Ecosystem;
- ❖ · our natural resources and our aspiration for them to be used sustainably;
- ❖ · our food security;
- ❖ · our restorative countryside;
- ❖ · our beautiful views;
- ❖ · our central location;
- ❖ · our vision of a truly sustainable local economy, and our achievements to date;
- ❖ · our local historical and natural attractions;
- ❖ · our reputation;
- ❖ · our goal of shared mutual trust and respect with our elected representatives and third parties;
- ❖ · the life-enhancing qualities which our Assets bring forth;
- ❖ · a collective commitment to sustaining and improving all of the above.

If Cultural Heritage is harmed, then life is diminished. Our Cultural Heritage and its constitutive Assets underpin qualities which not only sustain us, but also all other beings with whom we share our territory’.

5.2 Annex 2. Statement supporting submission of Damhead and District Local Place Plan to Midlothian Council including Information Notice.

INTRODUCTION

This statement accompanies the submission of Damhead and District Local Place Plan to Midlothian Council. It has been prepared in accordance with 'LOCAL PLACE PLANS Midlothian Council Information and Guidance' plus feedback from planning officers on the draft plan submitted in October 2023.

The Plan covers all of Damhead and District Community Council. Damhead and 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, 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, paths, cycle networks and holdings that are attractive to both residents and visitors. A map of the Community Council area can be seen in the Plan.

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.

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.

This statement contains the following sections:

1. Contact details for the Community Council.
2. Evidence of meeting the requirements for consulting on the Local Place Plan.
3. Statement explaining regard given to the Local Development Plan and National Planning Framework in preparing the Local Place Plan.
4. Explanation of the Community Council's view of the level and nature of support for the Local Place Plan.

5. Statement explaining how the Local Development Plan should be amended.

Section 1. CONTACT DETAILS

Constance Newbould (Chair); constance@pentlandhouse.com

Helen McKay (Treasurer): h.m.mckay@gmail.com

Section 2. MEETING CONSULTATION REQUIREMENTS

The draft Local Place Plan was emailed on 18th February 2024 to: each Midlothian Councillor for our Community Council area and adjoining Community Councils.

Those two emails constituted the Information Notices required to comply with Section 4 of the Town and Country Planning (Local Place Plans) (Scotland) Regulations 2021. Copies are attached to this statement as Appendix 1 and 2.

The following Councillors were emailed the Information Notice: Councillors Pauline Winchester, Kelly Parry, Russell Imrie and Colin Beattie.

The adjoining Community Councils (CCs) which received the Information Notice were: Loanhead, Roslin and Bilston, Penicuik, and Fairmilehead Community Councils.

Relevant neighbouring institutions and organisations were contacted: the Scottish Wildlife Trust (via website), the Friends of the Pentlands (Andrew Marsden), Pentland Hills Regional Park (general email address), Snowsports Centre (general email address), Police Scotland (Susan Pearson), and Forest Research (Chris Quine).

Section 3. REGARD GIVEN TO EXISTING PLANS

In preparing the Local Place Plan, the community had regard to the following plans:

- National Planning Framework 4 (NPF4)
- Midlothian Local Development Plan 2017
- The Single Midlothian Plan
- Damhead and District Neighbourhood Plan 2015-2030
- Damhead and District Climate Action Plan

Section 4. SUPPORT FOR THE LOCAL PLACE PLAN

The community engagement process used to develop the Local Place Plan, along with the levels of participation, is explained in section 2.2 of the Plan. The Community Council is satisfied that the Local Place Plan provides an accurate and evidence-based view of local residents and should be treated as representing 'the voice of the people'.

Section 5. AMENDMENTS TO THE LOCAL DEVELOPMENT PLAN

The Local Place Plan proposes some changes to the current local planning and policy framework. These are listed and explained in Section 3 of the Local Place Plan, together with reasons for the proposed changes.

Appendix 1.

Dear Councillors,

I am contacting you on behalf of Damhead and District Community Council. We have been working on a Local Place Plan for our Community Council area, involving community engagement over many months. We have now prepared a draft Local Place Plan. We sincerely believe that many of our proposals benefit not only our own community but also our neighbouring communities and the wider region so we ask that you respond with any positive as well as negative comments.

To comply with Section 4 of the Town and Country Planning (Local Place Plans) (Scotland) Regulations 2021, we are legally required to send each Midlothian Councillor for our Community Council area the following information:

The Plan covers all of Damhead and District Community Council. Damhead and 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, 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. A plan showing the subject area is contained in the draft plan.

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.

Key aims of the LPP are:

- Promote and support a cohesive resilient community, which thrives and has a strong vibrant community spirit.
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- 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

Within each aim we have grouped our proposed actions (Table 3), including location-specific proposals (Maps 7, 8, and 9). These in turn have been organised into four overarching policy proposals:

- POLICY PROPOSAL 1: the inclusion in the next Midlothian Local Development Plan (MLDP2) of a Damhead Dispersed Settlement Statement.
- POLICY PROPOSAL 2: Recognition of the Designation of the Damhead and District area as Cultural Landscape of Significance in Midlothian and inclusion in the next MLDP2.

- POLICY PROPOSAL 3: recognition of the Damhead Nature Network (DNN) and inclusion in the next MLDP2
- POLICY PROPOSAL 4: Straiton Bing to be designated as a Cultural Landscape Feature and Core Biodiversity Area and inclusion in the next MLDP2

We have three significant amendments to MLDP2017 which are illustrated in map 10.

- Our community urges that the 2017 Midlothian Local Development Plan is amended to remove the A701 relief road.
- Classification of area MX1 (Pentland Studios) to be changed
- Classification of area Ec3 (West Straiton) to be changed

If you have comments on the proposed Local Place Plan, please email them to damheadanddistrictcc@googlegroups.com within 28 days, and by 18th March 2024 at the latest. The above information comprises the 'information notice' to which the Regulations refer.

Thank you for your time and consideration,

Constance Newbould, Chair

Damhead and District Community Council

Appendix 2.

Dear Fellow Community Councillors,

I am contacting you on behalf of Damhead and District Community Council. We have been working on a Local Place Plan for our Community Council area, involving community engagement over many months. We have now prepared a draft Local Place Plan. We sincerely believe that many of our proposals benefit not only our own community but also our neighbouring communities and the wider region so we ask that you respond with any positive as well as negative comments.

To comply with Section 4 of the Town and Country Planning (Local Place Plans) (Scotland) Regulations 2021, we are legally required to send each adjoining Community Council the following information:

The Plan covers all of Damhead and District Community Council. Damhead and 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, 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. A plan showing the subject area is contained in the draft plan.

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Thank you for your time and consideration,

Constance Newbould, Chair

Damhead and District Community Council

5.3 Annex 3. Statement of level of community support

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

- Neighbourhood Action Plan and survey published in 2015 following widespread community consultation
- Updates and discussion at all community council meetings from initial notification of the requirement to develop a LPP. Discussions were written up as part of the minutes which were nominated and seconded at the subsequent meeting. The approved minutes have been made available through the DDCC website. There is an open invitation to Midlothian Councillors to attend our regular meetings and occasionally a councillor was present at meetings that discussed LPP proposals
- Initial discussion of the proposals at two in-person community council meetings
- Circulation of suggestions by email
- Climate action plan: on-line and paper-based survey (47 responses and good cross-section of ages), two face to face sessions and one on-line meeting
- Residents attended two drop-in sessions about NPF4

Following initial discussion at our community council meetings, proposals were considered at a summer gathering open to all residents on 19th Aug 2023. The proposed actions and maps showing all location specific suggestions from the gathering were further discussed and grouped on 16th October 2023. A special meeting at Auchendinny Community Centre was held on the evening of 12th February to discuss the overarching policy proposals that had been developed during November-January.

Finally, all residents, Midlothian Councillors for our Community Council area, and adjoining Community Councils as well as interested organisations and institutes were given 28 days from 18th February 2024 to review the final draft.

By comparison with Midlothian's large Community Councils the numbers attending our regular meetings might seem small (10-20) but this does represent a significant proportion of our members. Consultations to develop the Neighbourhood Plan and the Climate Action Plan involved between 40-50% residents and approx. 25% residents respectively. This included some younger residents, who would not normally join the community council meetings, attending events to contribute towards the development of our proposed actions.

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

5.4 Annex 4. Consultation report

Community consultation on the draft Local Place Plan ran from 18th February until 18th March 2024. People were contacted by email which included the LPP statement (see Annex 2) and invited to comment by email. The full list of consultees is shown in Section 2 of Annex 2. A link to the full draft LPP was circulated by email so that the full draft Plan could be download if they wished.

Formal email responses were limited. They are summarised below.

Comment <i>Quote or summary</i>	Source	Response
	email	
<p><i>Withdraw our business name from the document (Page 6, 1.3.1 General and Page 9, Table 1).</i></p> <p><i>I'll have to object to the sections of the DD Local Place Plan that prevent development of the area, they are listed below:</i></p> <p><i>2.4 Table 2 "Safeguard the Green Belt"</i></p> <p><i>2.5 Table 3 "Safeguard the Green Belt"</i></p> <p><i>Table 4 Page 25 #2 "Safeguard the Green Belt" and "#6 Maintain the Rural Aspect of the area", specifically MLDP 2017 DEV 8 and ENV 1 & 4.</i></p> <p><i>We are totally supportive of the road improving the drainage and safety, Old Pentland Road becoming a 30 mph zone and improving the triple junction for safety - i.e. MLDP 2017 DEV 5, TRAN 1 & 2 and ENV 5 - but I can't put our name to this plan in any capacity.</i></p>		<p>All references to this business have been removed.</p> <p>We have retained the text calling for safeguarding of the Green Belt because Damhead and District community has overwhelmingly and continually called for the greenbelt to be protected; for traffic safety to be improved (including the lowering of speed limits); and for objections to be made to the large scale planning developments we have seen recently (such as the Film Studios, and the current proposals for approx. 300 houses on that same site on Old Pentland Road).</p>

Despite the one formal objection to the plan's strong support for retention of the Green Belt, the general lack of feedback is taken as a sign that our community has been thoroughly engaged with the development of the Local Place Plan (and our Neighbourhood Plan) and is strongly supportive of the proposals it contains.

Local Place Plan

2024 - 2029

Eskbank & Newbattle Community
Midlothian



The Maiden Brig over the South Esk by Newbattle Abbey

Prepared by Eskbank & Newbattle Community Council



Foreword

Eskbank & Newbattle Community.

Community councils were introduced in 1975 under the Local Government (Scotland) Act 1973. The duty was placed on the newly established district councils to prepare an establishment scheme to divide their district into community council areas. In 1996 this duty passed to the present area councils.

Community councils are the most local tier of statutory representation in Scotland. They bridge the gap between local authorities and communities and help to make public bodies aware of the opinions and needs of the communities they represent.

There are 15 community councils in Midlothian:

- Bonnyrigg and District
- Dalkeith and District
- Damhead and District
- Danderhall and District
- Eskbank and Newbattle**
- Gorebridge
- Howgate
- Loanhead and District
- Mayfield and Easthouses
- Midlothian Federation of Community Councils
- Moorfoot
- Newtongrange
- Penicuik and District
- Rosewell and District
- Roslin and Bilston
- Tyne water

Midlothian Council has invited its Community Councils to prepare Local Place Plans.

Eskbank and Newbattle Community Council (ENCC) ward is comprised of a largely residential suburb of Dalkeith, the “County Town” of Midlothian, but has a different Community Council from Dalkeith (Dalkeith & District Community Council, DDCC). ENCC residents are heavily reliant on Dalkeith, the local municipal centre, for most services and amenities. If asked where they come from, then in a general context most residents would identify as being from Dalkeith rather than specifically Eskbank/Newbattle. This Local Place Plan for the ENCC ward will reflect its reliance on Dalkeith town.



Historically, **Eskbank** was a part of Dalkeith Burgh and within Dalkeith Parish. It grew largely in the second half of the 19th century as the location where Dalkeith’s business and professional classes opted to build their large stone villas set in generous garden grounds, which characterise the older part of the locality today and are protected by a Conservation Area.

Since the 1960s and especially the 1970s there has been extensive modern house building within Eskbank, especially (but not exclusively) on its western flank between Bonnyrigg Road and Lasswade Road. This process has continued to the present, consuming most of the former farmland and other green space here - which had been fragmented to some extent by road (and, recently, rail) developments.

The **Newbattle** component brings in part of the former geographically-large Newbattle Parish, from approximately south of Abbey Road extending to the boundary with Newtongrange and Easthouses, and including historic Newbattle Abbey and its grounds, merging into Lord Ancrum’s Wood and the Golf Course beyond (see the map on page 4), and the Newbattle Abbey Crescent housing development built in the 1970s. It integrates well geographically with Eskbank and is distinct from the communities beyond.

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Introduction

Local Place Plans

Local Place Plans are part of the Scottish Government's wider work on planning reform and implementation of the Planning (Scotland) Act 2019. They offer the opportunity for a community-led, collaborative approach to creating great local places. The aim is to significantly enhance engagement in development planning, effectively empowering communities to play a proactive role in defining the future of their places. Local Place Plans are community-led plans setting out proposals for the development and use of land. Introduced by the 2019 Act, these plans will set out a community's aspirations for its future development. Once completed and then registered by the planning authority, they are to be taken into account in the preparation of the relevant local development plan.

A Local Place Plan must be prepared by a Community Body. A community council established in accordance with Part 4 of the Local Government (Scotland) Act 1973 is a Community Body.

In early 2023, Midlothian Council issued an invitation to its 15 Community Councils (as community bodies) to prepare Local Place Plans. The intention is to enable communities to use a Local Place Plan to:

- set out its vision for the development of a single place, building or wider geographical area
- highlight issues that are specific to that area, and suggest ways they can be tackled
- influence the content of the next Midlothian Local Development Plan.

The Community Body must also:

- take account of the Midlothian Local Development Plan (LDP) and the National Planning Framework (NPF) and a locality plan (if that exists) for the area to which a proposed LPP relates
- set out their reasons, if any, for considering that the LDP should be amended - any changes suggested would need to be picked up on the production of the next LDP

- comply with requirements on the form and content of the Local Place Plan and the steps to be taken before preparing a plan.

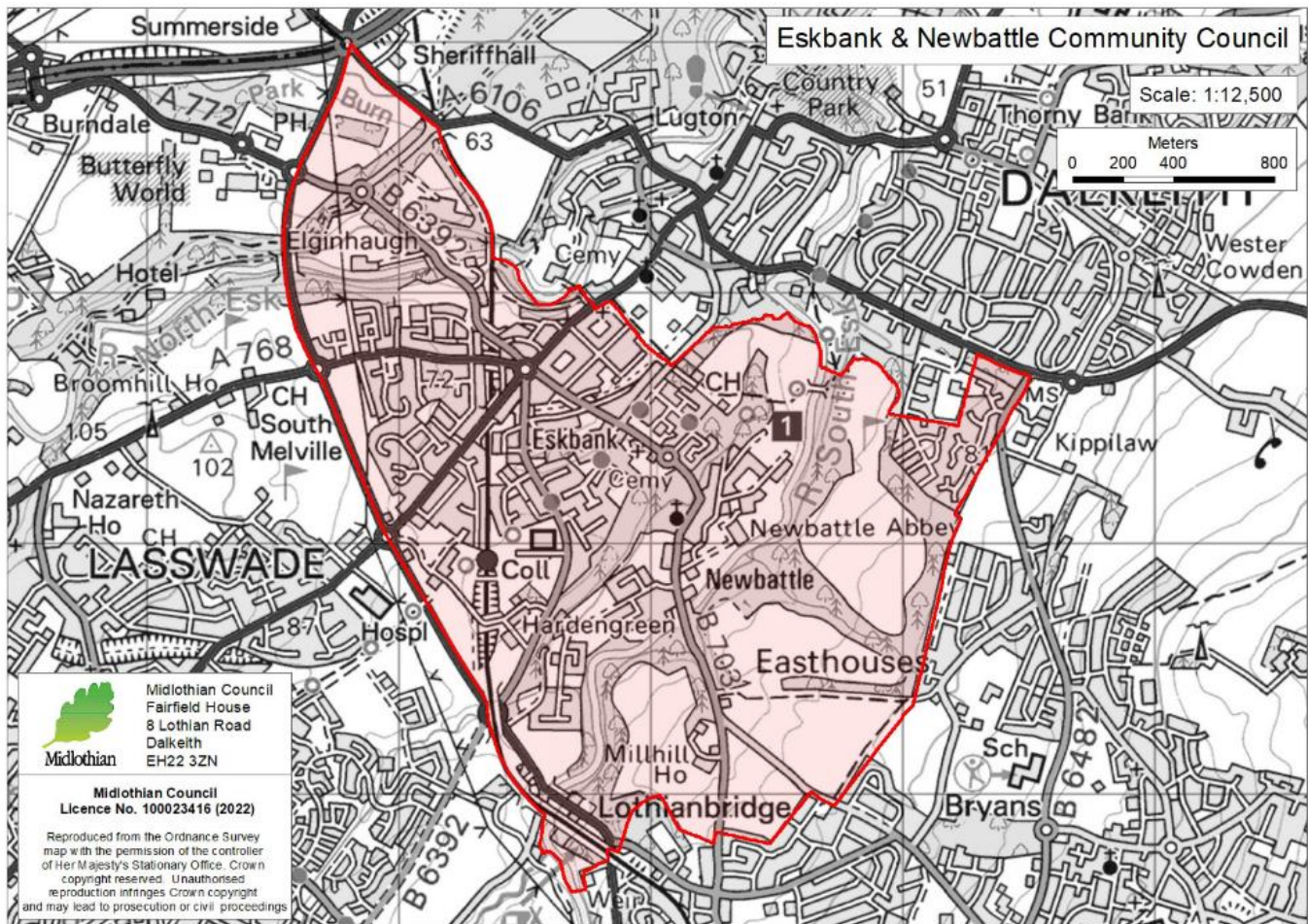
Midlothian Council is required to take into account Local Place Plans it receives and registers when preparing their new Local Development Plan for Midlothian (MLDP2). To allow this to happen, community bodies need to submit Local Place Plans to the Council by 31 October 2023. However, if the LPP is not ready by this date, they may forward a draft version which outlines the proposed content structure and submit a final version by 31 March 2024.

Eskbank & Newbattle Community Council received this invitation in March 2023. While it stated there that *"There is no obligation or requirement to prepare a Local Place Plan. This is simply an invitation to prepare a Local Place Plan."* we decided to proceed, using the advice offered by Midlothian Council Planning and other bodies. Accordingly, we set up a sub-committee to manage this and considered how to best consult the community.

The ENCC LPP Sub-Committee prepared a questionnaire based on the 14 themes in the Place Standard Tool plus a provision for adding any other comment and a request to state how they would describe Eskbank & Newbattle. That was published on our community council website (at <https://www.eskbanknewbattlecc.org/eskbank-and-newbattle-local-place-plan-a-survey/>) and residents were invited to download it, fill it in and return it to us. Invitations were sent out in June (1) via our mailing list, (2) posted on the independent Eskbank & Newbattle Forum on Facebook (widely followed) and (3) placed as a poster on our two notice boards strategically placed in the community. We did not have the resources to leaflet all the dwellings in our community.

The response by the end of July was disappointing. We undertook another round of publicity and achieved more returns by the beginning of September. However the total number received was only 28, representing approximately 0.6% of this community. We therefore thought any event would not be supported, and we decided to proceed using only an analysis of the returned responses.

Eskbank & Newbattle Community Council Ward boundary



The Eskbank & Newbattle Community Council Ward boundary shown in the map above is also the boundary for the Local Place Plan. That is, the LPP boundary is the entire Eskbank & Newbattle Community Council ward.

The boundary of ENCC Ward shown above dates from 2019 (proposed 2016) when the border between ENCC and Bonnyrigg & District (at that time, Bonnyrigg & Lasswade) Community Council wards was adjusted by mutual agreement to run along the A7, to the Sheriffhall Roundabout. In places it had previously followed the old border of Broomieknowe Golf Club so that land east of the recently re-routed A7 (Eskbank bypass), off Lasswade Road, and which now seemed a natural part of Eskbank, were still within Bonnyrigg CC's ward (and, for example, contained the HS2 and HS3 housing devel-

opment sites off Lasswade Road, which at the time of writing are approaching completion).

Until local government reform, Eskbank had been a part of Dalkeith parish and burgh. Now Dalkeith has a different distinct community council (Dalkeith & District CC). The Newbattle component of ENCC ward was within the geographically large parish of Newbattle which at one time included Woodburn, Newtongrange and Easthouses, while most of the land to the west (including Bonnyrigg) was in Lasswade parish.

Description of Eskbank & Newbattle

Population Statistics

Households and Population:

The figures supplied to us by Midlothian Council Planning in June 2023 for ENCC ward are as follows.

There are 2,100 households and a population of 4,800 in the Eskbank & Newbattle Community Council area.

The equivalent respective figures from the Eskbank & Newbattle Neighbourhood Plan (2014) are 2,434 households and 5,634 people.

Relevant data can be taken from Statistics.gov.scot, which can be viewed down to the “Data Zone” level. These are small geographical units which are each assigned a code. It is difficult to get an accurate figure for the ENCC ward population, and analyses of that population, because the small data-zones by which populations are analysed do not coincide well with the area covered by Eskbank & Newbattle (see below).

It seems probable that the figures used in the 2014 Neighbourhood Plan use a different set of zones from the 2023 figures supplied. Since the ENCC boundary has changed to incorporate areas by Lasswade Road where there has been recent housing development, and in general the population of

Midlothian has grown by around 16% in the last 10 years, it is highly unlikely that the population of ENCC ward has shrunk since 2014.

A sum of the six “Eskbank” zones (below) gives a total population of 4885, but that excludes the zone in Newbattle which covers many households in ENCC ward, but which also incorporates households in the new developments east of Bonnyrigg. Including that zone would give a large over-estimate of ENCC ward population.

Population data from statistics.gov.scot

Eskbank population (2021) = 4885

per sub-area

Eskbank 1 = 1,539

Eskbank 2 = 619

Eskbank 3 = 504

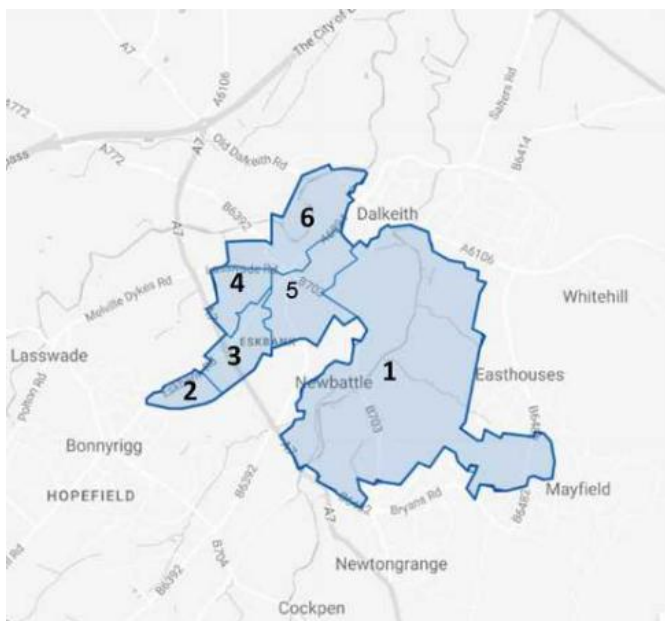
Eskbank 4 = 620

Eskbank 5 = 712

Eskbank 6 = 891

Scottish community councils date from 1975, when they were established by district council and islands council schemes created under the Local Government (Scotland) Act 1973. The same act had established a two-tier system of local government in Scotland consisting of regional and district councils which were created as unitary local authorities. The Local Government etc (Scotland) Act 1994 abolished regional and district councils and transferred responsibility for community council schemes to new unitary councils created by the same act. Midlothian’s Community Councils are described in the Foreword (page 1).

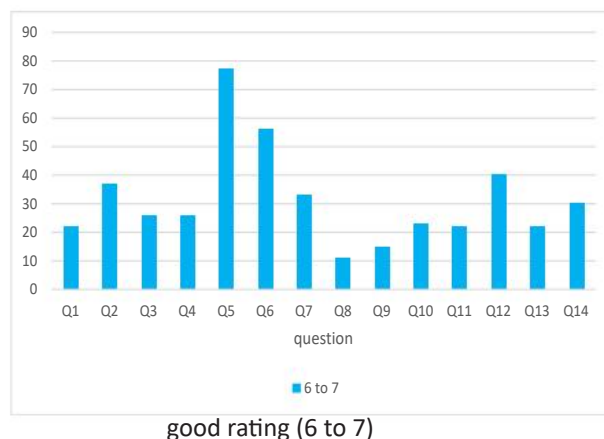
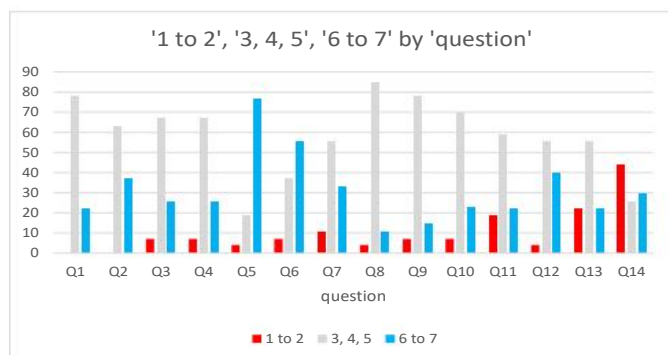
In Midlothian Council’s six electoral wards, Eskbank and Newbattle are within the Midlothian East constituency (Ward 5), with different Councillors from Dalkeith (Ward 3). The other wards are Penicuik (1), Bonnyrigg (2), Midlothian West (4) and Midlothian South (6).



Place Assessment: Statistics

The residents of ENCC ward were consulted using a questionnaire based on the 14 questions in the Place Standard Tool. The question themes were as shown below. As well as commenting, residents were asked to rate each from 7 (good) to 1 (poor).

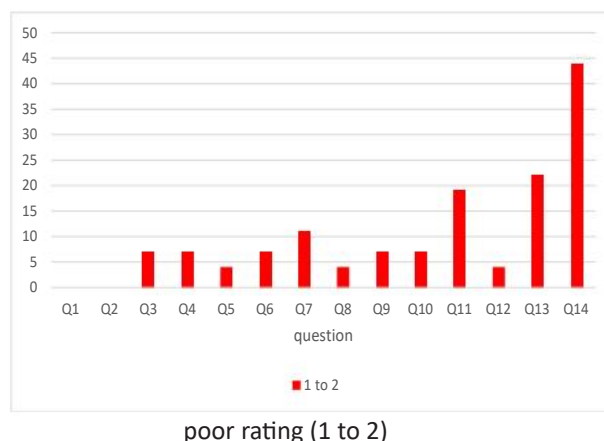
Question number	Question Theme	Mean Rating Score (out of 7)	Percent high (score 6,7)	Percent low (score 1,2)
Q1	Moving Around	4.7	22	0
Q2	Public Transport	5.1	37	0
Q3	Traffic & Parking	4.0	26	7
Q4	Streets & Spaces	4.4	26	7
Q5	Natural Space	5.9	77	4
Q6	Play & Recreation	5.6	56	7
Q7	Facilities & Services	4.8	33	11
Q8	Work & Local Economy	4.6	11	4
Q9	Housing & Community	4.3	15	7
Q10	Social Interaction	4.4	23	7
Q11	Identity & Belonging	4.1	22	19
Q12	Feeling Safe	5.1	40	4
Q13	Care & Maintenance	4.1	22	22
Q14	Influence & Sense of Control	3.1	30	44



The theme which received the highest rating was “Natural Space”, followed by “Play & Recreation”, “Public Transport” and “Feeling Safe”, respectively in order of rating. This implies the community is relatively pleased with these aspects.

The theme which received the lowest rating by far was “Influence & Sense of Control”, followed by “Care & Maintenance” and “Identity & Belonging” (where positive responses and negative responses were similar). These imply action is needed in the near future.

Besides Q5, Q6 and Q14, the ratings were predominantly mediocre to fair, which implies room for improvement.



Place Assessment: Commentary

Moving Around (Q1)

Nobody scored this as poor. 22% scored it as good. However, 78% thought there was room for improvement. A consistent comment is “OK if you have a car, but a long walk to the shops”. There are consistent complaints about the lack of cycle lanes (only Melville Road has these), especially between population centres and to Eskbank Station, and a lack of or too narrow pavements, especially on Newbattle Road approaching Newbattle Abbey Crescent and Newbattle Abbey, on the A7 near the Sun Inn and Lothianbridge, and at the A7 end of Dalhousie Road. These locations require pedestrian crossings, and there are complaints that Eskbank Toll and the Eskbank Road Roundabout (by Tesco’s), and the roads within the Hardengreen retail complex, could all benefit from pedestrian crossings.

Some options for paths should be considered. Re-opening of the path from Cemetery Road to Ironmills Park, closed due to landslip, gets frequent mention as being highly desirable. The walkway/cyclepath from Abbey Road to Newbattle Abbey (along the old WW2 military road) through St David’s Gardens avoids the inadequate pavements of Newbattle Road, and this could be better signposted. Additional access to that pathway via Newbattle Gardens could be considered.

There is a network of paths within the Melville Castle Estate woodlands (in neighbouring BDCC) which start within ENCC ward, such as from the Melville Castle driveway. It is less well known that they can also be accessed from Lasswade Road via Elginhaugh Gardens and Dandara’s Eskbank Gardens development, or from the A7 (next to the bridge over the North Esk). The high path along the south bank of the North Esk which runs along the wooded North Esk gorge is within ENCC ward. This path is now accessible and popular with the residents of the recent housing developments there. This path terminates at a set of wooden steps below Orchard View. It could be extended the short distance to Melville Road, by Elginhaugh Bridge, to complete a pathway loop through the Melville Castle estate.

The former Smeaton Line railway corridor which runs through old Eskbank was proposed as a footpath/cycleway from Kings Park to Eskbank Railway

Station in the Eskbank and Newbattle Neighbourhood Plan (2014) and set up as a project in 2018 by the One Dalkeith local development trust. However, following widespread local opposition during the assessment stage and the withdrawal of potential Sustrans support, this was abandoned. This corridor has become naturalised over many years, providing a habitat for wildlife, including protected species. The land consists of sequential parcels, in private ownership by different parties, some of which could potentially be developed piecemeal. Many in the community think it should all be preserved, as a unit, free of any development.

Public Transport (Q2)

Again, nobody scored this as poor and 37% scored it as good, leaving 63% scoring it as needing improvement. Many thought local bus services, including services to Dalkeith, Musselburgh and Penicuik, were good (Lothian 46, calling at the Royal Infirmary, and East Coast Buses 139 and 140/141), but services to central Edinburgh could be improved with some locations not near a bus service or served by an infrequent service and/or a dangerous walk, lacking a footpath or pedestrian road crossing, to a bus stop. Several regretted the withdrawal of the 49 bus service from Rosewell to Edinburgh which transited Bonnyrigg Road which now no longer has any direct service to Edinburgh.

Of the remaining services to central Edinburgh, Lothian 3 operates every 12 minutes and 29 every 30 minutes. Borders operates the X95 hourly. It is anticipated bus stops will be created for service 29 and X29 near Melville Dykes when that stretch of the A7 is urbanised, improving provision for properties by the western part of Lasswade Road which are currently poorly served.

Most praised the Waverley Line rail service from Eskbank, but some mentioned that trains should be more frequent and/or have more coaches. It was noted that the train service had suffered frequent cancellations over winter which had not always appeared to be weather related, making it less than reliable. Many said that better provision of bus, cycle and pedestrian access to Eskbank station was required. Many, especially commuters to Edinburgh, stated private car use is essential to them.

Traffic and Parking (Q3)

7% scored this as poor, 26% as good, with 67% responding that it is middling but could be improved (so a total of 74% indicated a need for improvement).

Most responses mentioned congestion at peak times both locally and on trunk roads used by residents. Many blamed the increase in population locally and across Midlothian, and remarked that a preponderance of the new residents may be commuters who choose to rely on their cars because public transport does not serve their commuting requirements well. There is also a surge in traffic at "school run" times. It should be noted that the schools which serve this community, both primary and secondary, are located in the neighbouring Dalkeith CC ward. Outside of peak times, traffic volume is viewed as acceptable.

There is a consistent problem with speeding traffic, especially on all roads feeding into Eskbank Toll. While visible enforcement such as radar manned by the police has some deterrent effect, it is usually short lived. Physical solutions may be needed in some places, such as road markings, vehicle-activated signage or speed humps/bumps, and safe cycle lanes and pedestrian road crossings are needed at some locations (see Q1).

Many residents have off-road parking with the exception of most of Bonnyrigg Road where many park on the roadsides. Bonnyrigg Road is also a busy route between Dalkeith and Tesco's supermarket as well as from Dalkeith to the A7 and to southwest Midlothian. Many residents there are aware that cars are also parked there by local businesses and their employees and customers, and even by residents of adjoining streets. This has worsened considerably in recent years, for no apparent reason. It would make it difficult to establish cycle lanes there. Tesco's supermarket and the local shop Eskbank Trading provide temporary parking for customers, as do the Justinlees Inn and Sun Inn, and some other local businesses may be located off main roads. Dalkeith is the municipal centre which serves this area, and it is usually not a problem to find free short-term parking there when required.

Streets and Spaces (Q4)

7% scored this as poor, 26% as good, with 67% responding that it is middling but could be improved (so a total of 74% indicated a need for improvement).

Streets in Eskbank/Newbattle are generally pleasant with a lot of mature private gardens containing trees, shrubs, and hedges. The old properties are largely individual stone-built villas of character, while there is a mixture of styles within the modern developments which have sprung up since the 1970s. These far outnumber any other recent buildings.

There are no community spaces in Eskbank/Newbattle where residents can gather. There are privately-owned estates such as Newbattle Abbey and nearby Melville Castle and Dalkeith Country Park which welcome visitors, and King's Park and Ironmills Park are public parks which are adjacent to Eskbank/Newbattle, but there are no public squares or any built centre of any kind in this ward. There are five public playgrounds for young children, with areas of open green space, set within a number of established residential areas. Open ground in some new housing estates is managed by factors, not the local authority.

The streets are generally clean but do suffer from litter, some of which is discarded from vehicles and can be identified as having originated from the recently established fast food outlets at Hardengreen. A lot of this kind of litter is dropped on the route between those outlets (and also Tesco's itself) and Edinburgh College's Midlothian Campus, especially on the path from Tesco's to the pedestrian bridge at Eskbank Station.

Many respondents have a positive view of Eskbank/Newbattle but go on to be highly critical of Dalkeith Town Centre, which is in a different community council area but is the municipal/commercial centre that Eskbank/Newbattle residents rely on and to some extent identify with. This may have lowered the rating score for this theme.



Newbattle Abbey College by the South Esk



In Lord Ancrum's Wood above the South Esk

Ease of access to Natural Space (Q5)

This received the highest positive rating in our consultation, with 77% scoring it as good to excellent and only 4% scoring it as poor.

Respondents generally agreed that natural space is an important and highly valued asset, and we are fortunate to have two highly appreciated such areas within ENCC ward, Newbattle Abbey and grounds by the South Esk with Lord Ancrum's Wood across the river, and Melville Castle estate by the North Esk (in BDCC ward but accessed from ENCC ward). Dalkeith Country Park is nearby in DDCC ward, where the North and South Esks meet. While these are privately-owned, Ironmills Park and King's Park are Council-owned public spaces (in DDCC ward). There are many more accessible natural spaces for walking and cycling close by across Midlothian, as well as much agricultural land.

Newbattle Abbey, Lord Ancrum's Wood and the fields and woodland beyond are within the New-

battle Strategic Greenspace and safeguarded in MLDP (2017) from development by that policy. This only permits development associated with agriculture within that greenspace. The component of the North Esk valley within ENCC ward, between the Glenesk Viaduct and the A7 bridge (each of which lie on the ward boundary), which enhance the amenity of the approach to Eskbank from the north, is safeguarded from development in MLDP (2017) policy as part of the North Esk Valley Special Landscape Area, as well as by other environmental and biodiversity policies. Given the amount of development nearby, many respondents expressed fears that development might encroach on these assets; it is therefore imperative that these policies are retained and robustly enforced.

The other concern expressed by many respondents was that of sewage discharge into the rivers by Scottish Water. Many think that this happens too frequently and is triggered too easily.



The North Esk valley from Glenesk Viaduct (looking up-river)



The North Esk valley from the A7 bridge (looking down-river)

Play and Recreation (Q6)

This received the second highest positive rating in our consultation, with 56% scoring it as good to excellent and only 7% scoring it as poor.

Many respondents state that there is good access to walking and cycling paths and networks. There is also good access to nearby leisure centres and school community centres which host sports/swimming facilities. However, these are not within ENCC ward although most are served by bus services. Newbattle Golf Club and Dalkeith Tennis Club, both located within ENCC ward, require membership. There are indoor and outdoor bowling clubs in Dalkeith. Commercial Judo, Dancing and Wargames businesses operate in Hardengreen Industrial Estate in Eskbank.

Council-owned open space in ENCC ward such as the playing fields by Kippielaw and around the former St David's High School off Abbey Road have all been consumed by housing development, and open green spaces around some housing developments are often maintained by factors who discourage their use as informal spontaneous play areas. Sports pitches in nearby King's Park are used by rugby and football clubs, but are no longer provided in Ironmills Park (which is no longer directly accessible from ENCC ward because of closure of the footpath to the bridge). There are no indoor soft play facilities. There are no facilities for older children, like skateparks for example, other than the sports facilities mentioned above which are not located in ENCC ward.

Various arts, crafts and hobby groups exist but are generally based in Dalkeith, where Dalkeith Library and Arts Centre and One Dalkeith Community Development Trust also host various activities which ENCC ward residents use. There is no community space in ENCC ward, but Edinburgh College and Newbattle Abbey college do make meeting rooms available to the public and Newbattle Abbey College hosts some interest groups, mostly with an environmental or biodiversity theme.



Children sledding on Newbattle Golf Course

Facilities and Services (Q7)

While 33% of respondents scored this as good, 56% scored it as adequate but needing improvement and 11% scored it as poor. Municipal, health, education, social services, church, banking, postal, exhibition and most retail services are based in Dalkeith town centre, where Eskbank/Newbattle residents access them. For food retail, Tesco's supermarket and much valued Eskbank Trading local store (who relinquished provision of a sub-post office recently, much regretted by the community) are in ENCC ward, so for some nearby residents a car is not necessary to access those, but transport is necessary to access the many other retail outlets in Dalkeith or in other nearby locations. Many complain about the deterioration of retail provision and lack of variety in Dalkeith centre.

Many complain that they are unable to register with the local (Dalkeith) GP practice.

There is no social space to act as a focal point in Eskbank/Newbattle, unlike most other Communities in Midlothian. There is one pub, the Justinlees Inn (which also serves food) which is a popular meeting place, and one restaurant, the Sun Inn, which serves food/coffee throughout the day. While the fast-food/drive-through outlets at Hardengreen were not welcomed by the community, Starbucks is becoming a meeting place, popular with mothers with pushchairs.

Work and Local Economy (Q8)

Few regarded this as good (11%) or poor (4%) and most were ambivalent (85% - the highest score in that category).

Most residents are dependent on our proximity to Edinburgh city for employment and training options. Many view Eskbank/Newbattle as predominantly a dormitory for those working in Edinburgh, or other locations in Midlothian and beyond, who have to rely on commuting and require good transport options. If they feel they must resort to car use, that leads to road congestion, especially at rush hours.

There is a scattering of small local businesses located relatively unobtrusively within a locality dominated by residential properties, with a small focus of establishments at Hardengreen Business Park.

Largely at the behest of National Planning Framework 3 (NPF3) and Scottish Planning Policy (SPP) (2014), plots at Sheriffhall South (within ENCC ward) in the Green Belt have been designated in MLDP (2017) for development for business use, and detailed or outline Planning has already been granted for developments there. It remains to be seen how many of those new employment opportunities are eventually taken up by local residents and how many by people who commute there from elsewhere, but it is unlikely to make any large impression on the numbers commuting into Edinburgh or beyond for work. Since it is close to Dobbie's Garden Centre employees there are much more likely to use the facilities around Dobbie's than those in Dalkeith or the few in Eskbank, so their retail needs may not contribute much to the local economy.

Eskbank Station is not well connected by public or private (taxi) transport or on foot to attractions such as Newbattle Abbey, Melville Castle or Dalkeith Country Park, or Dalkeith town centre (which is not that attractive), so it was felt by some that there is not much economic benefit from visitors arriving by train.

Many respondents state that there are many opportunities for voluntary work, mostly administered from Dalkeith.

Others state that broadband provision in some parts of Eskbank/Newbattle is of very low quality, impeding business development and working from home for which good speedy affordable connection is essential.

Housing and Community (Q9)

From some points of view the housing stock in the community seems a good mix of traditional older properties with character and individualism and modern more uniform properties. Most of the few previous socially-rented properties are now privately owned. There is no obvious deprivation or homelessness. However only 15% of respondents scored this as good, with 7% scoring it as poor and the majority, 78%, scoring it as adequate with room for improvement.

The most frequent comment was that the wrong kind of housing has been built for local needs. This is directed at more recent building which was seen as being aimed at the higher end of the market, predominated by 4-to-5-bedroom homes, attracting owners from outwith the area and wider Midlothian, often with their social focus elsewhere. They suggest that there should be more 1-to-3-bedroom homes built as starter homes or for independent older people who wish to downsize but remain in the area. These should not be flats, which can be socially isolating, and should preferably be in small developments within the community rather than in larger peripheral developments. There is generally insufficient "affordable" housing.

Many feel that the expansion of Eskbank and Newbattle has resulted in an influx of people with no connection to the area and who shop and socialise in Edinburgh, resulting in a loss of a sense of community. This is reflected in responses to other questions, especially that this is now a dormitory area for commuters and there is no focal point for the community. It is also thought that infrastructure has not kept up with population requirements such as in GP and dentist provision, and which contributes to congestion on roads through increased car use. However, it was noted that residents are welcoming, and, for example, nobody called for volunteer assistance during the Covid lockdowns because help was offered spontaneously where needed by neighbours caring for each other and to those seen to be in need of assistance. There is little or no disturbance or antisocial behaviour.

Social Interaction (Q10)

Most (70%) rated this as adequate but with room for improvement, with 23% rating it as good and 7% rating it as poor.

The positive comments stated that their needs were served, but mainly in the surrounding area rather than in Eskbank/Newbattle where there is no facility for communal activity. Some qualify that by stating that it helps if you can drive to venues. Others state that if there are opportunities, they are not aware of them through advertising. Many mention that some social interaction takes place in the Justinlees pub and the Sun Inn restaurant/coffee-shop. A few state that they do not need social interaction in the immediate area and value the tranquility.

The most frequent comment was that there is nowhere (other than over drinking or dining) for social activity to take place.

Identity and Belonging (Q11)

The views on this are mixed. In terms of rating, 22% scored it as good, 19% scored it as poor, and 51% scored it as intermediate. Many indicated that while Eskbank/Newbattle has a local identity as a pleasant place to live, and this can apply to neighbourhoods within Eskbank/Newbattle, they primarily identified as belonging to Dalkeith or wider Midlothian. Some said that any sense of identity was being eroded by it becoming predominantly a commuter dormitory, with an influx of new residents whose working and social life was focused elsewhere, mainly Edinburgh. Some who had settled in the area said they now felt they belong here; others said that having lived here for years, decades in some cases, they did not feel any sense of belonging. Some said that the lack of a community focus contributed to a lack of shared identity. This Community Council finds it difficult to attract and retain residents willing to actively engage in the community.

Feeling Safe (Q12)

This scored relatively high, with 40% rating it as good, 56% rating it as adequate, and only 4% rating it as poor. This is a low crime area, confirmed by police reports, but it is targeted sporadically by opportunistic burglars or car thieves since it is perceived as being relatively affluent. Community police assigned to the location consistently warn resi-

dents to maintain their security. Some residents are reassured by the presence of a police station in the locality, and some would like to see the police more visible on the streets. Others are aware that the police do engage with the community, and act to deal with antisocial behaviour if it is reported.

Some, especially unaccompanied women, say low lighting and virtually empty residential streets at night make them feel unsafe, and many say the passage from Eskbank Station to Hardengreen Lane/Tesco's car park is especially intimidating at night for anyone arriving by train, and that some reduction in bus services means an increased walk by other routes from bus stops to their homes, which some also find intimidating at night.

Many say that speeding traffic makes them feel unsafe as pedestrians or cyclists. Many complain that car "enthusiasts" with souped-up vehicles, often with loud exhausts, gather at the McDonald's in Tesco's car park in the evenings (to late into the night) and race each other around nearby roads, creating a hazard to drivers and a noise nuisance. The Police ask that this be reported to them so that they can justify resources to deal with it.

Care and Maintenance (Q13)

This was rated as good by 22%, but 22% also rated it as poor, with 56% rating it as adequate but could be improved.

The situation is best summed up in the comment that "the sense of the place being looked after by those who live here is clear, but it is not looked after in recent years by the local authority where it is their responsibility". Volunteers seem to have taken up maintenance of streetside flower beds and other municipal spaces, litter picking and weeding. Residents complain about potholes, uneven and worn pavements, lack of road marking renewal, lack of enforcement of littering infringements and lack of drain maintenance. Industrial units should supply litter bins outside their premises. Vegetation overgrowing walls and road signs and impeding pavements and pathways should be managed and residents advised of their responsibilities. This is especially important on walking routes to school. Most attribute the perceived reduction in council activity to budget cuts.

Influence and Sense of Control (Q14)

This was the question which received the most negative response in the community survey, with 44% scoring it as poor, and 26% scoring it as adequate but needing improvement. However, 30% scored it as good. We presume this reflects the experiences of residents.

Those who have contacted their local councillors (Midlothian East ward) or their community council (us at ENCC) are generally satisfied with the responses. A quotation appears to sum this up: *“Until there was a recent issue I was extremely interested in I was unaware that the community council existed. It was good to see local councillors in attendance at the community council meetings as they can hear, first hand, the concerns of residents directly”*. The respondent goes on to say, *“I believe the Community Councils do the best they can, but need to promote what they do across all media formats to try to encourage locals to get involved”*.

Others are less impressed with responses on social media, but fail to understand that social media is not an official channel (ENCC takes no responsibility for anything appearing there - it has an informative website and expects formal contact through email or at meetings). ENCC will always try to follow up any issue raised by any resident. Obviously, respondents know about ENCC since we distributed the questionnaire, but many state that until they needed to raise a problem or seek information they were unaware of the existence, let alone the role, of community councils.

Some of the perceived lack of responsiveness may come from dealings with council officials. Some of this may come from not knowing the appropriate official or department to approach or, since this now mostly takes place online, how to make that approach. Many say that staff cuts have amalgamated management roles, and *“the reduction in the number of officials adds pressure on those that remain in post. It is very difficult to have face to face interaction with council officials”*. This is exacerbated by many apparently still working from home since the Covid pandemic, and not available for in-office consultation. The Council Officials need to improve their communication with the public.

Many feel that the community’s views on planning and changes to services are ignored. This is often

directed at elected Councillors, for example when they go against Council policy at Planning Committee and act against the professional advice of their own Planning Department (and sometimes against the views of the Councillors representing the area concerned, which frustrates the electorate).

Scottish Water is widely criticised for being unresponsive to complaints and almost secretive about their activities and plans, and it is difficult to hold them to account. Some also criticise SEPA for not holding Scottish water to account, especially on sewage discharge into rivers.

Further Comments.

Residents were asked to add comment not covered in the preceding questions. These include:

- The bus service on the B6392 (Dalhousie Rd) is poor. A safe road crossing is required near its junction with the A7 (by the roundabout) to help with pedestrian access from Newbattle Abbey Crescent to Eskbank Station where the pavement on the east side runs out.
- Walls, trees and hedges are poorly maintained in places. Walls are crumbling and there is no planned programme of tree replacement.
- Cycle/walk ways need to be established or reinstated, and maintained.
- Potholes, especially those hazardous for cyclists, need more urgent repair.
- Sheriffhall is a nightmare for cyclists and pedestrians to negotiate from the Dalkeith to Edinburgh side and the changes there need to be progressed. The route to Edinburgh via Gilmerton needs to be maintained.
- Pedestrian crossings (and bus stops) are also required near Melville Dykes and en route to Dobbies, and on Newbattle Road near the Newbattle Abbey Crescent and Newbattle Abbey entrances.
- Most of the surrounding farmland has been developed changing the area from semi-rural to suburban over a relatively short period of years. The various small greenspaces that are left need to be protected, with presumption against development.

Description of Eskbank & Newbattle.

As a final optional question on our consultative questionnaire we asked respondents to describe Eskbank and Newbattle. There was a lot of similarity across the responses given, so we have produced the following summary of the residents' responses (with the help of AI) which seems a true reflection.

Eskbank and Newbattle is a suburban commuter township near Edinburgh, a suburb of Dalkeith but distinct from it, with a rich history and plenty of green spaces. It is known for its historical significance, including Newbattle Abbey dating back to the 13th century. The area has seen significant housing development but struggles with infrastructure and services to support the growing population. Despite this, it offers good access to Edinburgh and the countryside. Many residents appreciate the history and recreational opportunities, but some lament the loss of community spirit due to rapid development and lack of any community focal point. While it is a desirable place to live with beautiful surroundings, it lacks a strong sense of community and dedicated facilities. Overall, it is a peaceful, historic area with some challenges related to development and community cohesion.



The bridle path off Melville Castle drive, passing under the A7 bridge where graffiti artists practise



Evening by Newbattle Abbey

Summary of Place Assessment.

Cycle lanes are required to help commuting between centres, not just for recreation. Pedestrian crossings and pavement extensions are required at some locations. Some path extensions should be considered. Traffic speeding, congestion and parking all present problems at some locations.

There is abundant natural space in or adjacent to the area which is highly valued and is protected from development by MLDP policies. Residents feel that there is little space left where any large scale development could take place, and the presumption should be against developing remaining green spaces. Apart from these green spaces there are few play or recreation facilities within the ward, and no community space. Residents need to access these in neighbouring areas.

Creation of a social focal point within the ward would improve its sense of community and belonging. Since it is predominantly residential there are limited business and employment opportunities in the area. It has become to a large extent a commuter dormitory. In recent new building developments, there has been a preponderance of larger, up-market properties built which, while commercially attractive for the developers, do not reflect local needs for smaller (especially start-up or down-size) properties, and affordable family housing.

It is generally regarded as safe, but some improvement in access to Eskbank Station would make that less intimidating at night. Traffic speeding threatens pedestrians and cyclists. Many feel that while resident volunteers do a lot to take care of the place, Midlothian Council contribute less and less in areas of maintenance seen as their responsibility.

There is much frustration over a perceived lack of responsiveness to residents' concerns by the local authority departments/officials. Councillors and the Community Council are regarded as more responsive. It may be that residents need to be better guided on where and how to raise their concerns.

Assets, Opportunities, Needs and Challenges

Natural Space

Arising from Community consultation it appears that one of the most valued assets of the Eskbank & Newbattle community is its natural spaces. These green spaces must continue to be strongly protected against encroachment by development by policies within the MLDP.

The North Esk and South Esk river valleys, and the grounds of Dalkeith Estate and Newbattle Abbey, provide the core of the green network in this area. The **Newbattle Strategic Greenspace** is safeguarded through the Midlothian Local Development Plan, and is intended to prevent inappropriate development in an area that is essential for maintaining settlement separation between Dalkeith, Eskbank, Bonnyrigg, Easthouses and Newtongrange and for access to the countryside for residents in these communities.

The area covered by the Newbattle Strategic Greenspace is shown below (see also Appendix for a larger-scale map).

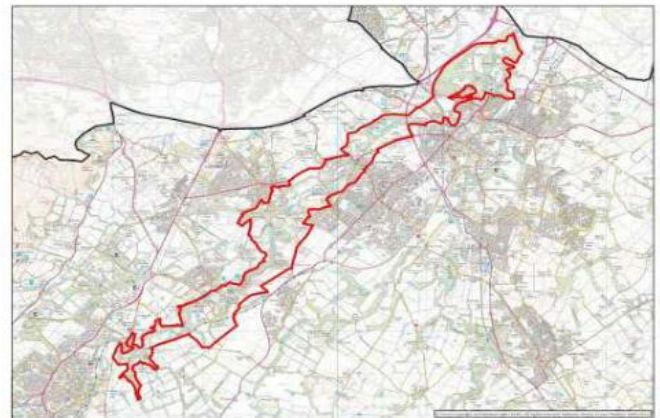


From MDLP Midlothian Green Network Supplementary Guidance (adopted 2018)

The North Esk river valley is defined as a Special Landscape Area (SLA) in the *MLDP 2017 Supplementary Guidance - Special Landscape Areas* and is shown in the map above.

Key reasons why this area is a SLA are:

- The densely wooded and often dramatically incised North Esk Valley which accommodates a number of designed landscapes and is of high nature conservation interest.



North Esk Valley Special Landscape Area
(see also Appendix for a larger-scale map)

- The rich cultural interest of this landscape and its popularity for recreation which is increased by its close proximity to urban areas. This narrow, steep-sided river valley is densely wooded and lined by the estates of several country houses and castles, interspersed with fields of pasture. Overall it is of high scenic, cultural, ecological and recreational interest, and is well-used by people in adjacent settlements.

The section of the North Esk Valley lying within the Eskbank & Newbattle Community ward is bounded by the A7 and its bridge over the North Esk on the west, and the railway line and Glenesk Viaduct on the east (then following the south bank of the river by Ironmills Park to the footbridge and (closed) pathway from Cemetery Road by the Water Tower. Access paths to the Melville Castle estate and its woodland walks start within it both north and south of the river. It may be less recognised than the Newbattle woodlands but it is becoming an increasingly important part of local access to countryside. The scenic impact either side of the B6392, Melville Road / Gilmerton Road at Elginhaugh is important to residents, and no development should be allowed here. The border of this SLA runs along Melville Gate Road. There has been concern among residents that the implied protection has not included the trees on the north side of tree-lined Melville Gate Road which border the planned development at Sheriffhall South east of Gilmerton Road, and should be retained to screen that development from Melville Gate Road and the B6392 within the North Esk valley. Any interference with those trees

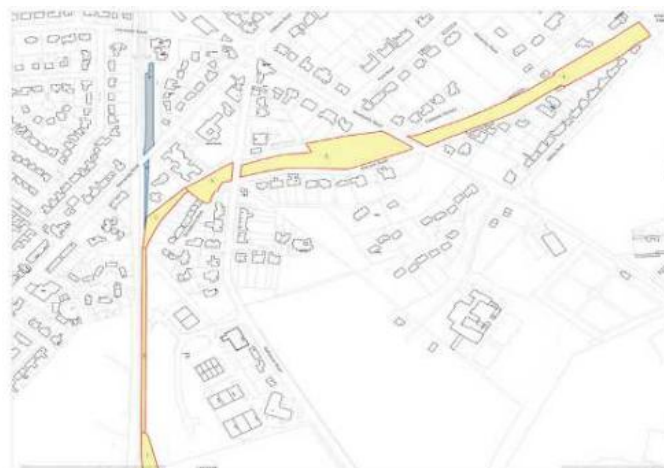
needs to be monitored, despite Midlothian’s Planning Committee approving development plans for that site. Similarly, development plans for the other Sheriffhall South site west of Gilmerton Road need to be monitored for compliance with the conditions set by the MLDP for “economic” development on that greenbelt site to ensure those are sympathetic to the adjacent North Esk Valley SLA site and its scenic, biodiversity, and recreational importance. There does not appear to be any formal protection against future development to considerable green space around Hardengreen and off Dalhousie Road (B6392) as it approaches the A7 (see map below). This should urgently be considered.



The Smeaton (Colliery) railway cutting was closed in 1934 and has since been reclaimed by nature. It was sold off by the railway in the 1960s and is now privately owned by different individuals. None of these owners appear to be currently resident in the area or have property adjoining their holdings, nor do they maintain it.

The Eskbank & Newbattle Neighbourhood Plan (2014) produced by ENCC stated that one of the community planning priorities should be to “*Negotiate enhancement of the railway cutting to provide a walk and/or cycle route within Eskbank and Newbattle area*”. In 2018 the One Dalkeith local development trust proposed that an off-road walkway/cyclepath along this route be established from the recently opened Eskbank Station to Kings Park and points in between. Strong local opposition and the withdrawal of potential Sustrans support resulted

in the plan being abandoned. The opposition was mainly based on its preservation as a wild natural space and wildlife habitat, but included safety fears and an element of invasion of privacy and/or loss of habitual access by those whose properties border it. Some still believe that such an off-road cyclepath / walkway would be a community asset, with the land managed and maintained as greenspace. It is recognised, however, that any such proposal brought forward in the future is likely to be similarly opposed



The Smeaton line cutting within Eskbank

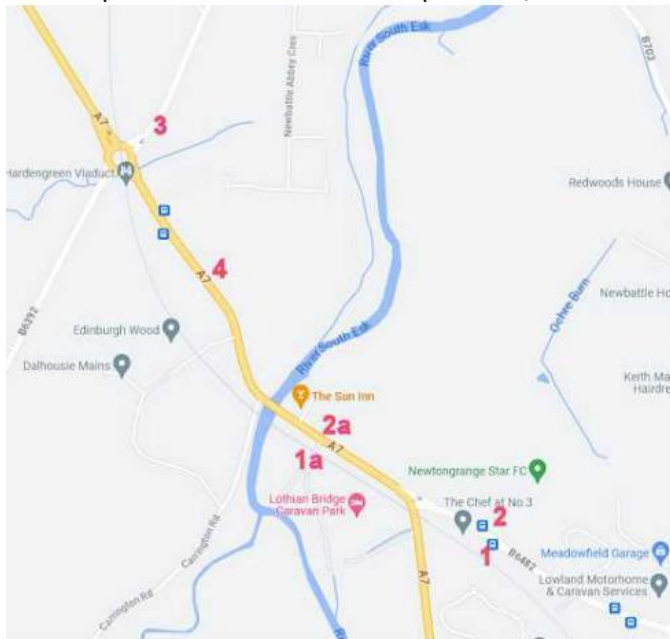
and difficult to fund. Whatever, both the advocates of a pathway and the advocates of it remaining as wild natural space can agree that no development should take place on it. Under its current ownership different owners have tried and may again seek to develop parts of it to their commercial advantage. Planning should consider whether it should provide policy for more formal protection of the whole corridor against future development.

Attention should be given to routes which cross over or under the recently re-established Waverley railway line, whose continuous fencing is now a biodiversity barrier. Those routes are important for maintaining biodiversity.

Moving around, public transport, and traffic and parking.

On moving around, and enhancement of access to public transport, there is urgent need for safe pedestrian crossings and provision of pavements to improve access to bus stops and Eskbank railway station.

On the A7 by the Sun Inn and Lothianbridge, the bus stops at 1 and 2 on the map below, which are



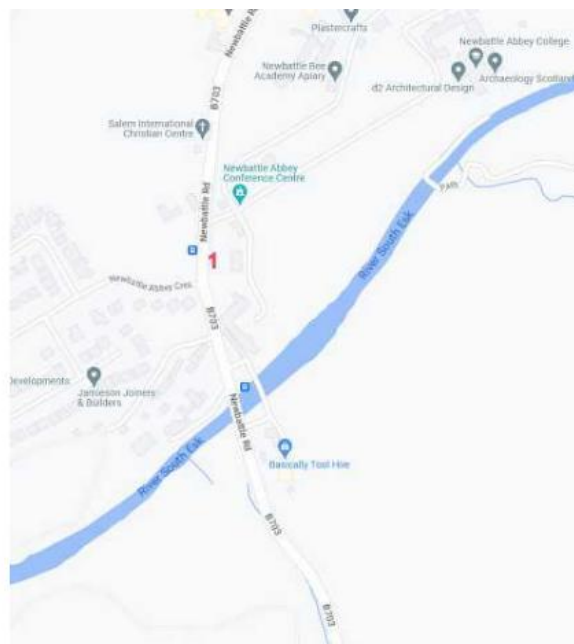
close to a second pair of bus stops on the B6482 Dalhousie Road fork off the A7, should be moved to positions 1a and 2a, and a pedestrian crossing provided there since traffic on the A7 can be heavy at times making it difficult to cross on foot.

There is no pavement on the east side of the A7 at 4 and the pavement on the west side stops after the bus stop, before Hardengreen Viaduct roundabout. A pavement and cycle lane should be provided at 4. There is pavement only on the west side of Dalhousie Road at 3, so a crossing should be provided.

This is an active travel route between Eskbank Station and Eskbank, to Newbattle Abbey Crescent, the Lothian Bridge and Sun Inn locality, and Newtongrange and beyond (e.g. Newbattle Community Campus), and deserves improvement as soon as possible.

There is a similar need for pavement improvement to the entrance points for Newbattle Abbey and

Newbattle Abbey Crescent from the north (Eskbank/Dalkeith direction) and for a safe pedestrian crossing at 1 on the map below. There is probably lit-



tle scope for pavement improvement on the part of Newbattle Road that is confined by old stone walls, and alternative access to Newbattle Abbey from Abbey Road via cycle/pedestrian paths through St David's gardens should be more prominent. The cycle path to Dalhousie Road and onward to Eskbank Station, and to the Dalkeith to Penicuik cycle route which now ends at Hardengreen, is also picked up at the junction of Abbey Road and Newbattle Road. Again this requires attention within the Active Travel policy for this area.

Because of its layout, parts of the ward are distant from one or other bus services. The #49 Lothian Buses service from Rosewell via Bonnyrigg to Edinburgh traversed Eskbank (via Bonnyrigg Road and Eskbank Road), and onwards via Dalkeith to Edinburgh. It was withdrawn without consultation in May 2023. Frequent services #3 and #29 skirt the area at different locations, at considerable walks for many residents to access. There will be stops for the #29 service on the A7 off Lasswade road, when that part of the A7 is urbanised. Is this sufficient for this community's growing commuting needs to Edinburgh? It should also be recognised that car access to and within Edinburgh is becoming increasingly restricted, and bus services need to cater for this.

There was general satisfaction with local and cross-county (Penicuik to Musselburgh) services although some thought some of the **local bus routes** could be improved. There should be a service from Dalkeith along Dalhousie Road to Eskbank station (and to Edinburgh College's Midlothian Campus there), and there is no local service along Newbattle Road or Lasswade Road where those would be welcomed by anyone with impaired walking ability. Some of the local bus loops could extend from Eskbank onwards to Lauder Road via Easthouses. It was noted that there is no bus from this part of Midlothian that goes to or near Midlothian's Hill End Ski Centre which requires a car for easy access. The new #46 service from Rosewell follows the previous #49 bus route as far as the Royal Infirmary, but from there goes to Fort Kinnaird then on to Musselburgh.

There is not a significant problem with **parking** where most residents and business premises have off-road parking, and/or parking restrictions keep roadsides free of parked vehicles. Bonnyrigg Road, one of the main thoroughfares, is an exception to this, where many residents do not have access to off-road parking, and the problem may be exacerbated by parking by non-residents and by businesses and their customers. It appears to have worsened considerably in recent years and the causes and solutions are not readily apparent and require investigation. Some bus stops on Bonnyrigg Road require marking to prevent vehicles being parked on them, and double yellow lines by side-road accesses need extending to improve visibility for those emerging from them. There has been no decision by Midlothian Council on whether or where to enforce a ban on pavement parking. It does not appear to be performed much in this case, so would probably not achieve any improvement here. Parking infringement monitoring does not seem evident here.

Bonnyrigg Road and the other roads converging on Eskbank Toll roundabout, especially Lasswade Road, Melville Road, Eskbank Road and Dalhousie Road, all suffer from intermittent **traffic speeding**, and enforcement of speed limits is not sufficient to deter this. Physical measures may be required. It remains to be seen what effect the general introduction of

a 20-mph speed limit will have on this, and whether the urbanisation of the A7 alters the numbers of drivers avoiding it by cutting through Melville Road and Dalhousie Road. Solutions need to be found for all road users, drivers, cyclists and pedestrians, to negotiate Eskbank Toll roundabout.

While the **train service** from Eskbank station is generally praised, some report it can be unreliable and prone to cancellation. There is no bus via Dalhousie Road to Eskbank station, and pedestrian access from Tesco's car park (the nearest bus stop) and Hardengreen Lane to the railway bridge (to the platform) is by a poorly lit narrow lane that many find intimidating at night. This should be improved.

A Sense of Place

Many of the community's views on identity and belonging; social interaction and a sense of community; and streets and spaces state that Eskbank and Newbattle has no social space which can act as a focus for the community. Any opportunity to create this should be explored.

Planning Policy Context

This LPP has been prepared with regard to National Planning Framework 4 (NPF4) (2023); the Midlothian Local Development Plan (MLDP) (2017); and the Single Midlothian Plan (2023–27).

Within NPF4 we find a particular accord with the principle on Local Living which states: “We will support local liveability and improve community health and wellbeing by ensuring people can easily access services, greenspace, learning, work and leisure locally”. We support the aims of the Central Scotland Green Network and the National Walking, Cycling and Wheeling Network, and believe this LPP accords with those objectives.

Regarding MLDP (2017), we take the view that with development of housing on sites Hs2 and Hs3 (off Lasswade Road) almost complete, and planning sought or granted for employment creation site e32 (Sheriffhall South) (see Midlothian Employment Land Audit 2023 section 6.8) there is little scope within the ENCC ward boundary for further development without impinging on the remaining green spaces which this community holds dear. The policies within the current MLDP (2017) protect named green spaces against development, and when the biodiversity and green space policies within NPF4 are introduced should increase general protection of green spaces in the new MLDP under preparation. Nevertheless, despite adequate policies guiding Planning decisions, there have been instances when Midlothian’s Planning Committee (composed of elected councillors) have overruled their Planners’ recommendations on planning decisions and on appeals of planning refusals, which have often gone against this community’s wishes. While we can hope that such incidences are rare, especially where they go against green space and biodiversity policies, there is nothing we can do when they occur.

Within the Single Midlothian Plan (2023–27) we are in general agreement with the overall aims and are particularly in accord with the aims of: “less house building and more affordable housing; more active travel (cycling and paths); and protection of green

spaces and more protection and planting of trees”. These are large, complex and multifaceted documents which we cannot review comprehensively here. Of these, we are most familiar with MLDP (2017) and its various subsequent policy implementations since, as a Community Council, we refer mainly to that for valid critique in performing our statutory role as consultees on planning applications within ENCC ward.

We expect that policies of MLDP (2017) which address our areas of concern will be carried forward in the subsequent MLDP that will replace it, and in many instances those will be strengthened to reflect objectives in NPF4, especially in the areas supporting local liveability and environmental and active travel aspects. We are not aware of proposals for the MLDP that conflict with our LPP proposals, so we do not request any modifications.

Local Place Plan Objectives: Vision Statement

The Local Place Plan for the area covered by ENCC ward can only deal with what is contained in our ward. Since the ward is essentially a residential suburb of Dalkeith, reliant on Dalkeith for municipal, civic, educational, health, and other facilities and services associated with an urban centre, we cannot take those into consideration in the LPP for ENCC ward. Although many comments on elements located in Dalkeith made their way into our community’s consultation responses, we must rely on our expectations and wishes for those elements, located outwith our ward boundary, to be met by the MLDP and its policies. We cannot specify them in this LPP which is for the ENCC ward area only, as shown on the map on page 4.

Focussing on the ENCC ward area, our vision for our community is to improve local liveability through:

- improved active travel capability in general
- improved public transport
- decreased traffic congestion, speeding and parking density
- greater emphasis on smaller housing units

- for downsizing or startup
- creation of a social focal point to enhance community cohesion
- protection and enhancement of the extensive green spaces and rivers valued by this community.

Local Place Plan Proposals / Action Plan

As a Community Council we rely on Midlothian Council to provide solutions to the proposals which are within their remit. We should be open to exploring other options for collaborative approaches between agencies to support other proposals, for example in the enhancement of green spaces and the environment. In the Planning context, we look for measures to support these proposals, and safeguards against developments which go against these proposals.

Active Travel

We have highlighted improvements to pavements and road crossings on the A7 and B703 (page 17 and larger scale versions of those maps in the Appendix) which we believe should be prioritised. Midlothian Council's Active Travel Policy has not yet been published, so we do not know whether those feature in it. We believe that the scheduled urbanisation of the A7 from the Gilmerton Road roundabout (near Dobbie's) to Danderhall, in phases over the next few years, will deliver improved pavements and cycle paths, hopefully meeting what we ask for. It will also reduce the speed limit and add bus stops (for the #29 service to Edinburgh) to a section of this community (including the new housing developments off Lasswade Road) badly served by public transport. This will be the responsibility of and delivered by Midlothian Council. We also must rely on Midlothian Council to try to find ways of delivering similar improvements on the B703 at and around Newbattle Abbey.

Since Midlothian Council appear responsible for adopting and maintaining most off-road paths, many of which traverse many CC wards so are not

the focus of only one CC, we again need to look to the appropriate Council service to organise and secure funding for that activity, and to negotiate with bodies (e.g. Sustrans) and/or take advantage of Government grants when they arise to exploit any relevant funding opportunity.

Many residents would welcome the re-opening of the popular path leading from Cemetery Road (by the Water Tower) down to the bridge which crosses the North Esk, giving off-road access to Ironmills Park. This path, which lies on our border with Dalkeith community, was closed to the public after a landslip on the bank of the river gorge that the path traverses caused earth movement on the path, and it was deemed hazardous for public use. Once the slippage has stabilised and the path can be made good at a reasonable cost (we at ENCC have received informal expert advice that this may be the case), the work should be carried out and the path reopened. Local volunteers have stated their willingness to carry out any related work for which they may be competent and that can be assigned to them.

Since an initiative for creation of an off-road cycleway/footpath from Dalkeith to Eskbank Station on the long-closed Smeaton Line railway cutting (page 16), was abandoned in the planning stages in 2019, that derelict but naturalised cutting should remain undeveloped.

Public Transport

We need Midlothian Council and others to negotiate with bus service providers to improve services from this area to Edinburgh, the main commuter destination. It has been shown recently that Midlothian has the highest new build completion rate in Scotland, which suggests many people are buying within commuting distance from Edinburgh rather than buying in Edinburgh. Bus commuting links to Edinburgh could be further strengthened. From the increase in road congestion and on-road parking on some local main roads, car ownership per household seems to have increased in recent years. With the imminent introduction of Low Emission Zones in Edinburgh city centre, and the restriction of cross-city traffic under discussion, it is likely to become increasingly difficult to drive into and within Edinburgh. Good bus services and bus route inter-

sections for interconnection choices may become essential to get to destinations in Edinburgh. It is evident that the Scottish Government and the Edinburgh and South-East Scotland City Region Deal, which promote Midlothian as a commuter destination, should intervene to help support transport policy to ensure adequate commuter choice rather than leave it up to struggling local authorities to deal with another consequence of this unprecedented surge in population here.

The rail service from Eskbank station to Edinburgh (and Galashiels) is good, and faster than by bus, but is occasionally subject to cancellations.

Traffic management

The persistent problem of speeding and growing problems of congestion and on-road parking need to be addressed. We need the police to maintain a much higher profile of speed checks to instil a perception that if you speed you are likely to be caught (as a community council we repeatedly ask for this). We would like physical measures to be introduced, such as flashing signs, road markings and/or speed bumps. We see them in nearby areas but they are not used in this area. We understand that solutions for improvement of Eskbank Toll roundabout for all road users, pedestrians and cyclists as well as motorists, are being sought by Midlothian Council. Some of the feeder roads to the Toll are being used as “rat runs” by motorists to avoid congestion on the A7, and their behaviour seems particularly bad, with, for example, poor behaviour towards the road crossing attendants (“Lollipop” attendants) who usher schoolchildren safely across the roads at Eskbank Toll. Measures to deter such behaviour, for example by making those roads unattractive as short-cuts, should be considered. It is likely that most roads in the area will have a 20 mph speed limit imposed soon. That will need to be strongly enforced to habituate drivers into observing it.

Road markings need to be maintained and bus-stop markings need to be restored, especially on Bonnyrigg Road. More extensive use of double-yellow-line parking restrictions should be considered, and should be extended at side-road junctions where visibility for those exiting junctions is being impaired by cars parked on main roads. It may be that banning parking on pavements could be enforced, but

where it would result in narrowing of some of the main thoroughfares with parking on both sides of a road to the extent that two-way traffic flow (and cycling) is impeded, double-yellow-line restrictions might need to be introduced. That said, pavement parking is not a noticeably extensive problem here. Traffic warden patrols are seldom seen in this area, and patrol frequency needs to increase to deter parking on double yellow lines and bus stops. Residents state that many local roads seem unsafe for cyclists because of current motorist behaviour and roadside parking, and solutions need to be sought collectively by the Council departments responsible for such matters.

Housing

We take the view that there is little further scope for any larger scale housing development within ENCC ward (without unwanted impingement on remaining green space). Where development has taken place, for example on sites off Lasswade Road, it has favoured large multi-bedroom properties. There may be opportunities for small-scale developments, for example when Highbank care home is closed when residents are moved to the new facility in Bonnyrigg, or on the vacant walled garden site off Avenue Road, where smaller two-bedroom properties could be built for those who wish to downsize from larger properties but remain in the area, and those looking for starter homes. We do not know how or if that could be achieved in a planning context, but it was often mentioned in comments in our consultation, and should be given active consideration by Midlothian Council’s planners.

Community cohesion

It was mentioned by many of our consultees that the area is becoming a commuter dormitory and losing the sense of community that it formerly had. Some would maintain that Eskbank was within Dalkeith burgh, and part of the wider Dalkeith community. However, they are now served by different community councils and in different Midlothian Council wards and are administratively distinct. There are no community sport or leisure facilities located in the Eskbank and Newbattle area, and no establishment (apart from those associated with drinking or dining) that is a focus for social activity, which could

encourage identification with the area. Instead, residents need to travel outwith this area to access such activities which, while it may encourage identification with Dalkeith and/or wider Midlothian, does nothing to encourage identification with the Eskbank and Newbattle location and community.

Many of our consultees commented that the lack of any local community focus contributed to a lack of any shared identity. To foster a sense of local identity, any opportunity should be investigated which could provide outdoor casual community space like a town square or village green and/or indoor meeting space like a village hall, possibly with a community café. We view this as aspirational and it is probable that many disparate elements would need to come together to achieve this. Nevertheless, if this is not stated as an ambition there is no prospect of anything ever being done to achieve it. Something needs to be provided which could anchor and develop Eskbank and Newbattle's sense of community identity. All elements of the community, residents, businesses and other establishments, together with those responsible for administration and governance, singly or collectively, need to examine the early stages of any initiative being planned to determine whether any opportunities to provide a community focal point exist. We believe this is very much in accord with NPF4's principle on Local Living.

Greenspace and Environment

This community highly values its local green spaces. Most prominent are the river valleys of the North and South Esk rivers, which comprise not only the trees which grow there and the surrounding grassland open spaces, but the rivers themselves. River valleys are protected under MLDP policies such as the Midlothian Green Network Supplementary Guidance (2018) and in particular the Newbattle Strategic Greenspace Safeguard and the North Esk Valley Special Landscape area (see maps in the Appendix), and those policies will be strengthened by NPF4 priorities. The smaller and/or urban green spaces may not be named in policies, but are protected under many aspects of MLDP policy and many have added protection from being in Conservation Areas such as Eskbank and Ironmills (appraised in

2022 and available on Midlothian Council's website) or Newbattle (no descriptive appraisal found online). All of these policies will be strengthened by the values placed on the environment in NPF4. However, is this sufficient? There are many in this community who are actively engaged, some professionally, in environmental/biodiversity issues who state that while we have green spaces they may not be healthy. We need to strive for better. Actions like:

- **protecting our natural spaces** by adopting a more nature sensitive pruning and cutting regime which maximises the benefits of our hedges, treelines and flowering meadows. Set aside spaces or limit/rotate access to allow recovery of some of our most well used natural spaces.
- **restoring and enhancing our natural spaces** to improve our habitat quality and natural processes. For example, by planting buffer strips along our waterways and parks, promoting hedgerows instead of fences in our school grounds and gardens and setting aside some of our park spaces for wildflower meadows. Making sure that we are investing more in our wildflower meadows through better management practise. Working with house builders to promote biodiversity in communal areas.
- **connecting habitats** and removing barriers to increase resilience and encourage and support species migration. Promoting free flowing rivers by removing barriers. Ensuring passage of species by supporting projects such as hedgehog highways and sympathetic placing of fencing.
- **supporting and promoting** community effort/participation in local nature recovery projects, such as supporting the no fly tipping pilot, hedgehog highways and multiple litter picking and gardening groups.

We need to push hard for support for nature protection, recovery and restoration. Restoring and securing our green spaces, supporting and encouraging biodiversity in times of climate change help make our local spaces more climate resilient. There is still

much to be done regarding active biodiversity enhancement of our green spaces, with many current green areas amounting to little more than swathes of manicured lawn, which in terms of biodiversity is poor (also local housing developers should add diversity to communal spaces which would also add enormous benefit). Integrating more wild areas as a mosaic, increasing corridors developing a meta-population of biodiverse areas would be beneficial for the whole footprint. It is also worth pointing out that while we have areas where public can enjoy green spaces they are well used and therefore come under threat because of this. A focus on preserving, expanding and enhancing our green spaces, ensuring they have investment, will make them more sustainable and available for future generations to enjoy.

When it comes to the rivers themselves, much policy affecting those is made and enforced by the Scottish Environmental Protection Agency (SEPA). Their quality can be greatly affected by Scottish Water, the statutory corporation that provides water and sewerage services across Scotland, whose activities with respect to river quality are licenced and monitored by SEPA. As a public utility, Scottish Water does not appear to be governed by normal planning considerations except in some circumstances. In recent local experience they seem not to have been aware of, or have ignored, such circumstances. They have proved difficult to communicate with on local issues and at times lacked transparency.

Both SEPA and Scottish Water as statutory bodies are consultees on many planning matters. We feel that in some circumstances their responses are too specific and the wider environmental picture needs to be taken into account by Planning, who should not just accept their approval without the wider context. It is not clear to us how issues in the remit of SEPA or Scottish Water that have certainly affected this community are governed by MLDP or NPF4.

With regards to the Lothian Esk, local plans are often not helpful in the preservation of river networks as they require a catchment scale approach and joined up thinking. While sections of the river would seem well buffered there are not enough sec-

tions which have adequate buffer to provide long term protection against encroaching development and the pressures from climate change across the catchment. We are lucky however to have some areas where topography provides natural protection from development and habitat erosion. As we have seen, fly tipping and sewage, mine water pollution and other new and emerging chemicals (of which there will be more discovered!) are continual issues and a threat highlighted by both statutory bodies and the local community, exacerbated a by a lack of free flowing areas. Tributaries linking into the river network can be vehicles for feeding in pollution from external sources as can sections of the main stem above our footprint. Natural flood management which focusses on areas which may be outside of our footprint will also be important for areas within when it comes to flooding.

Without community support and engagement we wouldn't have the protection we currently have so this needs to continue and be encouraged. The effort that local people have been investing in the health of the river gives added sense of security to the wider community. Without continued support, encouragement, and acknowledgement, it will be hard to maintain in the long term. Community sup-



*Volunteers monitoring riverfly larvae on the Esk
(photo credit: Riverfly on the Esk)*

port through the enhancement of our community green and blue spaces is also helping to increase biodiversity and should be acknowledged, celebrated and supported. The anti fly tipping pilot is another venture which we hope continues.

Eskbank & Newbattle Community
Local Place Plan 2024 - 2029

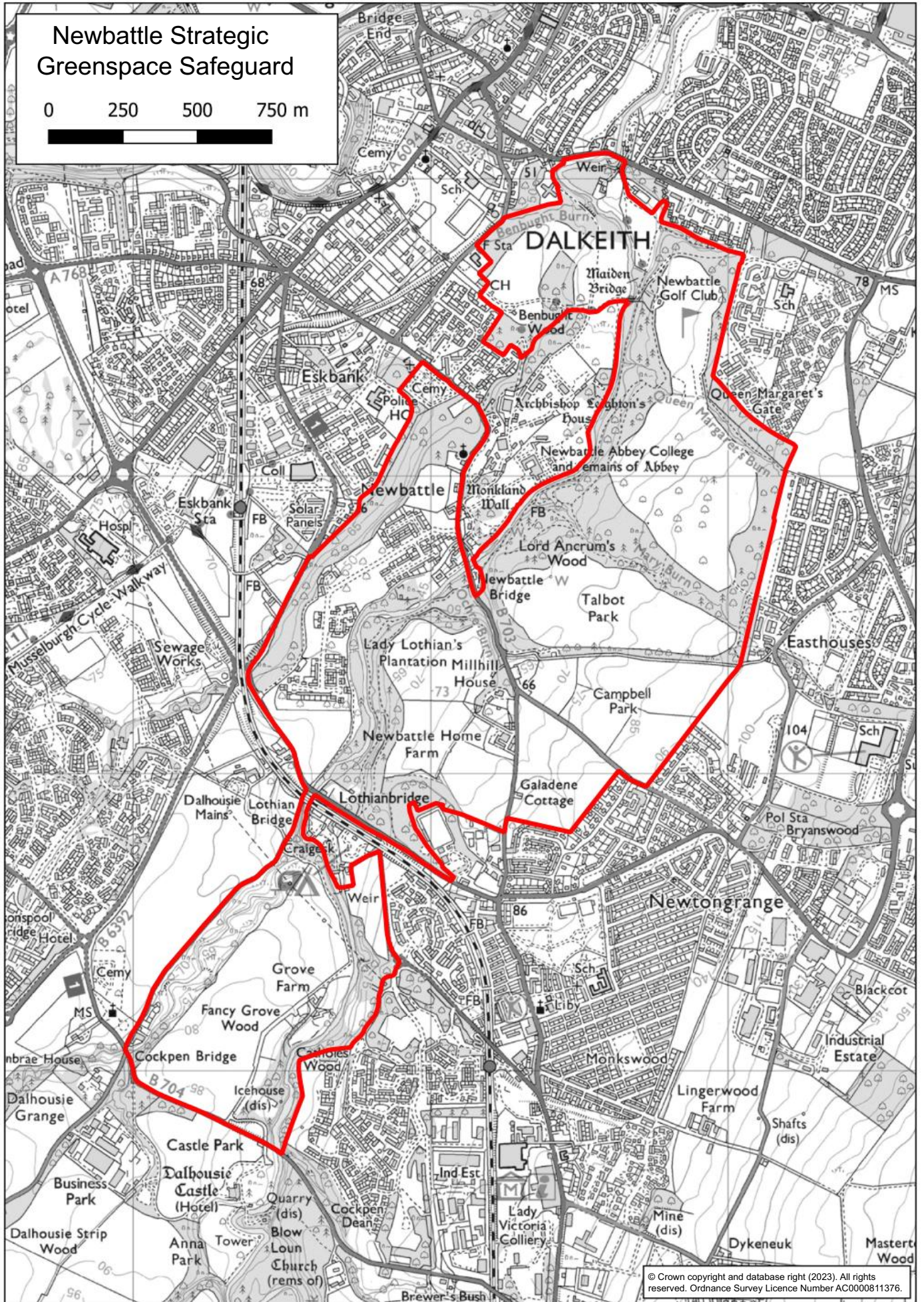
APPENDIX

This appendix contains large scale versions of the maps used in the main LPP presentation.

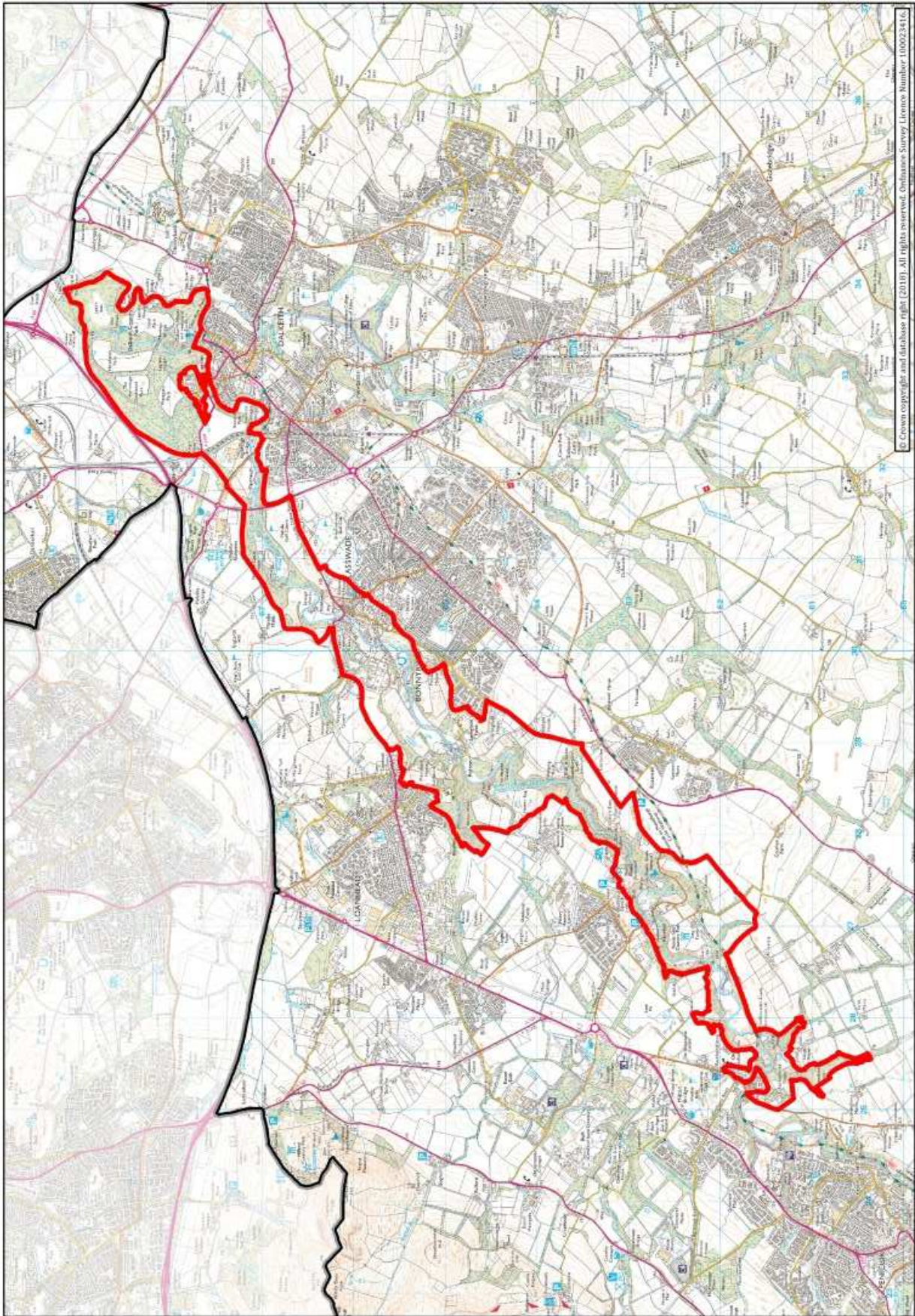
It also contains a statement on the evidence used to construct this LPP.

Newcastle Strategic Greenspace Safeguard

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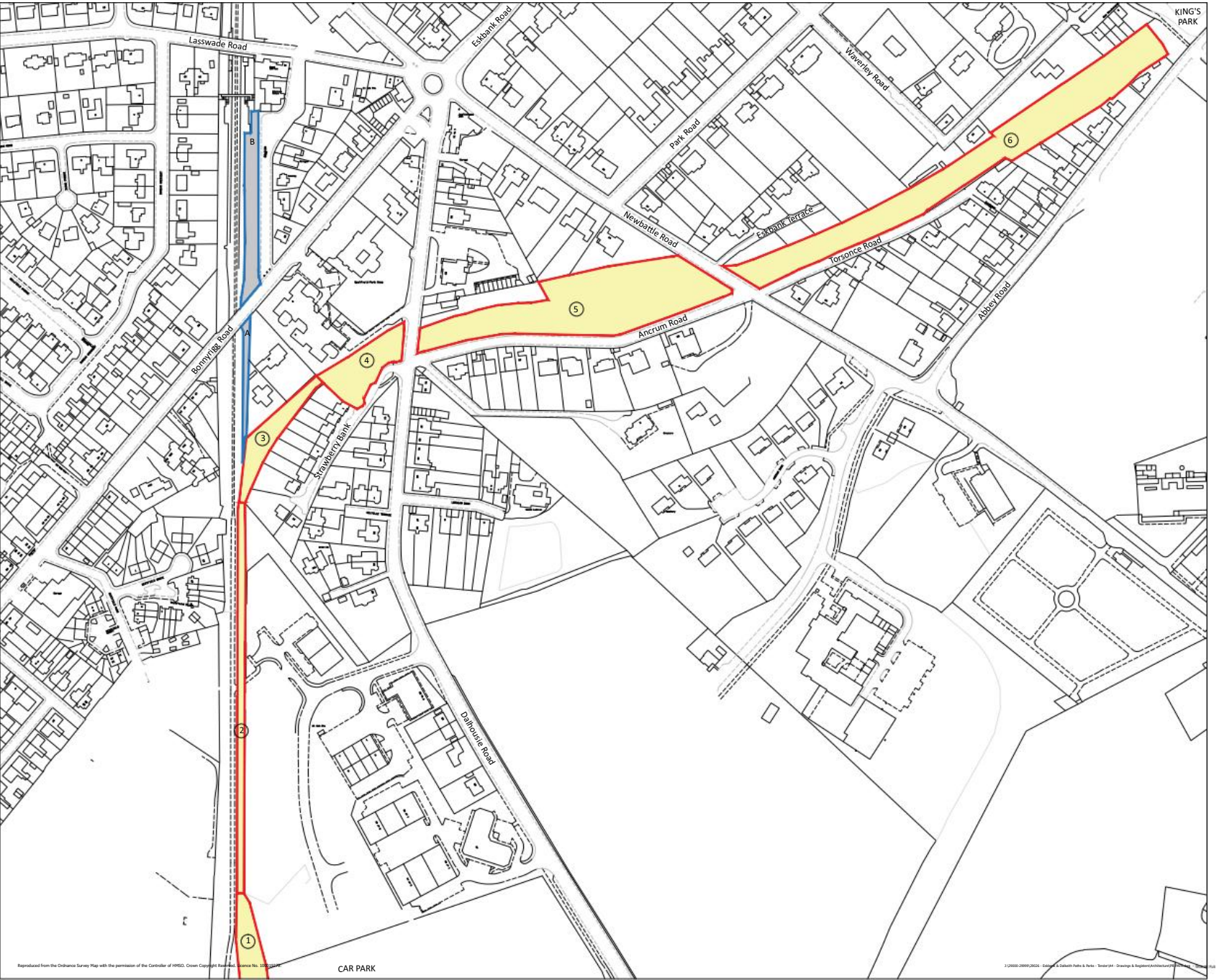
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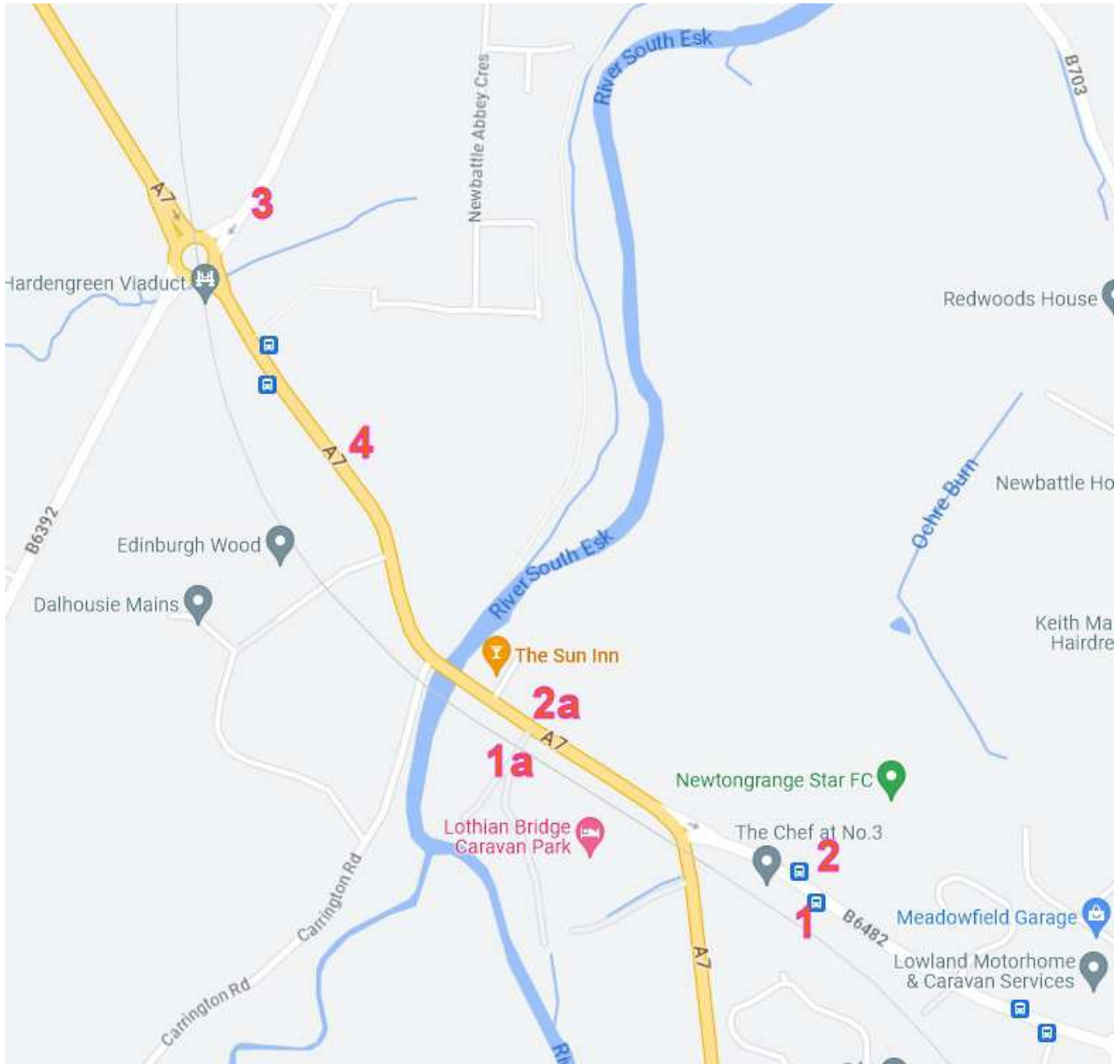
North Esk Valley Special Landscape Area



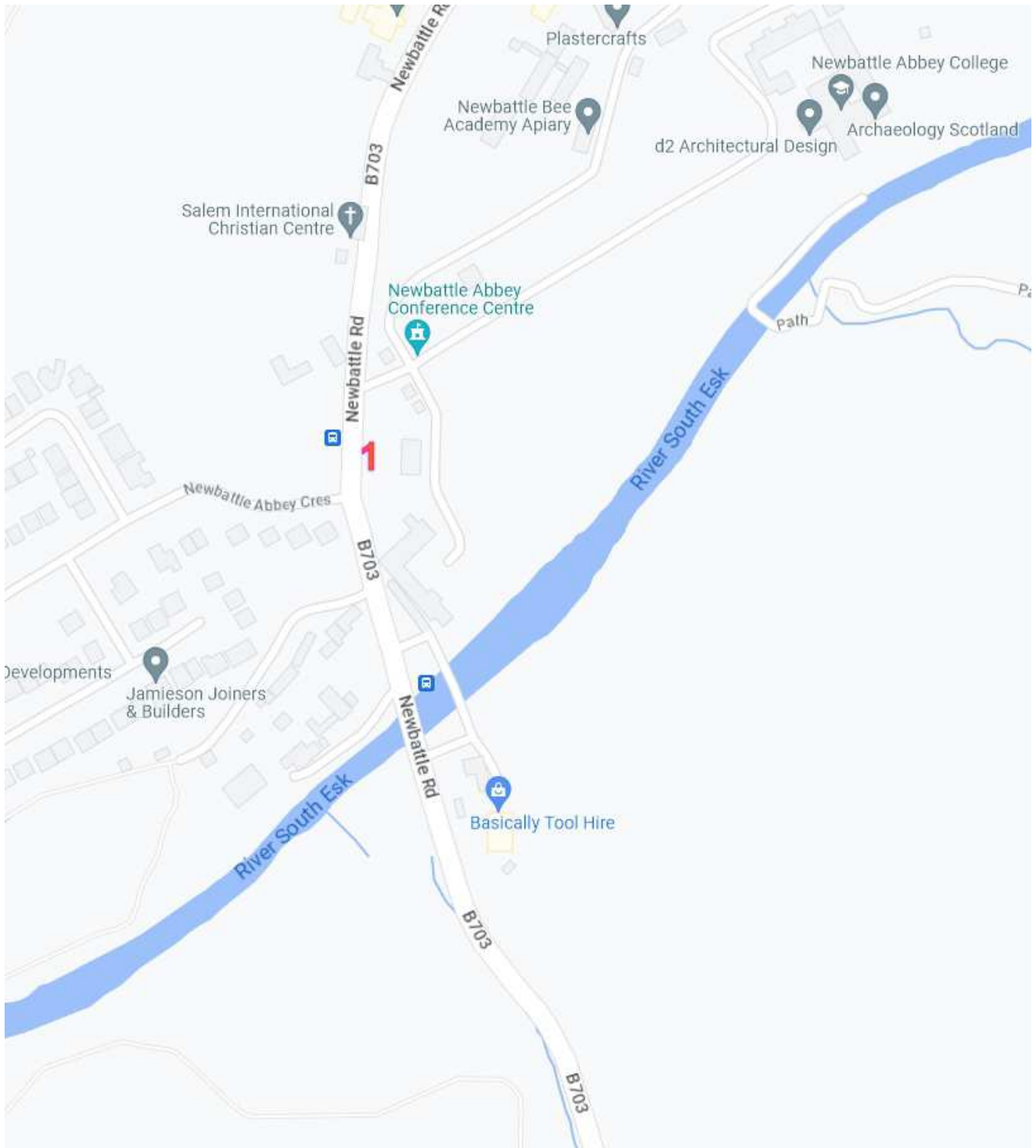
Hardengreen and Dalhousie Road area green space



The Smeaton Line railway cutting within Eskbank



Suggestions for A7 pedestrian crossing and bus stops in the Sun Inn and Lothianbridge vicinity



Suggestions for B703 Newbattle Road pedestrian crossing in the Newbattle Abbey vicinity

Evidential information

The community consultation process and results are described in the introduction section of this LPP on page 3.

The questionnaire used for the consultation can be found on ENCC's website at:

<https://eskbanknewbattlecc.org/documents/LPPSurvey1.docx>

and the website post describing the survey is at:

<https://www.eskbanknewbattlecc.org/eskbank-and-newbattle-local-place-plan-a-survey/>

Our analysis of the responses is given on pages 7 - 14.

The questionnaire was advertised widely in the community - on our website; through independent local social media groups; by email through ENCC's mailing list (147 contacts); and on both of ENCC's public noticeboards in prominent positions. The consultation was open from June to September, and publicised at the beginning of June, and again at the end of July.

By September we had received only 28 completed questionnaires. We believe we reached a wide section of the community with the questionnaire, but since such a low number responded we cannot state that it is a true reflection of the community's views. However as the local community council we think that it closely matches the concerns and opinions brought to us by residents .

The matters raised in this plan were all drawn from the returned responses to our consultative questionnaire. Our collective

knowledge and experience as community councillors for ENCC ward has informed the presentation of this plan. In it we have focussed on what we see as matters relevant to the Planning process as it affects this community.

We anticipate that the new Midlothian Local Development Plan, interpreted under the policies of NPF4, will be adequate to address the matters raised here, in a Planning context. We do not find that the policies of MLDP 2017, which are what we have on which to base our assessment, need to be altered to accommodate the wishes of this community. We presume these will be carried forward into the new MLDP. We also anticipate policies reflecting NPF4 that are incorporated into the new MLDP will enhance the approach to issues which are of concern to this community.

GOREBRIDGE

LOCAL PLACE PLAN 2024



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FOREWORD



We are pleased to present one of the first Local Place Plans to be prepared in Midlothian. This is the outcome of hard work and commitment by the Gorebridge and District Community Council working together with Gorebridge Community Development Trust and Gorebridge Community Cares alongside their community and all those with an interest in the future of Gorebridge and District.

The Gorebridge Local Place Plan has been prepared by following the outcomes of the consultation and workshops that took place during 2021-23 supported by the Coalfields Regeneration Trust (CRT).

The CRT Place Standard Toolkit and Virtual Engagement Room allowed us to reach out to the local community and has been a key driver behind the content of this work.

We have worked closely with the National Planning Framework (NPF4) and used it as our guide when framing our Local Place Plan.

Thanks go to Green Map System for their support in providing their resources to help us make the spatial mapping as accessible as possible using icons to identify policy and place.

This is very much a plan for the people of the Gorebridge and District area and their involvement

has helped guide how the district can develop in the future and ensure that it continues to be an attractive place to live, work, study, enjoy and invest.

To help achieve this, the Gorebridge Local Place Plan sets out a future vision for how our communities could be improved and the actions required to help achieve this.

The local community have also identified community action priorities that they want to see happen. These are set out under the five themes of the Improvement Service 'Place and Wellbeing Outcomes' designed to improve Scotland's wellbeing and reduce inequality.

The community working together has been the key to success so far and continues to act as a benchmark for future engagement in planning and community planning in our district.

INTRODUCTION



4



“ Whatever the problem, community is the answer. MARGARET WHEATLEY

OUR COMMUNITY NOW

5



CRT Place is a place based approach to support the regeneration and creation of sustainable and resilient communities in Scotland’s former coal mining communities. We are using a range of methods to capture people’s views of where they live, as it is now and how they see the future in their local community. This approach promotes dialogue and cooperation between community members, partners and outside agencies. Any type of community led plan is always a work in progress, however it helps to give concrete steps to help shape local communities going forward. The aim of this is that future generations can thrive in changing times so that no one is left behind.

Background

Gorebridge community members produced the first Gorebridge Community Action Plan that ran from 2015-2020 with support from Coalfields Regeneration Trust. Due to the effects of the Covid pandemic it’s been a slow journey to be able to review the plan but over time the Gorebridge Steering Group have been working with CRT to organise a community wide engagement with the

aim of producing a new Gorebridge Local Place Plan to deliver the spatial vision and community action priorities for the district.

The Steering group during the process of creating this local place plan drew from members of Gorebridge and District Community Council, Gorebridge Community Development Trust and Gorebridge Community Cares.

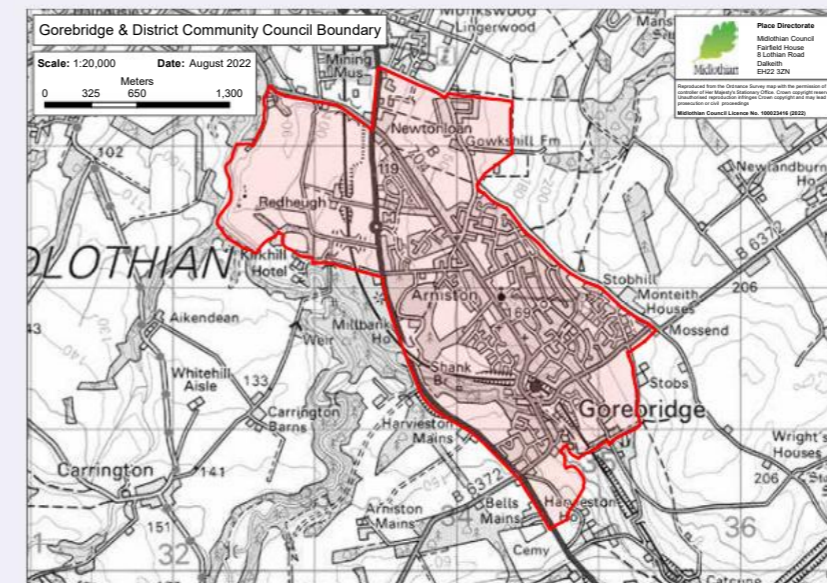
Location

Gorebridge is located 4 miles south of Dalkeith, to the east of the A7 (the original Edinburgh – Carlisle trunk road).

Population

Most of the statistics referred to in the plan come from 2011 Census data and since this time Gorebridge’s demography has substantially changed. Midlothian is the fastest growing area in Scotland and has witnessed a 16.1% growth in population.

Gorebridge
8,180
Status Population Estimate 2021-06-30



Gorebridge and District Community Council Boundary and is also the boundary for the Local Place Plan



Past and Present

Gorebridge's rich history stems from the nineteenth century's industrial development, mainly coal mining. A noted feature is the Main Street, a conservation area, with its largely intact late nineteenth century architecture, claimed as one of Scotland's finest. The energy and hard work of the people in Gorebridge has made, and continues to make, the place vibrant and inclusive of diversity.

Through time Gorebridge has embraced several villages, Gorebridge, Stobhill, Arniston, Gowkshill and Birkenhead to name a few. While each village continues with a separate identity, they have come together within the common identity of Gorebridge. Similarly, the more recent housing communities have adopted their own community identities while they integrate into the Gorebridge community. Community planning for Gorebridge's future is strengthened by understanding the present and appreciating the past. Adapting to change is nothing new for people in Gorebridge.

Gorebridge conservation area

Gorebridge Conservation Area covers a largely intact 19th century core of commercial and residential buildings enclosing the curved slope of Main Street. It has been designated not only for the value of the individual buildings, but also for its significance as a group of buildings

Housing

The 2011 Census tells us that the housing in Gorebridge was **50%** Owner Occupier, **28%** Local Authority, **14%** Housing Association with **8%** other rented. Today the mix of housing has changed dramatically with the large number of private housing developments eg Kings Meadow, Harvieston Park, Whitehouse and Dewar Park that have taken place in the area in recent years.



Source: Conservation Area Character Appraisal & Management Plan

Health & Care

The average age of people with good health or people with a limiting long term illness roughly equates to Scotland as a whole. Those who are economically inactive and permanently sick / disabled is slightly more than that of Scotland as a whole. In addition there are more households with one or more carers in residence (19.3% compared to 16.8%). Census 2011

The community survey highlighted the pressure that the growth in population is putting on the primary care medical centre in terms of waiting times for appointments. Gorebridge is served by a dental practice and an optometrist. The Newbyres Care Home provides residential care.

Local Economy and Employment

The average age of a person who is unemployed is **31.8** compared to **35** for Scotland as a whole. Youth unemployment is high, running almost 7% above the national figure of **27.8%**. Census 2011

Unemployment among the age group 50+ is conversely well below the national rate. There are less people engaged in manufacturing and more in construction and the financial sector. There are fewer managers, senior officials and professional people and more people involved in elementary occupations. These are cleaning offices and other buildings, washing windows, delivering messages or goods, product-sorting, packing by hand and freight handling.

In recent years Gorebridge has experienced a growth in small scale service businesses.

Education and Training

Gorebridge has four primary schools, Gorebridge Primary, Stobhill Primary, St Andrews RC Primary and Gore Glen Primary.

Local children attend nearby Newbattle Community High School, St David's RC High School or Lasswade High School.

The % of households where no one aged 16-74 has qualifications or is in full-time education is higher than Scotland as a whole and the % of 16-18 year

olds who are in full-time education is much lower than for Scotland.

This educational attainment level is underlined by the discrepancy between the % of the population with no qualification being 7% higher in Gorebridge than in Scotland. The area outcores Scotland markedly for the number of people with low level qualifications and is outscored itself, again markedly, by Scotland as the level of qualification increases. Census 2011

Social and Community

Gorebridge has a number of key organisations that all work for the benefit of the community and include Gorebridge and District Community Council, Gorebridge Community Development Trust, Gorebridge Parish Church and Gorebridge Community Cares. The Gorebridge Beacon is a key community space that is available for hire as a social space and also hosts a community café. The Gorebridge Cares Hive hosts training and community activities with a focus on supporting young people.

Useful links for further information:

www.communitycouncilgorebridge.weebly.com

www.gorebridge.org.uk

www.gorebridgecommunitycares.org.uk

www.gorepc.com

Environment

Gorebridge is rich in natural heritage with sweeping panoramic views across the Midlothian plain and Pentland Hills. The Gore Glen is a haven for wildlife and walkers alike and highlights how an industrial landscape can be reclaimed by nature.

Public Transport

In September 2015 Gorebridge saw the return of the railway with a new station built on the site of the original station. This gives rail access to the Borders and Edinburgh Waverley railway station.

There are bus services that are provided by Lothian Buses. A regular bus goes to Edinburgh city centre with another linking to Dalkeith and Edinburgh Royal Infirmary. Gorebridge has no direct bus link to Midlothian Community Hospital.

Useful links include:

www.lothianbuses.com

www.bustimes.org/localities/gorebridge

There are bus services that are provided by Lothian Buses.

Useful links include:

www.lothianbuses.com

www.bustimes.org/localities/gorebridge

Heritage

The most commonly held view is that Gorebridge's name came from the bridge across the Gore Water, a tributary of the South Esk. At Stobsmill on the bank of the Gore Water, Scotland's first gunpowder mill started operating in 1794 and closed in 1875. Coal mining could be found from the early nineteenth century and the Arniston Coal Company formed in 1874.

The company managed both the Emily pit (opened in 1858) and the Gore Pit (opened in 1878). Together the pits were known as the Arniston colliery. As the coal industry expanded the village grew as miners and their families migrated into Arniston and Gorebridge. Alongside mining developments, the railway was built and reached Gorebridge by the mid nineteenth century, this became known as the Waverly line, and closed in 1969.

There is a rich heritage in the Gorebridge area with a range of historic assets including:

- Newbyres Castle
- The Old Station House
- The Gunpowder Mill
- Old post office on Main Street which is a listed building
- Miners bowling club is a listed building
- Conservation area based around the Main Street
- Powdermill Brae and Vogrie road have a number of interesting buildings
- Heritage track way at Gore water
- Old Gunpowder Mill
- Old cottages Blacksmith
- Auld Gala Park
- Old Laundry and Old mine shafts



COMMUNITY CONSULTATION



Gathering Everyone's Views

A series of community engagement events and on line surveys over the last year has enabled us to gather people's views to help inform this action plan.

Consultations included:

- The Beacon hosted Place Standard events on the 19th and 20th of February 2022,
- Two Community mapping workshops were held on the 5th of November 2022
- A Community Gathering held in the Beacon on the 14th of January 2023
- 3 Wishes Campaign - the 3 Wishes campaign took the form of a postcard and on line survey option and was used as well as at local events.
- An online youth survey was carried out using social media and schools

142 postcards completed making

426 wishes for a better place to live

Using the mapping language of icons we can show the links to NPF4 Policies www.greemap.org



I wish we had opportunities to learn about the history of Gorebridge

I wish there were no broken glass on the streets

Gorebridge Local Place Plan

Throughout the Local Place Plan development and consultation phases regard was made to the following plans and policies:

1. Midlothian Local Development Plan 2017 www.midlothian.gov.uk/downloads/file/4893/midlothian_local_development_plan
2. Single Midlothian Plan 2023 – 2027 www.midlothian.gov.uk/downloads/download/89/single_midlothian_plan_documents
3. Gorebridge and District Community Action Plan www.coalfields-regen.org.uk/wp-content/uploads/2019/10/Gorebridge-Community-Action-Plan-2015-2020.pdf
4. The Fourth National Planning Framework (NPF4) was consulted throughout the same period. www.gov.scot/publications/national-planning-framework-4/

Community Engagement Using the Place Standard Assessment Tool

Community consultations included the use of the Place Standard tool to enable people to assess the place where they live and share views on how to make it better.

Each standard explores an aspect of a place including both physical and social. There are 14 questions which you can score from 1 (poor) to 7 (excellent).

This allows you to create a graphic picture of your place.

A virtual engagement room (VER) of the Place Standard to reach out to a wider audience was open from January 2022 – August 2022. A mail drop carried out by volunteers reached 5,000 households and included a QR code / web address with an invitation to visit the VER.

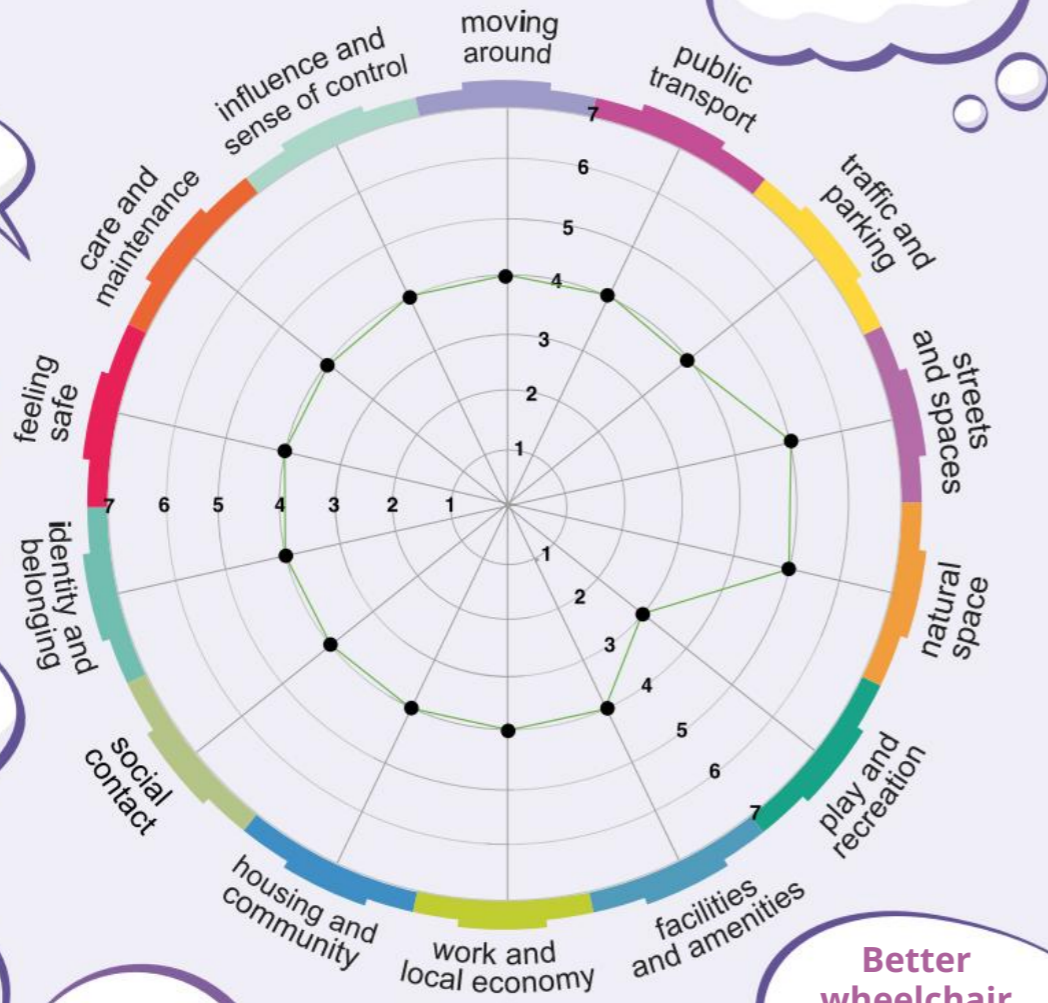


Results of the Place Standard Assessment

130 Place Standard Assessments were completed

The graphs shows the strong and the weak areas, the higher the score plotted the better the service or provision. This gives a good indicator of where improvements need to be made.

The Place Standard Tool was open to the community over a weekend period at the Beacon



A Mother and Toddler Group

A secondary school

Better buses

Help the active groups thrive

Affordable supermarket

Access to health services

More jobs

Better wheelchair access
A youth club for 14+

GOREBRIDGE LOCAL PLACE PLAN GIVES REGARD TO NATIONAL PLANNING FRAMEWORK 4

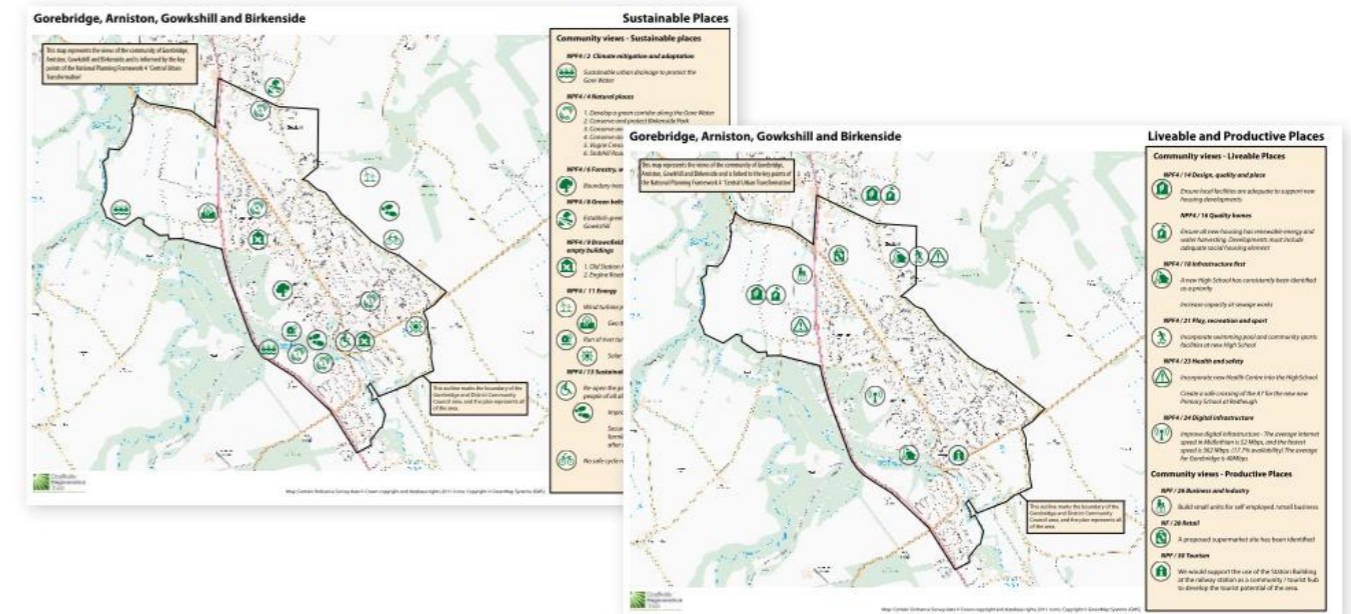
“ The world is changing, and so are Scotland's places
This strategy sets out how we will work together in the coming years to improve people's lives by making sustainable, liveable and productive places.
This will play a key role in delivering on the United Nations Sustainable Development Goals, as well as our national outcomes.
We have substantially re-worked the Framework's 'National Spatial Strategy', which sets out how our approach to planning and development will help achieve a net zero, sustainable Scotland by 2045.”

STATEMENT BY MINISTER FOR PUBLIC FINANCE, PLANNING AND COMMUNITY WEALTH TOM ARTHUR ON THE FOURTH NATIONAL PLANNING FRAMEWORK (NPF4) ON 8TH NOVEMBER 2022

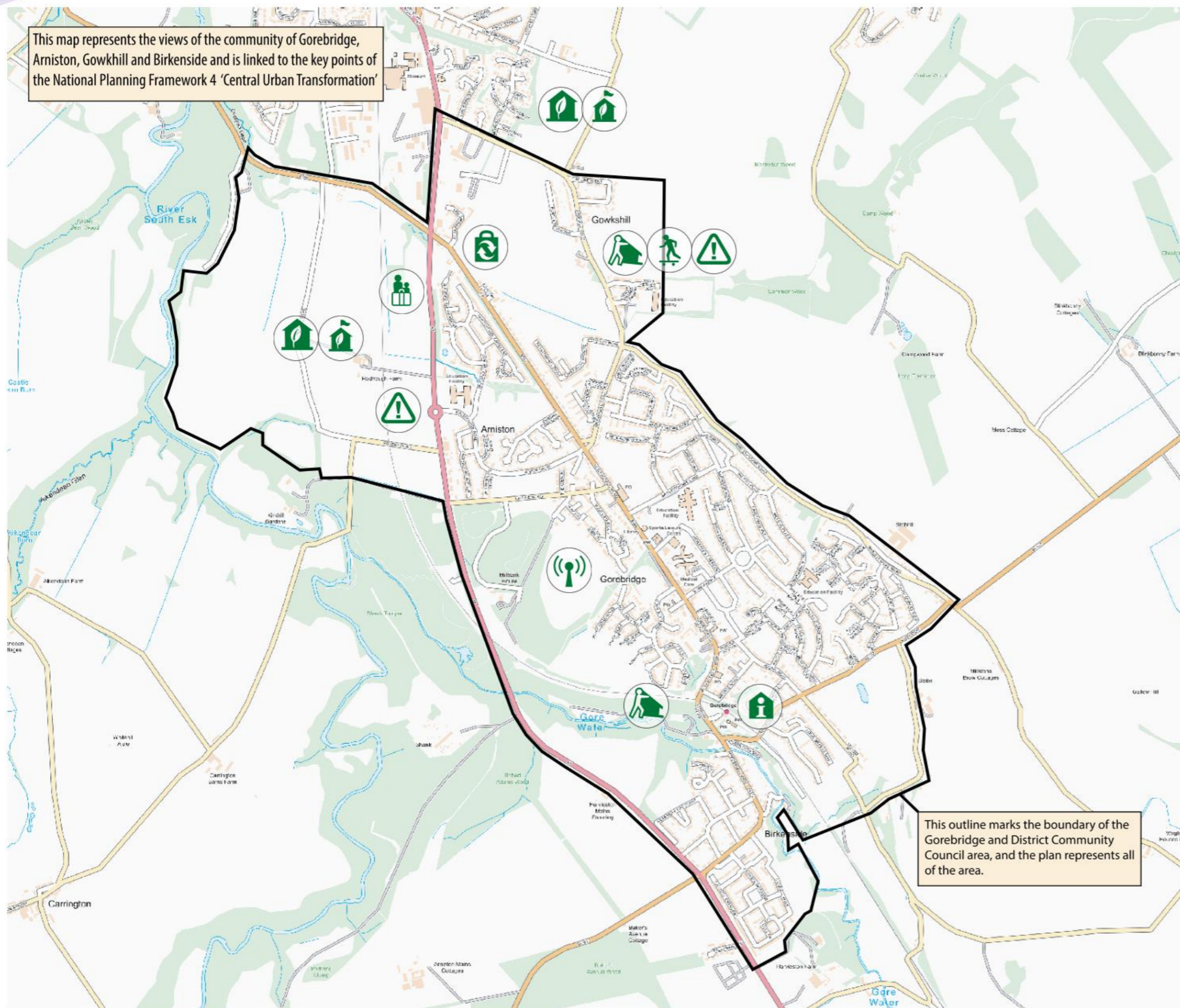
Our Local Place Plan Maps use icons to represent NPF4 policies

The information gathered from the workshops was translated onto the themed maps using Green Map Icons that represent their relationship to National Policy as set out in NPF4. This helps fulfil a requirement of Local Place Plans to show the links between local propositions and National policies. Map themes include Sustainable, Productive and Liveable.

How to read the icons: NPF4/2 represents NPF4 Policy 2 Climate Mitigation and Adaptation




Maps can be accessed on line
www.bit.ly/GorebridgeLPP




Community views - Liveable Places


NPF4 / 14 Design, quality and place

 Ensure local facilities are adequate to support new housing developments

NPF4 / 16 Quality homes


 Ensure all new housing has renewable energy and water harvesting. Developments must include adequate social housing element

NPF4 / 18 Infrastructure first


 A new High School has consistently been identified as a priority

Increase capacity at sewage works

NPF4 / 21 Play, recreation and sport


 Incorporate swimming pool and community sports facilities at new High School

NPF4 / 23 Health and safety

 Incorporate new Health Centre into the High School


Create a safe crossing of the A7 for the new new Primary School at Redheugh

NPF4 / 24 Digital infrastructure

 Improve digital infrastructure - The average internet speed in Midlothian is 52 Mbps, and the fastest speed is 362 Mbps. (17.7% availability) The average for Gorebridge is 40Mbps

Community views - Productive Places


NPF / 26 Business and Industry

 Build small units for self employed /small business

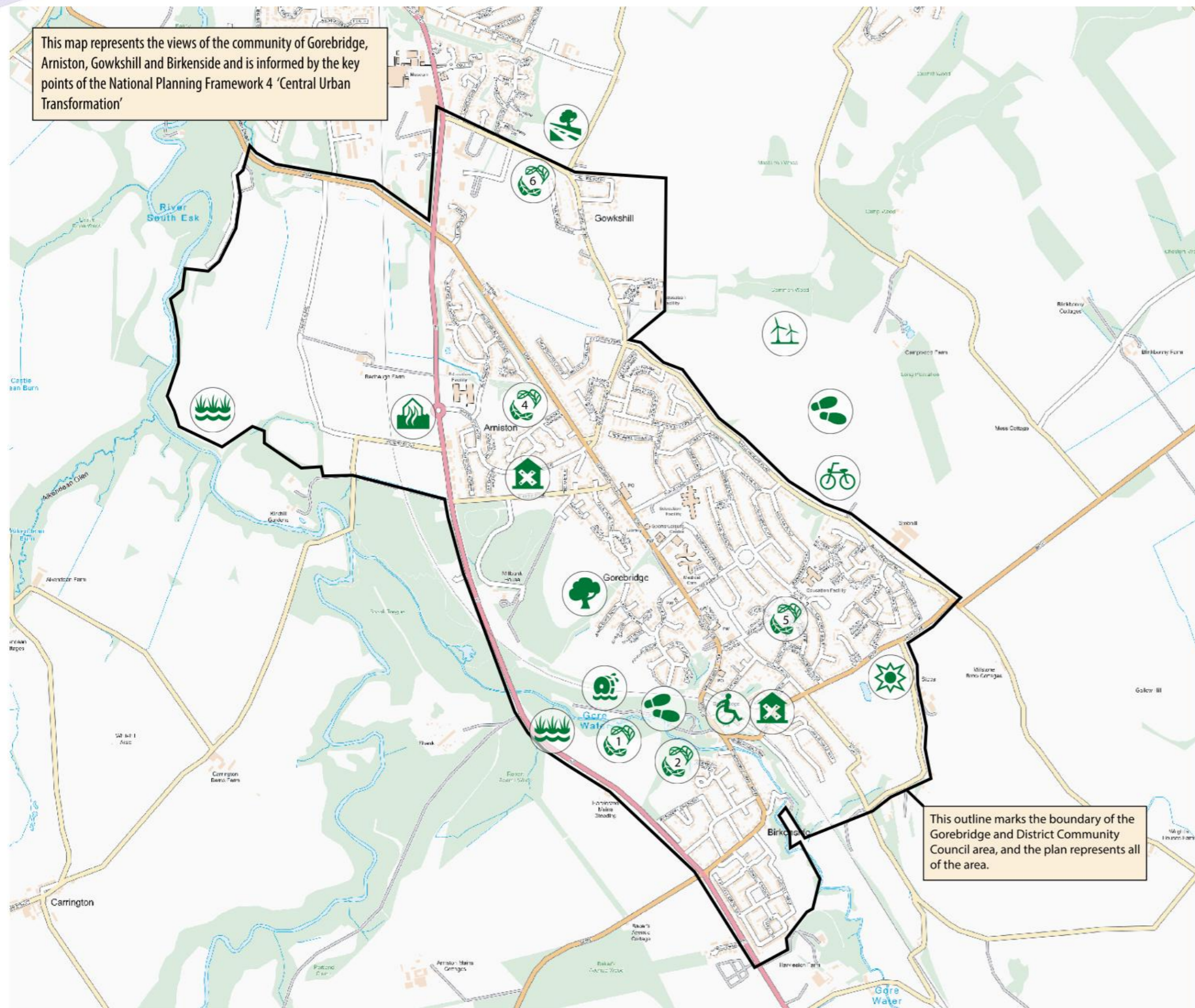
NPF / 28 Retail

 A proposed supermarket site has been identified

NPF / 30 Tourism

 We would support the use of the Station Building at the railway station as a community / tourist hub to develop the tourist potential of the area.


This map represents the views of the community of Gorebridge, Arniston, Gowkhill and Birkenside and is informed by the key points of the National Planning Framework 4 'Central Urban Transformation'




This outline marks the boundary of the Gorebridge and District Community Council area, and the plan represents all of the area.

Community views - Sustainable places


NPF4 / 2 Climate mitigation and adaptation

-  Sustainable urban drainage to protect the Gore Water


NPF4 / 4 Natural places

- 
 1. Develop a green corridor along the Gore Water
 2. Conserve and protect Birkenside Park
 3. Conserve and protect Auld Gala Park
 4. Conserve and protect Arniston Park
 5. Vogrie Crescent South Park
 6. Stobhill Road Park


NPF4 / 6 Forestry, woodland and trees

-  Boundary trees on the Nancy Teuch pathway





NPF4 / 8 Green belts

-  Establish green belt between new housing and Gowkhill


NPF4 / 9 Brownfield, vacant and derelict land and empty buildings

- 
 1. Old Station House
 2. Engine Road site

NPF4 / 11 Energy

-  Wind turbine potential site at Camp Wood
-  Geo thermal from old mine workings
-  Run of river turbine potential site at Gore Water
-  Solar farm at Lady Brae

NPF4 / 13 Sustainable transport

-  Re-open the pedestrian access at the station for people of all abilities
-  Improve and maintain core path network
- Secure Rights of Way and paths through farmland that are in danger of being lost after development
-  No safe cycle routes

PROPOSITIONS FOR CONSIDERATION IN THE MIDLOTHIAN LOCAL DEVELOPMENT PLAN

18



Sustainable and Liveable Places

THE GORE GLEN & THE GORE WATER

The following Propositions under this theme relate to the following National Planning Framework Policies: NPF4/2 NPF4/4 NPF4/11 NPF4/7 NPF4/18

1. The Gore and Arniston Glens are a significant part of Gorebridge, Arniston and Birkenhead (this area also falls under the remit of Moorfoot CC).
- 1.1 The protection, conservation, preservation of its ecosystem, rivers, walks and heritage are essential.
- 1.2 The development of green corridor along Gore and Arniston Glens linking with the South Esk River is important as a legacy for future generations to enjoy nature and the surrounding countryside.
- 1.3 The Glens are important for heritage and a path / trackway is indicated with information boards at the relevant sites.

Ref: MLDP 2017 Section 8.2.55

Ref: SMP 2023-2027 7.Midlothian will be greener

- 1.4 There should be no house building or development that encroaches on this site. The Council must ensure that developers that border the Glens treat the neighbouring ecosystems and biodiversity with respect,

especially the Gore Water, the associated water courses, wild flowers and wildlife habitats.

- 1.5 Reference to previous sewage overflow issues at the Gore Water indicates that the sewage works is more than likely to be insufficient for the proposed new housing developments. Discussions and actions must be agreed with Scottish Water to ensure that capacity will meet demand.
- 1.6 New housing developments must feature adequate sustainable urban drainage to slow the flow and help prevent flooding downstream.

Ref: MLDP 2017 Section 8 Settlement Statements e22 Redheugh

NATURAL SPACES & FORESTRY & TREES – Sustainable Places

The following Propositions under this theme relate to the following National Planning Framework Policies: NPF4/4 NPF4/6

2. The Gorebridge and District Community Council support that the following local green spaces should be conserved and protected for the benefit of community; the Gore Glen complex, Birkenhead Park, Auld Gala Park, Arniston Park, Vogrie Cres South Park and Stobhill Road Park.

19

- 2.1 We recommend these sites as additions to the existing sites stated in ENV8

Ref: MLDP 2017 Section 8.2.55

- 2.2 The Nancy Teuch pathway – the boundary trees should be preserved as a haven for birds and other wild life.

Ref: SMP 2023-2027 7.Midlothian will be greener

BROWNFIELD, DERELICT AND VACANT BUILDINGS AND LAND

The following Propositions under this theme relate to the following National Planning Framework Policies: NPF4/9

3. The Gorebridge and District Community Council would like to request the following use of brownfield, vacant buildings for the benefit of the community.
 - 3.1 Ownership, or at least ring fencing the Station Building at the train station for future community use.
 - 3.2 Use of the polluted site at Engine Road for the benefit of the community.

Ref: MLDP 2017 Section 8.2.48

ENERGY

The following Propositions under this theme relate to the following National Planning Framework Policies: NPF4/11

4. Gorebridge is committed to renewable energy seeing the financial benefits it has brought to the neighbouring residents and communities, and the contribution it makes towards a low carbon future.
 - 4.1 We support that all housing developments and public buildings are required to have renewable energy as standard, such as PV on the roof and water harvesting.
 - 4.2 We would support E-charging stations to be made available for electric vehicles.
 - 4.3 A comprehensive survey needs to be undertaken to ascertain the viability of the following potential sites for renewable energy production:
 - 4.3.1 Hydro power at the Gore water near Old Mills
 - 4.3.2 Community wind turbines – eg Windfarm at Camp wood
 - 4.3.3 Community heating scheme from geothermal eg at Millbank House area and other mine workings
 - 4.3.4 Community Solar farm

Ref: SMP 2023-2027 7.Midlothian will be greener

SUSTAINABLE TRANSPORT

The following Propositions under this theme relate to the following National Planning Framework Policies: NPF4/12

5. While Gorebridge has welcomed the return of the railway and its attendant station, the lack of an integrated bus / train service does not encourage the use of more sustainable transport options. We would like to see this addressed.

Railway

- 5.1 Make the Station accessible for pedestrians of all abilities
- 5.2 Re-open the pedestrian access

Ref: MLDP 2017 Section 8.2.50

Cycling

- 5.3 Assess, create and improve safe cycle routes throughout the area
- 5.4 School routes should be a priority including off road options

Walking / wheeling

- 5.5 Gorebridge circular walk – ensure maintenance is carried out on this and all core path networks and there is scope to improve accessibility for the path network.
- 5.6 Secure Rights of way - paths and trackways should be kept open and maintained and protected.
- 5.7 There is major concern that paths through farmlands are being lost due to development.

Ref: SMP 2023-2027 7.Midlothian will be greener

DESIGN, QUALITY & PLACE

LOCAL LIVING, 20 MINUTE NEIGHBOURHOODS, QUALITY HOMES & RETAIL – Liveable and Productive Places

The following Propositions under this theme relate to the following National Planning Framework Policies: NPF4/14 NPF4/15 NPF4/16 NPF4/24 NPF4/28

6. HOUSING and SERVICES
The most recent population estimate for 2021 for Gorebridge, Arniston and Birkenhead is 8081 with the future addition of significant housing developments in both Redheugh and Lingerwood the pressure on local services has already become intolerable without appropriate planning

measures being considered in the new LDP. This includes:

- 6.1 Improvements with regard to formal and informal education provision, local school provision
- 6.2 Access to appropriate and timely Healthcare services
- 6.3 Sports and Leisure facilities,
- 6.4 Library services
- 6.5 Sewage treatment services to match the population increase
- 6.6 Waste Management services to match the population increase
- 6.7 Digital Infrastructure for housing and business needs to match demand
- 6.8 The community survey highlights the need for more social and affordable housing for rental including a full range of house sizes to meet the changing needs of the community, in particular 4 bedroomed houses and one bedroom bungalows.
- 6.9 Electrical and utility supplies to match the population increase.

Ref: MLDP 2017 Section 8.2.46 and .47

Ref: SMP 2023-2027 8. Midlothian will have a wellbeing economy and be better connected

- 6.10 Our survey has identified a need for an affordable supermarket in Gorebridge to promote equality of access to affordable food. Potential site identified Productive Places Map.

Ref: MLDP 2017 Section 8.2.49

Ref: SMP 2023-2027 9. Midlothian will work towards reducing poverty

INFRASTRUCTURE FIRST – Liveable Places

The following Propositions under this theme relate to the following National Planning Framework Policies: NPF4/15 NPF4/18 NPF4/21 NPF4/23

- 7. Community engagement results consistently identify a new High School as the highest priority. Potential locations must be identified. Community Engagement Report link: www.padlet.com/crthub/gorebridge-working-doc-mms0tjmusot5qasc/wish/2712539718
- 7.1 This proposition is an amendment to the current LDP as it is requesting the building of a high school local to the community of Gorebridge and District

- 7.2 Investigate, secure and purchase and ring fence a site with a plan to build a new High School within walking and wheeling distance for the young people of Gorebridge.
- 7.3 A new GP surgery/health clinic should be incorporated within the new High School environs to ensure community cohesion and inclusive acceptance of all economic and cultural diversity.
- 7.4 A sports complex including swimming pool and all weather pitches, gym etc that must be available to the community and be included within the new High School.

Ref: MLDP 2017 Section 8.2.51 Schools

Ref: MLDP 2017 Section 8.2.52 Health Centre

Ref: SMP 2023-2027 5. Midlothian will get it right for every child

Ref: SMP 2023-2027 8. Midlothian will have a wellbeing economy and be better connected

COMMUNITY WEALTH BUILDING

The following Propositions under this theme relate to the following National Planning Framework Policies: NPF4/25 NPF4/24

- 8. Encourage and attract new businesses, especially large ones to locate to Midlothian South, to improve employment opportunities locally.
- 8.1 We support the plans to build small units for self-employed small business in Gorebridge

Ref: MLDP 2017 Section 8.2.48

Ref: SMP 2023-2027 Midlothian will have a wellbeing economy and be better connected

TOURISM

The following propositions under this theme relate to the following National Planning Framework Policies: NPF4/30 NPF4/24

- 9. Support the development of Gorebridge as a tourist destination.
- 9.1 We would support the use of the Station Building at the railway station as a community / tourist hub to develop the tourist potential of the area.
- 9.2 Develop a nature and heritage trail to create a tourist destination linked to the railway.

Ref: SMP 2023-2027 Midlothian will have a wellbeing economy and be better connected

WORKING TOGETHER FOR A BETTER PLACE FOR EVERYONE!

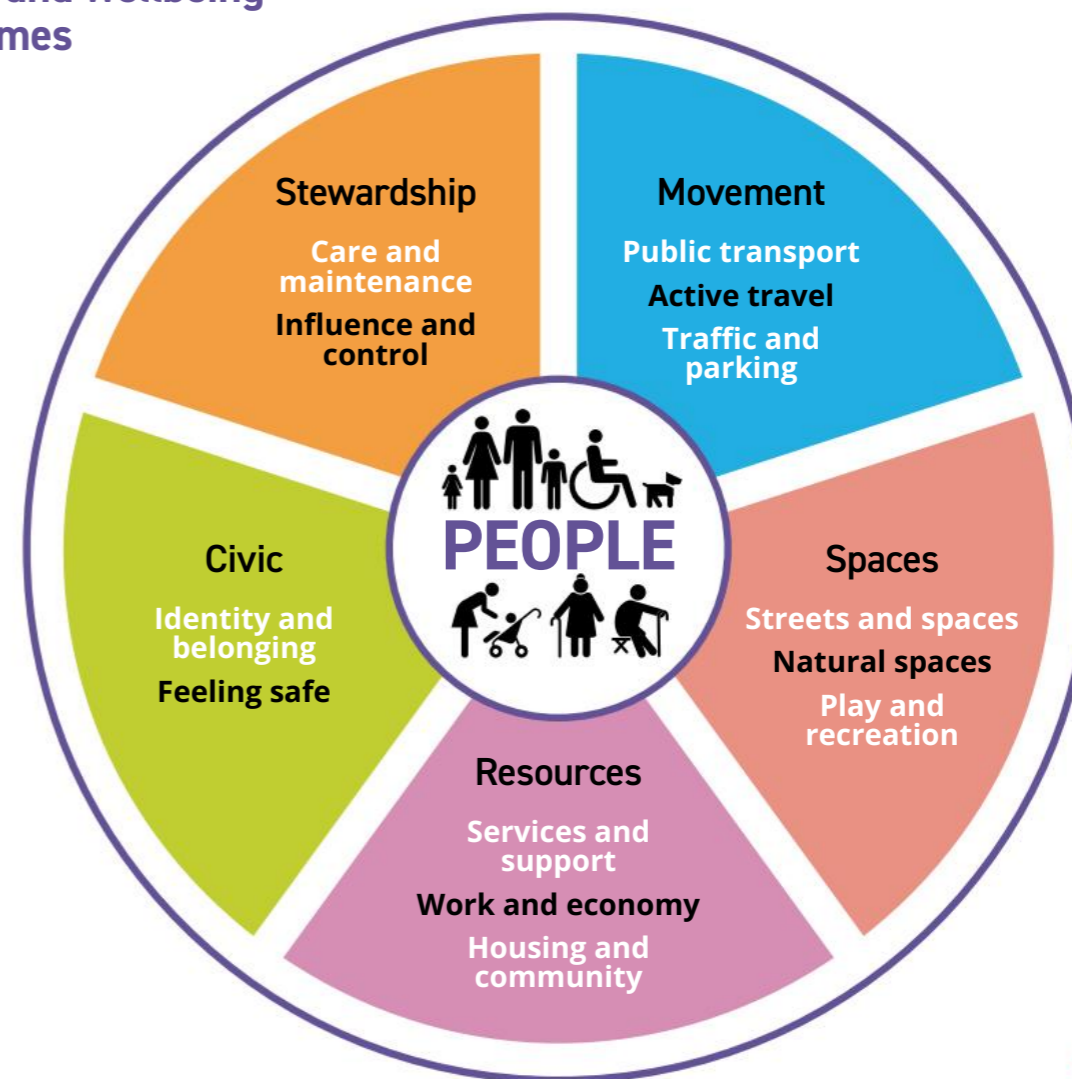
Setting out the priorities for community action

In January 2023 we hosted a Community Gathering so people could review all the findings and vote on what to make action on. The priorities for action that have been identified are set out under the Place and Wellbeing outcomes based on the Place Standard themes.

These themes are all the characteristics of a place that allow those who live, work and relax there to thrive.

The outcomes are for all stakeholders to take collaborative action on delivering in Gorebridge.

Place and wellbeing outcomes



The principles of equality, net-zero emissions and sustainability underpin all of these themes, and all themes should be embedded in policy and action.



This theme highlights the priorities that emerged from community feedback and relate to aspects of your place that include moving around, public transport and traffic and parking.

PRIORITIES

IMPROVE BUS SERVICE



ACTIONS AND POTENTIAL PARTNERS

Continue to lobby for improved services and the reinstatement of the 339 bus route which is especially important to community members to visit larger Supermarkets/Community Hospital.

Work with Lothian Region Transport, Borders Buses and Midlothian Council to improve cross county bus routes.

IMPROVE AND DEVELOP FOOTPATHS AND CYCLE WAYS



Work with partners such as Midlothian Council, Paths for All and Sustrans to take this initiative forward.

Path to be cleared for improved access at Barleyknowe Road

ADDRESS THE PARKING ISSUES



Carry out a mapping exercise to identify potential additional parking in Gorebridge Main Street and other areas of Gorebridge, e.g. Gore Glen area.

TRAFFIC MANAGEMENT E.G SPEEDING



Support the draft proposal to make 20 mph speed limits in local villages and traffic calming measures around schools in particular.

IMPROVE DISABILITY ACCESS/ SAFER CROSSINGS/ DROPPED KERBS



Lobby Midlothian Council and local businesses for improved disability access:

- On pavements
- In premises
- To outside areas

Work with Midlothian Council, to ensure where needed, kerbs are dropped, crossings are made safe and access is improved for all residents.

Stobbs Farm housing – ensure appropriate safe road access - planning was rejected, but it may be applied for in the future.

IMPROVE TRAIN SERVICE



This responsibility belongs to Network Rail and Lothian Regional Transport.

Lobby Midlothian Council/Lothian Regional Transport to investigate the possibility of a bus stop near Gorebridge Railway Station.

POTENTIAL PARTNERS

Public transport providers including Lothian Region Transport and Borders Buses, Midlothian Council, Paths for All and Sustrans, Local Councillors.

This theme highlights the priorities that emerged from community feedback and relate to aspects of your place that include streets and spaces, natural space, play and recreation.

PRIORITIES

A SPORTS COMPLEX INCLUDING SWIMMING POOL AND ALL WEATHER PITCHES, GYM ETC.



ACTIONS AND POTENTIAL PARTNERS

Work with Midlothian Council to ensure that a new High School for Gorebridge is a top priority. This will provide the necessary infrastructure of sports/swimming pools, all weather pitches, gym etc.

Assist local football clubs with plans for improved football facilities

Improve facilities to allow girls/women to take up sport.

Identify possible funding streams to take this forward.

CONSERVE NATURAL SPACES UNDER THREAT DUE TO DEVELOPMENT



Identify and map local green spaces that should be protected for the community and lodged and mapped as part of the local place plan.

CREATE OUTDOOR FACILITIES FOR PLAY AND RECREATION FOR ALL



Work with the local community, Midlothian Council and others to improve green space and upgrade existing facilities and access to green space, especially for disabled groups.

Improve public parks and preserve green space for future generations.

Improve the lighting in Gala Par

PUBLIC TRANSPORT TO ACCESS VOGRIE PARK



Work with Midlothian Council, local Councillors, to lobby for public transport to allow local people to access Vogrie Park to enable those without transport to enjoy this amenity.

MAKE THE MOST OF VACANT AND DERELICT LAND



Identify vacant and derelict land and work with Midlothian Council to resolve these issues, where necessary through compulsory purchase orders, to improve the environment for the community.

MORE SEATING AREAS



Provide more seating areas in public spaces, especially in parks, to ensure that people young and old can enjoy the outdoor environment.

POTENTIAL PARTNERS

Local community, Midlothian Council, local Football Clubs, Sports Scotland, GCDT, GCC, Local Councillors, Midlothian Voluntary Action, Volunteer Midlothia

This theme highlights the priorities that emerged from community feedback and relate to aspects of your place that include facilities and services, work and local economy, housing and community and social interaction.

PRIORITIES

A NEW HIGH SCHOOL FOR GOREBRIDGE



ACTIONS AND POTENTIAL PARTNERS

Midlothian Council to prioritise a new high school for Gorebridge.
Work with Midlothian Council to investigate and secure a site for a new high school.
Build a new high school as a priority.

A LOCAL AFFORDABLE SUPERMARKET



Work with Midlothian Council to identify potential sites for a local supermarket to improve access to affordable shopping.
Lobby retailers such as Aldi and Lidl to build a local store local for Gorebridge as part of promoting equality of access to affordable food.

ACCESS TO FULL RANGE OF HEALTH SERVICES FOR ALL



Create a development strategy to investigate ways of removing barriers for residents to access essential health services locally.
Explore the possibility with Midlothian Council/Lothian NHS of a new Health Centre alongside a new Gorebridge High School.
Extend GP opening hours for working people.
Increase Doctor provision to accommodate the growth in population.
Explore opportunities for enhanced/improved services at local chemists.

REVIVE MAIN STREET WITH SHOPS AND TOILETS



Promote Gorebridge Main Street as a niche shopping area and look to attracting appropriate retail shops.

UPGRADE COMMUNITY FOOTBALL FACILITIES



Assist local football clubs with plans for improved football facilities e.g. all weather pitches.
Improve facilities to allow girls/women to take up this sport.
Identify possible funding streams to take this forward.

APPROPRIATE, AFFORDABLE AND EFFICIENT HOUSING



Working with and lobbying Midlothian Council to provide local people with affordable as well as Social Housing to ensure that Gorebridge people can continue to live in their own community if desired.

MORE TRAINING AND EMPLOYMENT OPPORTUNITIES LOCALLY



Maximise training opportunities locally.
New training facilities could be incorporated into a new Gorebridge High School for students to learn new skills as well as community members to enhance their employment prospects.

POTENTIAL PARTNERS

Local community, Midlothian Council, NHS, Local Councillors, Retailers, Local Football Clubs, local Housing Associations, GCDT, GCC, Midlothian Voluntary Action, Volunteer Midlothian and other training providers.

This theme highlights the priorities that emerged from community feedback and relate to aspects of your place that include identity and belonging and feeling safe.

PRIORITIES

AFFORDABLE EVENTS/ ACTIVITIES FOR ALL AGE GROUPS, ABILITIES AND CULTURES



ACTIONS AND POTENTIAL PARTNERS

Gorebridge has some thriving local youth groups - Gorebridge Scouts and Arniston Rangers Youth Football Club who cater for many children.
Expand the variety of activities, especially for teenagers to allow them safe spaces to grow into adulthood.
Young girls/teenagers do not always want to play contact sport or join organisations, identify safe youth spaces for them to pursue and build on their talents.
Promote the free local events that are available to everyone.
Promote Lend and Mend at Gorebridge Library.
Set up a mother and toddler group, especially for new parents/ carers who may feel isolated with little support.
Supporting the retention of the library and leisure centre as well as other service providers to ensure the continuation of these vital local services.

MORE SOCIAL SPACES E.G. CAFES, COMMUNITY PANTRY



Carry out community engagement to establish level of interest and what the need is eg reduce isolation, access to affordable food etc.

INCREASE PROMOTION OF WHAT'S ON LOCALLY E.G SUPPORT/ GROUPS/ ACTIVITIES



Create a community calendar of existing community events and promote these locally through a Gorebridge Newsletter.
Support the tradition of the Gorebridge Gala celebrations, the Big Lunch and the Christmas Celebration events.
Groups should collaborate and work together to identify and deliver the services the community needs.
Identify which groups deliver which service for clarity and transparency.
Avoid duplication of services.
Keep local history alive with talks and tours.

MORE POLICE PRESENCE AND INITIATIVES TO REDUCE ANTI-SOCIAL BEHAVIOUR



Work with Police Scotland and Midlothian Community Action Police to increase visible local policing in the area.
Promote youth work/organisations in the community to give young people more opportunities and places they can identify as their spaces.

EASY ACCESS FOR MENTAL HEALTH SUPPORT SERVICES



Identify health/wellbeing services that could deliver the appropriate services for drug/alcohol use and rehabilitation.
Their misuse devastates family and children's lives and ease of access to such services, makes it a priority within our community.

PRIORITIES

SUPPORT AND DEVELOP COMMUNITY GROWING SPACES



ACTIONS AND POTENTIAL PARTNERS

Promote existing growing initiatives and explore the need for further growing sites.

ACCESSIBLE RECYCLING FACILITIES NEEDED



Promote the use of Stobhill Recycling Depot as a local resource for recycling.
Promote the Community Recycling Project at Gorebridge Parish Church.

POTENTIAL PARTNERS

Police Scotland and Midlothian Community Action Police, Local Councillors, Midlothian Council CLD, NHS, Midlothian Voluntary Action, Volunteer Midlothian, Gorebridge Parish Church, GCDT, GCC.

PRIORITIES

CLEANER STREETS E.G. DOG FOULING, FLY TIPPING



ACTIONS AND POTENTIAL PARTNERS

Have annual campaigns to reduce dog fouling.
Investigate with Midlothian Council the use of mobile CCTV cameras where fly tipping is happening on a regular basis with a view to fining those responsible.

MORE REGULAR ROAD MAINTENANCE



Working with Midlothian Council to identify areas of roads in need of repair.

CELEBRATE, SUPPORT AND ENCOURAGE VOLUNTEERING



There are many organisations within Gorebridge who provide services. Recruiting volunteers to deliver these services is essential to the smooth running of all organisations.
A central list, setting out the variety of volunteering for all Gorebridge groups would ensure a fair distribution of volunteers and match them to the appropriate volunteering opportunity/organisation.

EXPLORE COMMUNITY RENEWABLE ENERGY PRODUCTION



Find out whether it is possible to install a wind turbine that would provide the community with renewable energy and also a source of income.
Explore the possibility with Midlothian Council of using coalmine-heat water as an energy source for new infrastructures/house building.

MAKE GOREBRIDGE DEMENTIA FRIENDLY



Promote a better understanding of dementia and an appreciation of the condition.
Appoint a Dementia Friends Champion/organisation for the community.
Work with organisations specialising in Dementia to promote and produce a local leaflet for shops, businesses, residents with details of where they can get help or advice if they meet someone who has dementia that needs support (e.g. local numbers for GP/carers organisations) in their community.

PROTECT, PRESERVE AND CONSERVE OUR HERITAGE



Carry out a mapping exercise to establish buildings of heritage status.
Install appropriate interpretation to raise awareness of the history and industrial heritage of Gorebridge.
Birkenside Pavilion requires upgrading and refurbishment.

POTENTIAL PARTNERS

Midlothian Council, NHS, Midlothian Voluntary Action, local community, Local Councillors, GCDT, GCC, Waste Enforcement.

We seek to work in partnership to make real progress and invite residents, local groups and businesses, local authority departments and outside agencies to work together with us. If you can help with any of these issues and help improve our community please get in touch with Gorebridge and District Community Council.

A vibrant, safe, welcoming, and attractive place with opportunities for all.

Accessible to all through transport links for rail, road, pedestrians, and cyclists, giving access to our beautiful countryside.

It will be a **vibrant and excellent place for entrepreneurs** to develop, grow new businesses, and invest in, encouraging local employment opportunities with training and education for people of all ages.

The local community will have access to **local community facilities** like The Beacon and the Gorebridge Cares Hive and together we will

celebrate our community spirit through a variety of different events like the Gala Day.

Always **embracing the needs** of our young people and older residents alike with a range of activities that suit everyone's needs.

Our **natural, historical, and cultural heritage** are a key part of our identity.

These will be enhanced, sensitively developed, promoted and protected with **better access for all** ages and abilities.



The Single Midlothian Plan

Gorebridge Local Place Plan and Community Action Priorities

Our Gorebridge Local Place Plan and Community Action Priorities comes from a bottom up approach. It sits together with the Midlothian Single Plan to encourage a joined up approach to community development and improved service provision. This plan represents the views and aspirations of local people and can be used to help encourage partnership working. It promotes opportunities for local groups, public agencies and service providers to work together to improve the quality of life for the people of Gorebridge and District.

The Single Midlothian Plan Key Themes	Gorebridge Community Action Priorities linked to Place and Wellbeing Outcomes
<p>Midlothian will be healthier Midlothian Council and NHS Lothian are working together to help people get support for their health and social care needs.</p>	<p>Movement Well connected with path networks for active travel and public transport that serves the public need</p>
<p>Midlothian will be safer Helping people who may commit a crime. They also help people feel safe.</p>	<p>Civic A safe place to live where people feel they belong and can enjoy the place where they live at any time of the day or night.</p>
<p>Midlothian will get it right for every child Making sure everyone working with children work together, helping children and young people have the best possible start in life.</p>	<p>Stewardship A well maintained and cared for community where people can play an influential role in how their community's needs are met for residents of all ages and abilities</p>
<p>Midlothian will support residents to improve employability and outcomes in our communities Helping communities by supporting businesses and making sure people have enough money.</p>	<p>Resources A community that is well provided for with facilities and services to meet the needs everyone including access to local work and training opportunities to enable people to secure an independent lifestyle.</p>
<p>Midlothian will be greener Improve air quality and build more affordable and accessible homes. Working together to help people have more money to enjoy the things they want to do.</p>	<p>Spaces A place with quality green and natural space for play and recreation. Well maintained roads with parking to meet community and business needs.</p>

The Single Midlothian Plan Key Themes	Gorebridge Community Action Priorities linked to Place and Wellbeing Outcomes
<p>Midlothian will have a wellbeing economy and be better connected</p> <p>Economic Development Service will work in partnership with anchor organisations across Midlothian to achieve this outcome</p>	<p>Spaces</p> <p>A place with quality green and natural space for play and recreation. Well maintained roads with parking to meet community and business needs. Active travel routes that meet the needs of people of all abilities.</p>
<p>Midlothian will work towards reducing poverty</p> <p>The number of local people finding themselves under financial pressure has increased due to the cost of living crisis. Supporting individuals and families to increase income, reduce outgoings and ensure they receive all income supports has become even more vital.</p>	<p>Resources</p> <p>A community that is well provided for with facilities and services to meet the needs everyone including access to local work and training opportunities to enable people to secure an independent lifestyle.</p>

Strategic Documents for Reference

- www.midlothian.gov.uk/mid-hscp/download/downloads/id/42/midlothian-integration-joint-board-strategic-plan-2022-25-final.pdf
- www.midlothian.gov.uk/download/downloads/id/4989/community_justice_outcome_improvement_plan_and_framework_2023-28.pdf
- www.midlothian.gov.uk/downloads/file/5035/midlothian_children_and_young_people_services_plan_2023_-2026
- www.midlothian.gov.uk/download/downloads/id/4295/midlothian_statutory_community_learning_and_development_plan_2021_to_2024.pdf.pdf
- www.midlothian.gov.uk/download/downloads/id/4801/no_one_left_behind_operating_plan_2022-25_pdf.pdf
- www.midlothian.gov.uk/downloads/file/5111/child_poverty_action_report_year_5_2223

MONITORING, REVIEW AND RE-SETTING



The success of this Local Place Plan and community priorities depends on people in our community getting together to identify and address both the opportunities and threats the community faces.

For its part the Community Council commits itself to constantly monitoring the Plan's progress and, on an annual basis, to organise a public meeting with an agenda which provides for the reporting of progress, or lack of it, and the re-setting of priorities and targets where circumstances have changed.

Acknowledgements and thanks!

We would like to recognize the support that has been given from the following agencies and organisations who have played their part in one way or another in helping create the Gorebridge Local Place Plan:

- Gorebridge and District Community Council www.communitycouncilgorebridge.weebly.com
- Gorebridge Community Development Trust www.gorebridge.org.uk
- Gorebridge Community Cares www.gorebridgecommunitycares.org.uk
- Coalfields Regeneration Trust www.crtconnect.org.uk
- Midlothian Council www.midlothian.gov.uk
- Improvement Services www.improvementservice.org.uk
- Green Map System www.greenmap.org
- Place and Wellbeing Alliance www.ourplace.scot
- Scottish Government www.gov.scot/publications/national-planning-framework-4

MAKING IT HAPPEN

To find out more information about this plan or to volunteer with any projects please email Gorebridge and District Community Council gorebridgecommunitycouncil@gmail.com

A big thank you to everyone in our local communities who helped make this Gorebridge Local Place Plan possible.

Further information and access to resources that supported the creation of this plan can be found at the link below or using the QR Code

www.bit.ly/GorebridgeLPP



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 **Coalfields
Regeneration
Trust**
BUILDING PROSPERITY & OPPORTUNITY

The Coalfields Regeneration Trust
Registered Charity No.1074930 in England and Wales
A Charity Registered in Scotland No SCO3927a



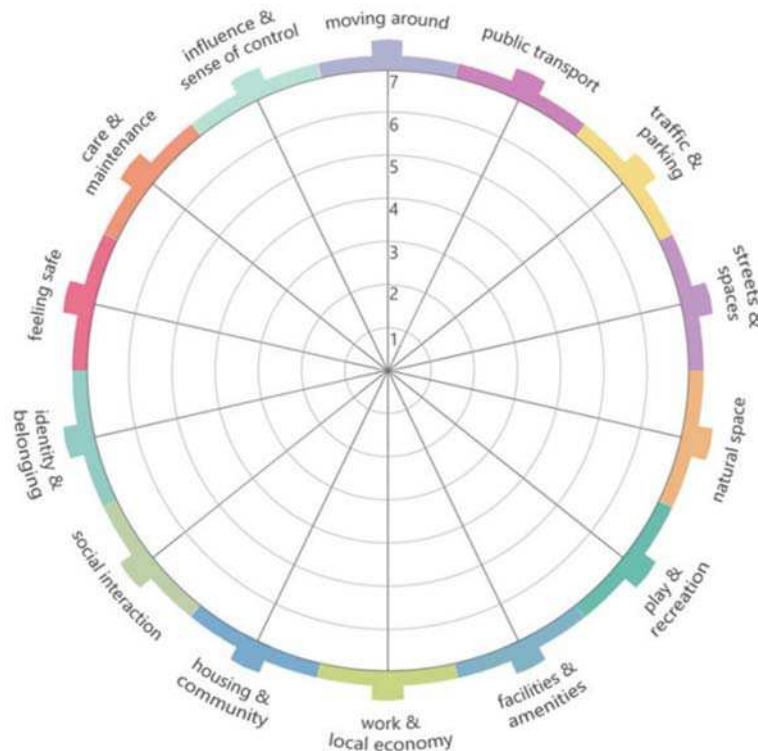
For a PDF version of this community action plan and for further information visit

www.crtconnect.org.uk

Mayfield & Easthouses Local Place Plan

Led by Mayfield and Easthouses Community Council

Version 28th March 2024



Summary

The Scottish Government has introduced Local Place Plans (LPP) as a way for communities to help achieve change in their local area. Local Place Plans were introduced by The Planning (Scotland) Act 2019 (Section 14) which allows community bodies to set out their own proposals for the development or use of land in their area. The Act contains a new right for communities to produce these plans as part of the new Scottish planning system and influence the content of the next Midlothian Local Development Plan.

Following consultation with the community in September 2023, the main theme of the Local Place Plan is restoring community pride. The town centre redevelopment remains a priority, as does safe routes to school and constantly improving infrastructure. We also address the level of housing development in the area.

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- 6.8 Employment Land Audit 2023 - Mayfield Industrial Estate
- 6.9 Letter/email to Head of Planning at Midlothian Council from Midlothian Federation of Community Councils
- 6.10 MECC Minutes June 2023 including report about pre-submission information and communication
- 6.11 Pre-submission Information Notice in Midlothian Advertiser (published 8th June 2023)
- 6.12 Correspondence between Policy & Road Safety Consultant and Planning department of Midlothian Council relating to the Crawlees Road (July 2022)
- 6.13 Springfield Transport Assessment (P17-18) relating to Crawlees Road
- 6.14 Proposed path for Safe Route to Easthouses Primary School

1: INTRODUCTION AND ACKNOWLEDGMENTS

1.1 Land-Use Planning

Land-use planning is meaningful when it focuses on people, their needs, and their aspirations. In this Draft Local Place Plan for Mayfield & Easthouses, the aim is to consider the views of the people represented by the Mayfield & Easthouses Community Council (MECC or CC) within its boundary.

Community Councils are the most local tier of government in Scotland, and MECC has the duty to represent community views. It is for this reason the Community Council is responsible for the preparation of this Local Place Plan.

1.2 The UK Government's Planning Premise

The UK Government's premise for land-use planning is to ensure the right development in the right place at the right time, benefiting communities and the economy. Local authorities have played a crucial role in land-use planning for the past seventy-five years.

In recent decades, economic interests have often been prioritised over community well-being. However, there's a point where this prioritisation negatively impacts people's lives, and this community believes that it has reached that point.

Although Local Place Plans offer promising opportunities, there are still gaps and uncertainties, such as the relationship between Neighbourhood Plans and Local Place Plans.

Since the 1960s, planning has broadened to give communities a more significant voice in shaping their future, addressing social inequalities and environmental concerns. The Scottish Government's introduction of Local Place Plans is a step in the right direction, allowing communities to have a say in their future. This marks a significant change in approach to planning which was previously very much top-down. In the future an emergence of a bottom-up approach will be seen, starting with Local Place Plans.

1.3 Sources used in Secondary Analysis

MECC has analysed various sources of information and data, including:

1. Midlothian Council Performance Team: Mayfield & Easthouses Neighbourhood Profile 2016 (https://mayfieldandeasthouses.cc/wp-content/uploads/2023/11/2016-Mayfield_Easthouses-Neighbourhood-Profile.pdf)
2. Midlothian Council Single Midlothian Plans (https://www.midlothian.gov.uk/downloads/download/89/single_midlothian_plan_documents)
3. Mayfield & Easthouses Community Futures Neighbourhood Plan 2012-2017 (https://www.midlothian.gov.uk/downloads/file/206/mayfield_and_easthouses_neighbourhood_plan)
4. Mayfield & Easthouses Neighbourhood Plan 2019-2024 (<https://mayfieldandeasthouses.cc/wp-content/uploads/2023/11/Plan-document-2019-April.pdf>)
5. Argentix & Lemon Tree Consulting Mayfield & Easthouses Roadmap 2017 (<https://mayfieldandeasthouses.cc/wp-content/uploads/2023/11/MERoadmap-2017.pdf>)
6. Mayfield Town Centre Regeneration Masterplan 2021 (<https://mayfieldandeasthouses.cc/wp-content/uploads/2023/11/Mayfield-Town-Centre-Masterplan.pdf>)
7. Midlothian Council: A Great Place to Grow: Profile of Midlothian 2019 (https://www.midlothian.gov.uk/downloads/file/3839/midlothian_profile_2019)

8. Midlothian Council Performance Unit Midlothian: A Great Place to Grow: Profile of Midlothian 2022
(https://www.midlothian.gov.uk/downloads/download/861/midlothian_profile_2022_pdf)
9. Midlothian Council: A Great Place to Grow: Profile of Midlothian 2021
(https://www.midlothian.gov.uk/downloads/file/4509/midlothian_community_planning_partnership_profile_2021_pdf)

1.4 The Population of Mayfield & Easthouses

The population of the Mayfield & Easthouses Community Council area is approximately 7,464 according to the 2021 Census (4491 for Mayfield and 2973 for Easthouses). Midlothian Council have estimated the 2023 population of the whole Mayfield & Easthouses Community Council Ward Area at 8,315 people based on the number of residential properties in the Ordnance Survey AddressBase multiplied by an average household occupancy in Midlothian of 2.28 people per dwelling. This represents 8.65% of the total estimated Midlothian population of 96,038. A map of the Ward area is included in *Appendix 6.5* and highlights the geographical area covered by this Local Place Plan.

1.5 Primary Research

MECC conducted a public survey to gather the views of the community. The survey included questions provided by the Scottish Government and additional questions created by the CC to collect qualitative data. *Appendix 6.10* shows a report to the June 2003 Community Council meeting detailing position on engagement.

1.6 Acknowledgements

Several individuals and organisations have contributed to this Draft Local Place Plan, including Community Councillors, Mayfield and Easthouses Development Trust, Mayfield and Easthouses Youth 2000, Mayfield Scotmid (The Co-op), The Mayfield Dental Practice, Newbattle High School, Newbattle Library, and Newbattle Leisure Centre.

Gratitude is also given to Alison Challis of Midlothian Council and the Council itself for sharing valuable information gathered during related consultations.

1.7 This Local Place Plan and Next Steps

This is the final version of the Local Place Plan for Mayfield and Easthouses, following consultation with the community. It will now be submitted to Midlothian Council by 31 March 2024. Scottish Ministers will review the first Local Place Plans in 2026.

2: PLACES AND PEOPLE

2.1 Places

2.1.1 Mayfield and Easthouses Community: Two Areas

The Mayfield and Easthouses community comprises two distinct areas:

- **Easthouses** was established in the 1920s to house coal miners, many of whom came from the west of Scotland. It experienced growth in the 1950s and currently has a population of 2,973 (2021 Census).
- **Mayfield** was built in the 1950s and 60s to accommodate colliery and essential workers, in conjunction with the expansion of Easthouses. Its current population stands at 4,492 (2021 Census).

The combined population of these areas totals 7,464 (2021 Census).

2.1.2 Employment Landscape

Historically, the local employment landscape was heavily influenced by coal mining, directly and indirectly, over many decades. However, like the rest of the UK, the coal mining industry was discontinued for various reasons. The last coalfield in Scotland was flooded in 2002, marking the end of an era and a significant cultural shift.

Since then, residents of the Mayfield and Easthouses community have primarily found employment as sole traders, within micro-enterprises, or through commuting to work in Scotland's Central Belt, specifically in places like Edinburgh, other Lothians, and Glasgow.

Refer to *Employment Land Audit 2023* (Appendices 6.7 and 6.8) for current Employment land use.

2.1.3 Defining a 'Town Centre'

A misperception arose regarding the term 'town centre' in *Argentix & Lemon Tree Consulting Mayfield & Easthouses Roadmap 2017* (Source 5). It's crucial to clarify that neither Mayfield nor Easthouses is, in fact, a town, despite claims made by Understanding Scottish Places (<https://www.usp.scot/>). Furthermore, the document's focus on an entity called 'Mayfield Easthouses', which does not exist, adds to the confusion. However, the communities of Mayfield and Easthouses consistently regard the main shopping precinct as their 'Town Centre'.

Despite these issues, many aspects within *Argentix & Lemon Tree Consulting Mayfield & Easthouses Roadmap 2017* (Source 5) remain valid, utilising existing resources, strengths, and the potential of the Mayfield and Easthouses community. Diagram 8 and the Place Planning Tool are valuable references. Moreover, the core objective of this Local Place Plan is to realise the broader intention of enhancing the community's circumstances and life prospects. The rationale behind this objective will be explained in the following sections.

2.1.4 The Interplay Between a Place and its People

Distinguishing a place from its inhabitants is exceedingly difficult, as they share a tight and symbiotic connection. Research demonstrates the significance of this relationship. Some studies reveal how place influences people's emotional connections and self-perception. Others emphasise the enduring importance of a place where people spent their childhood, underscoring the need to foster a sense of place and agency in young individuals, which can positively impact their involvement in the community.

Effective partnerships and the empowerment of young people in their formative years are critical for cultivating a sense of place and agency. The Mayfield and Easthouses Development Trust (MAEDT) and Y2K continue to guide actions for the Mayfield and Easthouses community in respect of young people.

Despite changes since *Argentix & Lemon Tree Consulting Mayfield & Easthouses Roadmap 2017* (Source 5) was published in 2017, including organisational structures and terminologies, the overall situation in Diagram 8 remains similar. Unfortunately, conditions have worsened for the majority of community members since 2017.

2.2 People

2.2.1 Population Projections

Population projections for Midlothian consistently indicate growth, particularly among age groups 0-15 and 30-59. There's also an increase in the over 65 age group, reflecting a global trend in developed economies. The impact of new housing development on population growth is discussed in Section 4.9.

2.2.2 Deprivation and Health Issues

The Mayfield and Easthouses community is among the 20% most deprived areas in Scotland, according to the Scottish Index of Multiple Deprivation (SIMD). Its residents face higher risks of long-term illnesses, harmful alcohol consumption, smoking, coronary heart disease, respiratory disease, diabetes, cancer, and require multiple hospital admissions or community/residential care. Homelessness rates are expected to rise, and the local Citizens Advice Bureau has concerns about Midlothian Council's performance in addressing homelessness.



Midlothian Council ranks 21st out of 32 Scottish local authorities in the 'top' 20% on the Scottish Index of Multiple Deprivation (SIMD). The CC area includes some of the most disadvantaged areas in Scotland, plagued by systemic and long-standing disadvantages.

2.2.3 Analysis of Source Materials

- a) *Mayfield & Easthouses Community Futures Neighbourhood Plan 2012-2017 (Source 3)* is crucial for developing this Local Place Plan as it relies on primary data, including community surveys, focus groups, and a Community Futures Open Day. It outlines a comprehensive description of the Mayfield and Easthouses community, an Action Plan for 2012-2017 but sets no clear monitoring or evaluation mechanisms.
- b) *Mayfield & Easthouses Neighbourhood Plan 2019-2024 and Argentix & Lemon Tree Consulting Mayfield & Easthouses Roadmap 2017 (Sources 4 & 5)* draw from existing public data sources. The *Midlothian Profile 2022 (Source 8)* is based on estimated population data, not aligning with National Records of Scotland figures from the 2021 Census. *Mayfield & Easthouses Neighbourhood Plan 2019-2024 (Source 4)* focuses on closing the gap between life outcomes in the community and those across Midlothian. This poses significant challenges due to the differing goals of efficiency, reducing inequality, and improving life opportunities.
- c) Both the *Midlothian Profile 2019 (Source 7)* and *Midlothian Profile 2022 (Source 8)* use aggregate data for Midlothian, limiting the applicability to the specific CC area. Population estimates vary, with *Mayfield & Easthouses Neighbourhood Profile 2016 (Source 1)* using 2011 Census data, estimating a 4% population decline by 2021.
- d) *Midlothian Profile 2019 (Source 7)* shows a trend of rising child poverty and out-of-work benefits in the CC area, likely to continue. The population of over-65s is growing in Midlothian, in line with developed economies.
- e) The CC area has a small minority ethnic population, though slightly higher than county-wide percentages. Adult learners in ESOL (English for Speakers of Other Languages) and ALN (Additional Learning Needs) represent 18.5% of the total across Midlothian.
- f) *Mayfield & Easthouses Neighbourhood Profile 2016 (Source 1)* indicates that nearly 70% of households in the CC area experienced some level of deprivation/disadvantage according to the 2011 Census, a figure expected to have grown over the decade. Similar trends apply to economic inactivity, reliance on food banks, and homelessness.

g) *Midlothian Council Single Midlothian Plans (Source 2)* shows that the CC area residents face poorer employment opportunities, lower wages, lower life expectancy, higher elderly and disabled populations, reduced access to amenities, lower qualifications, and higher crime rates. Midlothian Council aimed to close the life outcomes gap by 2020, but no evidence suggests that this target has been met, partly due to austerity policies.

2.2.4 The Reality of the Community

The challenges faced by the Mayfield and Easthouses community have remained largely unchanged since the year 2000, with some even worsening. This Local Place Plan focuses on what can be done to reverse this decline and empower the community.

3: THE NEW DATA

3.1 Community Survey Overview

MECC conducted a public survey questionnaire to gauge the community's current views in 2023 and the results indicate dissatisfaction or discontent across most of the Scottish Government Indicators (14 Themes). People desire improvements in various aspects, with the *Moving Around* theme being the only exception.

3.2 The Scottish Government's 14 Themes

The Place Standard contains 14 themes that support the Six Qualities of Successful Places. The six qualities are listed in *Appendix 6.3*. It is reasonable for the community to want to live in a 'successful place'.

3.2.1 Survey Insights Overview

The survey results show that most people aren't very happy with many aspects of life in Mayfield & Easthouses. Out of 14 themes measured, 10 show people feeling dissatisfied or not happy. Three are just okay, and only one area *Moving Around* is rated quite positively. However, it's worth noting that this score doesn't dismiss significant concerns about *Public Transport*, highlighting a desire for marked improvement.

3.2.2 Using the Scottish Government Themes

Although reservations were had about how the Scottish Government measured these things (Likert scale), it was thought their categories were still a good way to talk about what was found in the research. This choice helps explain the findings in a way that's clear and makes sense.



The Themes (and scores, out of 7) are:

1	Care & Maintenance	2.95
2	Play & Recreation	3.08
3	Streets & Spaces	3.08
4	Natural Space	3.12
5	Influence & Control	3.23
6	Feeling Safe	3.23
7	Work & Local Economy	3.29

8	Facilities & Services	3.29
9	Housing & Community	3.33
10	Social Interaction	3.48
11	Identity & Belonging	3.51
12	Traffic & Parking	3.72
13	Public Transport	3.91
14	Moving around	4.98

3.2.3 Analysis of Theme Scores

Looking at how people rated each theme, a clear pattern emerges. The first 10 scores are low, meaning people aren't happy about those things. The score for *Identity & Belonging* narrowly surpasses the breakpoint (3.5/7), while the subsequent scores for Themes 12 and 13 hover around a middling sentiment. Only Theme 14, *Moving Around* achieves a notably higher score. However, collectively, these findings align with previous data, reinforcing the existing understanding:

- Significant challenges constrain Mayfield & Easthouses' potential, a reality spanning back to at least 2000.
- This community faces systemic deprivation and disadvantage, compounded by social, economic, and demographic factors.
- Some pervasive attitudes and behaviours suggest a decline in confidence, identity, and culture following the local mining industry's demise and its broader implications across the UK.

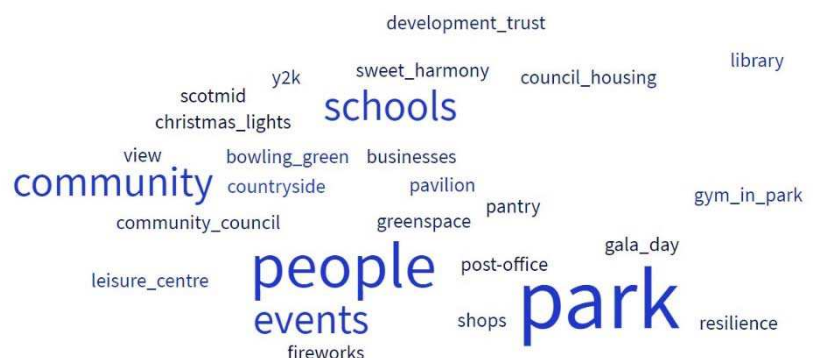
3.2.4 Restoring Community Pride

The Bennett Institute for Public Policy at the University of Cambridge (<https://www.bennettinstitute.cam.ac.uk/publications/pride-in-place/>) emphasises the significance of local pride in fostering community well-being. However, the absence of such pride reflects a community malaise, signalling an urgent need to revive a sense of belonging and communal pride within Mayfield & Easthouses. Addressing this challenge is paramount.

3.3 Open Questions

To substantiate the conclusions drawn in Section 5.1, it's essential to highlight the responses gathered from the Public Survey Questionnaire. A significant portion of the open-ended comments received were critical or expressed negative sentiments beyond the scope of the inquiries made. When prompted about 'assets, resources, or benefits' within the community, respondents voiced concerns such as inadequate transportation, limited recreational facilities, lack of employment opportunities, insufficient shopping options, healthcare deficits, and deficient public transportation routes. Additionally, comments highlighted issues with insufficient green spaces, poor infrastructure, and an overall perception of community decline.

Yet, among these critiques, respondents also acknowledged certain entities within the community as valuable assets. Institutions such as MAEDT, the Pavilion and Pantry, the Library, Leisure Centre, and the High School (collectively referred to as 'Newbattle'), along with the presence of the Community Council,



Y2K, McSence, the Community Access Team, the local Foodbank, and the Church, were identified as essential resources. These establishments not only serve as physical assets but also contribute to the community by fostering volunteerism. However, some respondents expressed dissatisfaction with staffing levels in critical areas like social work services, indicating constraints imposed by Midlothian Council's budget as a significant hindrance to community enhancement.

The survey encompassed five open-ended questions, as outlined in *MECC Local Place Plan Public Survey Questionnaire (Appendix 6.2)* (paper and online version). Analysis of the responses underscores a recurring theme: the community itself is regarded as a highly valuable asset by the residents of Mayfield and Easthouses, surpassing the perceived value of housing. In contrast, housing received numerous negative mentions, indicating widespread discontent among locals. Low ratings for *Care & Maintenance*, *Streets & Spaces*, *Natural Space*, and *Influence & Control* echo concerns raised about housing quality, issues often deliberated within Community Council meetings.

Two predominant concerns emerge: Firstly, a prevailing perception of inadequate housing, particularly in the public and voluntary sectors, including older housing stock. Secondly, widespread dissatisfaction not only with insufficient street cleaning and maintenance but also the continuous loss of green spaces and the looming issue of community coalescence.

This erosion of green spaces, coupled with the perceived community coalescence due to the number of proposed largescale housing developments connecting previously separate communities was a major contention highlighted by the 1360 letters opposing the housing development at Kippielaw Farm. Concerns extended beyond immediate development to encompass the broader issue of housing development itself, as observed in the survey responses.

In one example, a respondent under the age of 25 was representative of the views expressed by many respondents, emphasising the community's disinterest in new housing developments primarily benefiting outsiders. The focus instead gravitated towards existing housing conditions, declining facilities, and the consequential loss of green spaces affecting children's play areas. Additionally, the escalating traffic congestion raised concerns about future developments aligning with community needs, particularly considering the ageing demographic. The respondent advocated for more accessible housing options, emphasising the necessity of affordable rental accommodations over homeownership, given prevailing economic uncertainties. Furthermore, they emphasised the need for new developments to mirror existing communities in terms of housing style and considerate infrastructure planning, especially catering to elderly residents navigating adverse weather conditions.

4: RECOMMENDED ACTIONS

In creating the Local Place Plan for the Mayfield and Easthouses community, the following approaches and strategies will be adopted:

4.1 Empowering Young People

Evidence from the survey indicates the importance of creating opportunities for young people in Mayfield and Easthouses. This includes educational and employment opportunities that keep the younger population engaged, thus improving life prospects.

4.2 Tackling Deprivation

Addressing the issues of poverty, economic inactivity, and deprivation is of paramount importance. Actions will aim to raise income levels, improve access to education and jobs, and provide support to those facing the greatest challenges.

4.3 Community Engagement

Involving residents in the decision-making process and promoting community cohesion is crucial. Ensuring that the community's voice is heard will be integral to the success of this Local Place Plan.

4.4 Healthcare and Well-being

Providing access to quality healthcare and promoting well-being in the community will help tackle the health disparities highlighted in the Single Midlothian Plans.

4.5 Place-Making and Infrastructure

Improving the built environment, infrastructure, and public spaces will contribute to a more appealing and vibrant community.

4.6 Economic Development

Encouraging economic growth, job creation, and support for local businesses will be vital for improving the community's economic prospects.

4.7 Sustainability and the Environment

Efforts to promote sustainability and protect the environment will contribute to the overall well-being of the community.

4.8 Equity and Inclusivity

Ensuring equity and inclusivity across all actions taken will be a guiding principle in the development of this Local Place Plan.

4.9 Housing Development

With the completion of new housing developments at Old Newbattle High School (Cruden 79 units), Lawfield Farm (8 units – 2018VR2), Former Mayfield Inn (20 units), committed developments of the old Bryans School (72 units – H48), North Mayfield (156 units – H41), South Mayfield (439 units – H38), Dykeneuk (50 units – H49), Old Newbattle High School (Phase1 90 units), (Phase2 36 units) and forecast further developments at Scott's Caravan Park (78 units) and Kippielaw Hatchery (5 units) the overall impact will be an estimated increase in housing of around 1033 units. This equates to an increase in population for the MECC Ward Area from around 8315 currently to 10670 by the end of the MLDP2 Plan period at 2036 (Housing Land Audit (HLA), 2023).



Midlothian Housing Land Audit				
	2020	2021	2022	2023
Total Existing Housing Land Supply	11605	11449	11966	11052
Programmed Construction 2020-2026	-6609	-4500	-4303	-2528
Remaining Supply Post 2026	4996	6949	7663	8524
Proposed NPF4 Housing Target 2026-2036	8050	8050	8850	8850
Anticipated Remaining Supply Post 2026	-4996	-6949	-7663	-8524
Safeguarded Sites in MLDP	-1395	-1395	-1250	-600
Windfall Housing 2026-2036	-1250	-1250	-680	-710
Shortfall for Midlothian	Shortfall 409	Surplus -1544	Surplus -743	Surplus -984

* Scottish Gov Estimated need for the period 2026-2036 in Midlothian is 7080 units plus 25% Flexibility Allowance = 8850 units.

* Source of this information is NPF4/MLDP2 Committee Report Feb 2023 by Director of Place.

* Remaining supply excludes densification of sites by developers.

* Planners still considering adding more new sites for 2037-2046 possible MLDP3 requirements.

* The 2023 Existing Housing Land Supply figure is 11799, reduced by 747 Constrained Units leaving an Effective Housing Land Supply of 11052 Units.

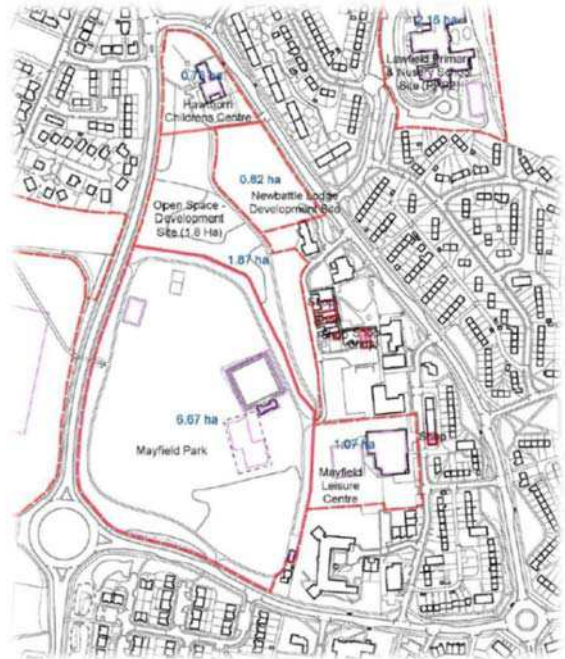
A 28% increase in the size of Mayfield and Easthouses will potentially take decades to absorb. None of these housing developments will bring any significant new amenities or new infrastructure such as roads, healthcare, retail or employment. This creates even more pressure for the redevelopment of this crumbling Town centre and for additional school capacity. Once these sites are completed there will be very little green space remaining in the community other than the two public parks. For these reasons there is considerable opposition locally across Mayfield & Easthouses (and across other CC areas) to further large-scale housing developments in MLDP2. Concerns about this have been submitted to Midlothian Council by the Midlothian Federation of Community Councils (*Appendix 6.9*). The HLA information above demonstrates that Midlothian Council is currently forecasting a surplus of 984 new houses being built in Midlothian over the MLDP2 Plan period compared to the Scottish Government's NPF4 Housing Target. Local concerns about housing development have also been recorded within responses to the Public Survey Questionnaire and discussion at Community Council meetings.



4.10 Mayfield Town Centre Regeneration

The Town Centre Masterplan prepared by the In It Together Partnership (a collective of Voluntary and 3rd Sector Organisations in Mayfield & Easthouses) was formally noted, and supported, by Midlothian Council in October 2022. The importance of the Masterplan is that it addresses much more than just redevelopment of the existing townscape and built environment. Once completed, it will benefit the whole community by providing improvements in the following areas:

- Social housing improvements and additional social housing stock
- Providing a safer Mayfield & Easthouses
- Improving amenities for families and children
- Providing community services including a community hub
- Additional community spaces
- Better shopping facilities
- Job opportunities
- Improved transport Links
- Improved sense of well-being
- Pride in place



The evidence for this is documented in detail in both the *Argentix & Lemon Tree Consulting Mayfield & Easthouses Roadmap 2017 (Source 5)* and the *Mayfield Town Centre Regeneration Masterplan 2021 (Source 6)*. Improvements to the Mayfield town centre have been in the action places of the Neighbourhood plans in both recent versions (*Sources 3 and 4*).

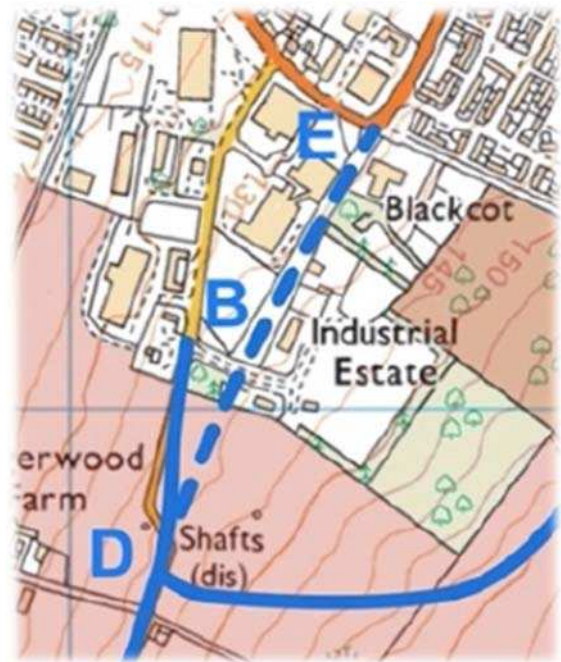
4.11 School Provision

With the recent completion of Newbattle Community Campus (1), the forthcoming provision of Easthouses Primary School (2), the replacement of Mayfield/St. Lukes Primary School Campus (3) and the existing modern Lawfield Primary School (4), Mayfield & Easthouses is extremely well placed to tackle the improvements required in educational attainment.



4.12 Road Improvements

Crawlees Road is currently heavily used by HGVs and School Buses and MECC believe that this should be discouraged using traffic calming and other road safety measures as this road will be a main artery within the new Lingerwood residential development. The noise survey also recognises that traffic on Crawlees Road will form a nuisance to new residents and require noise mitigation measures to be put in place. MECC do not believe that the road access through Mayfield Industrial Estate is an appropriate route for entry to a major prestigious residential development. With the recent four-fold expansion of NWH, due consideration should be given by Midlothian Council to finding a solution using the safeguarded road so that the industrial estate becomes a cul-de-sac for the benefit of the businesses located there and the safeguarded road becomes predominantly used by residential traffic. Map of the safeguarded road is in section 3.2 of *Appendix 6.13*.



This view is supported by the Council's Policy & Road Safety Consultee Response to the Lingerwood Planning Application in Principle (*Appendix 6.12*, Section 1). This report states that *"The Developer's Transport Assessment (TA) indicates that the realignment of Crawlees Road at its northern end cannot be achieved as the developer does not have control of the land required. The road corridor required to achieve this realignment has been safeguarded with the land being owned by Midlothian Council. This realignment SHOULD be formed as part of the overall development and would remove the need for the junction alterations identified for junction 2 (Suttieslea Rd/Mayfield Industrial Estate) in the TA."* In response the developer has stated that *"We would welcome clarification and/or further discussion on these matters."*

4.13 Safe Routes to School

A safe route has been identified for the new Easthouses Primary school from Lothian Drive. The Council have been supportive of this route but have admitted *"...that this existing footpath is through an existing historic woodland and it would be difficult to upgrade this path to a fully DDA compliant, fully lit footpath so in the Winter months the alternative route would likely need to be used"* (Ross Irvine, November 2022). The Disability Discrimination Act (DDA) is no longer in place and has been absorbed into The Equality Act 2010. This is a key piece of antidiscrimination legislation and asks for reasonable action to provide reasonable access. If all stakeholders are involved, it is believed a consensus could be reached on an appropriate course of action. Maps of the proposed path are shown in *Appendix 6.14*.

4.14 Retail in Easthouses

The shops in Easthouses were mentioned and should not be forgotten as these are important to the local residents. Little improvement has been carried out on the shopping area in over 50 years and does need investment.

5: CONCLUSIONS

The Mayfield and Easthouses community faces significant challenges, and many residents express dissatisfaction across various aspects of life. This Local Place Plan seeks to address these issues through a multifaceted approach, taking into consideration the unique needs and priorities of the community. By empowering young people, tackling deprivation, promoting community engagement, and addressing health and well-being disparities, the aim is to create a more vibrant and prosperous community for the future. Ultimately, the success of this plan will depend on the collaboration of various stakeholders, including residents, local organisations, and government bodies, working together to build a better future for Mayfield and Easthouses.

Mayfield & Easthouses Community Council, 1 June 2022
Proposal for the involvement of the Community Council in Local Place Planning

1. Community Councils

1.1 Since their inception in 1975ⁱ and the decision to continue with them in 1994ⁱⁱ, **Community Councils** (CCs) have been the most local tier of *statutory representation* in Scotland. They bridge the gap between local authorities and communities and help to make public bodies aware of the opinions and needs of the communities they representⁱⁱⁱ.

1.2 The Scottish Government's "Model Constitution" for Community Councils^{iv} sets out core objectives for CCs:

1.2.1 to ascertain, co-ordinate and reflect the views of the community which it represents, to liaise with other community groups within the area, and to fairly express the diversity of opinions and outlooks of the people;

1.2.2 to express the views of the community to the local authority for the area to public authorities and other organisations;

1.2.3 to take such action in the interests of the community as appears to it to be desirable and practicable;

1.2.4 to promote the well-being of the community and to foster community spirit;

1.2.5 to be a means whereby the people of the area shall be able to voice their opinions on any matter affecting their lives, their welfare, their environment, its development and amenity.

1.3 However, more broadly, the Acts of Parliament governing community councils allow for them to "take any action" they deem appropriate to improve their community. There have been a number of reviews of the role of community councils in Scotland, generally emphasising their importance to democratic renewal^v.

1.4 Scottish CCs do not have the right to raise funds through local taxation and are instead dependent upon local authority funding, usually for running costs only.

1.5 Since 2019, reform of the planning system in Scotland has included the setting of a Participation Statement and the development of a more consultative approach, one element of which is "introducing potential for local communities to prepare Local Place Plans, a new element of the overall National Planning Framework".

1.6 Against that background, Midlothian Council is required to

1.6.1 Publish an invitation to local communities to prepare Local Place Plans

1.6.2 Provide information on the assistance that the authority may offer to communities wishing to produce a Local Place Plan

1.6.3 Maintain a register of Local Place Plans.

That said, Midlothian Council “^{vi}does not consider that this is the right time to issue an invitation to local communities to prepare [Local Place Plans]” pending further work.

2. Local Place Plans

The idea of Local Place Plans is a key element of the Planning Scotland Act of 2018, which amends the Town & Country Planning (Scotland) Act of 1997.

As planning authorities, Scotland’s local councils are required to publish

2.1 an invitation to local communities to prepare local place plans

2.2 a timetable and indications of assistance available to local communities to support the preparation of local place plans.

An assumption is made in setting out a framework for review of local place plans after a seven year period (Schedule 19 of the Act) that local place plans will be prepared by “a community body”. This reflects the core objectives for CCs as set out in the “Model Constitution” and underlines the significance of objective 1.2.2.

3. Conclusion & Recommendation/s

Inter alia, and given the history and nature of Community Councils, it is asserted that in Midlothian,

3.1 only the Community Councils are in a position to develop local place plans, as bona-fide “community bodies”

3.2 such a role would be consistent with the core objectives as set out in 1.2 above

3.2 the Midlothian Federation of Community Councils should represent the collective interests of the Community Councils in relation to local place plans and be at the centre of the process of review at the end of the seven-year period.

Accordingly, these points should be communicated to Midlothian Council by Chairman’s letter as soon as possible, and referred to the Federation of Community Councils for follow-up.

ⁱ Local Government [Scotland] Act, 1973

ⁱⁱ Local Government etc. (Scotland) Act, 1994

ⁱⁱⁱ <https://www.gov.scot/policies/community-empowerment/community-councils/>

^{iv} <https://www.gov.scot/publications/community-councils-model-constitution/>

^v <http://whatworksscotland.ac.uk/publications/strengthening-community-councils-and-democratic-renewal-in-scotland/>

^v Development Plan Scheme for Midlothian, No 12: March 2020

1. What do you think are the most valuable assets, resources, or benefits that Mayfield and Easthouses have, whether they are being currently utilised or not? *Examples might include housing, transport, education, jobs, recreation and amenities, shops, social support, etc.*

2. What do you see as Mayfield and Easthouses's most significant disadvantages or absence of assets or resources that limit the area's potential?

3. What do you believe should be our area's most important goals or aspirations for the future?

4. What ideas do you have for improving existing facilities? Would you be interested in joining or helping to organize any of these improvements, particularly in relation to facilities and activities that you're not currently involved in?

5. Do you have any other comments or ideas that you think we should reflect on with a view to including these in our LPP?

6. Please help us by entering your postcode

Please RETURN to a collection box

Contact us: enquiries@mayfieldandeasthouses.cc

Feeling Safe

This part of the survey uses a table of questions. [view as separate questions instead?](#)

12. How safe does my place make me feel?

[Less info](#)

How safe a place feels can support community activity, affect people's wellbeing and influence how and where we spend our time. Good design and maintenance can make places feel safe by reducing crime and antisocial behaviour.

Think about the following when considering your rating:

- Does everyone feel safe in our place? (daytime, evening and night-time, children and teenagers, adults and older people, women)
- Are there physical barriers or areas that feel unsafe? (lighting, derelict buildings, empty homes, vacant land, flooding, clean/ clear paths, flooding)
- Are there social issues? (freedom of speech, anti-social behaviour, hate crime, inequality, lack of diversity)
- How do we share our concerns? (neighbourhood watch, reporting crime, social media)
- Are there other issues? (litter and graffiti, hidden or unreported crimes, unsafe at specific times/ certain places, traffic speed and volume)

	1	2	3	4	5	6	7
Please rate the place on a scale of 1 to 7, where 1 = Lots of room for improvement and 7 = Very little room for improvement	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Influence and Sense of Control

This part of the survey uses a table of questions. [view as separate questions instead?](#)

14. When things happen in my place how well am I listened to and included in decision-making?

[Less info](#)

Having a voice in decision-making can help to build stronger communities and better places. Having a sense of control can make people feel positive about their lives.

Think about the following when considering your rating:

- Does the community have a voice? (confidence to take part, getting involved, influencing decisions, doing things ourselves, do we know and successfully exercise our rights)
- Is the community listened to? (are our needs understood, who do we talk to, how are we consulted, more or less consultation)
- Are there effective local groups? (community council, residents' association, business groups, charities or lobby groups, building/ user forums, social media)
- Do I feel able to take action on my own or with neighbours? (litter picking, local improvements, working together to take action)
- Are there barriers for some people? (clear language, online/ digital tools, hearing/ vision needs, disabled people, can everyone take part)

	1	2	3	4	5	6	7
Please rate the place on a scale of 1 to 7, where 1 = Lots of room for improvement and 7 = Very little room for improvement	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

[Previous](#)

[Next](#)

Care and Maintenance

This part of the survey uses a table of questions. [view as separate questions instead?](#)

13. How well is my place looked after and cared for?

[Less info](#)

Places that are cared for can make us feel positive and secure, while those that are not looked after properly can affect people's wellbeing.

Think about the following when considering your rating:

- Are buildings, streets and spaces maintained? (clean and safe, quick repairs, loved and cared for, accessible to everyone)
- Who helps to maintain our place? (council, community, businesses, others)
- Are there any challenges? (litter and fly-tipping, vandalism, pavement surfaces, changes to services, flooding, extreme weather)
- Do we report issues? (who to, online or to a person, is it easy, how responsive, does this lead to action)
- What are local services like? (cleaning, recycling, property maintenance)

	1	2	3	4	5	6	7
Please rate the place on a scale of 1 to 7, where 1 = Lots of room for improvement and 7 = Very little room for improvement	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Mayfield & Easthouses Survey for Local Place Plan

65% complete

Page 3

15. What do you think are the most valuable assets, resources, or benefits that Mayfield and Easthouses have, whether they are being currently utilised or not? Examples might include housing, transport, education, jobs, recreation and amenities, shops, social support, etc.

16. What do you see as Mayfield and Easthouses's most significant disadvantages or absence of assets or resources that limit the area's potential?

17. What do you believe should be our area's most important goals or aspirations for the future?

18. What ideas do you have for improving existing facilities? Would you be interested in joining or helping to organize any of these improvements, particularly in relation to facilities and activities that you're not currently involved in?

19. Do you have any other comments or ideas that you think we should reflect on with a view to including these in our LPP?

20. Please help us by entering your postcode * Required

Your answer should be no more than 10 characters long.

[< Previous](#)

[Finish](#) ✓

[Finish later](#)

Mayfield & Easthouses Survey for Local Place Plan

100% complete

Final page

Many Thanks for Your Help with This. You have helped to influence the local planning policy.

Annex D – Six Qualities of Successful Places

<p>1. Healthy: Supporting the prioritisation of women’s safety and improving physical and mental health</p>
<p>Designing for:</p> <ul style="list-style-type: none"> • 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
<p>2. Pleasant: Supporting attractive natural and built spaces</p>
<p>Designing for:</p> <ul style="list-style-type: none"> • 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
<p>3. Connected: Supporting well connected networks that make moving around easy and reduce car dependency</p>
<p>Designing for:</p> <ul style="list-style-type: none"> • 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

Place Standard Tool and the delivery of successful places

The Place Standard contains 14 themes that support the Six Qualities of Successful Places, providing a consistent framework to consider and to assess the quality of new and existing places. The Place Standard tool Design Version is specifically created to support the consideration of development planning and design within the framework of the 14 Place Standard themes and to deliver on the Six Qualities of Successful Places.

8 Settlement Statements

Mayfield/ Easthouses

Background

8.2.26 The settlements of Mayfield and Easthouses were both developed to serve the mining industry. Easthouses is one of the oldest mining villages in Scotland, built in the early 1900s, whilst Mayfield was constructed in the 1950s to serve the expanding coal industry, including the Lady Victoria coalmine. This has influenced the style of building, settlement form and provision of community facilities, and has resulted in two distinct communities with a shared mining heritage. The settlements are located on the north-west facing slope of the Lawfield/ D'Arcy ridge. Some of the built-up area is on relatively high ground, and likely to be the extent of development in such areas. The settlements have a high proportion of housing originally built for social rent, and a significant amount of Midlothian's medium-rise flatted properties.

8.2.27 There has been long-standing support for the expansion of Mayfield, south and south west, for predominately private housing, alongside a new distributor road, and this will provide the opportunity to create better links for the community and access to improved transport, including the Borders Railway. This housing development has stalled, but remains a priority for Mayfield, and this committed development continues to be supported by the MLDP. The Council will work with the landowner/ developer to support delivery of this development, including a requirement for investment in improved transport and community facilities. This may result in changes to the final layout/ development programme from the approved development brief. However, there will be a number of principles which must be adhered to, to ensure the wider Mayfield community benefits from this investment.

8.2.28 Due to the scale of undeveloped but committed development land, the MLDP identifies no additional sites for housing.

Infrastructure and Community Facilities

8.2.29 Mayfield and Easthouses have three primary schools: the combined Mayfield non-denominational and St Luke's RC primary schools on a campus located alongside Mayfield library; and the recently constructed Lawfield PS. To meet the needs of the Mayfield and Newtongrange committed development sites, a requirement, and provisional site, for a new primary school had been identified. This school will be needed once there is a sufficient scale of development on the committed development sites, and will be provided through developer contributions. Secondary

education is provided at Newbattle Community High School, which is to be replaced on land adjacent to the current school site. Developer contributions will be sought for additional capacity required from all new housing developments. There is a leisure centre and library serving these communities. Newbattle Health Centre, which was recently rebuilt, has sufficient capacity to meet the needs of the expanding communities.

8.2.30 Mayfield town centre provides for local shopping needs, but supermarkets outside Mayfield and Easthouses are widely used. It is unlikely that there will be significant demand for additional retail floorspace to locate in these settlements, however the MLDP safeguards Mayfield town centre and supports environmental improvements where needed. In addition, the MLDP support for the committed Mayfield housing sites, with associated distributor road, will improve access to the A7 at Stobhill, and there is MLDP support for a new superstore in this wider location. The expectation is that the distributor road will provide for a public transport link, and consequently Mayfield will have improved access to a wider range of retail facilities, and consequently job opportunities.

Environment

8.2.31 Parts of Mayfield are of relatively high density, and development is located on sloping ground at elevated levels, resulting in Mayfield being prominent from distant views. It is important that there is compensation in terms of public open space and landscaping to improve the environment for residents, and for the setting of the settlement, including from longer views. There may be limited opportunities to implement such improvements within existing built-up areas; however, committed development sites can provide the scope to introduce such improvements. In some locations this will also reduce the impression of coalescence between built-up areas. Masterplans, development briefs and planning applications should give consideration to achieving environmental improvements which will have wider benefits, including delivering green networks.

Key Issues

8.2.32 The following are identified as the key issues facing the Mayfield and Easthouses area, considering commitments from previous Local Plans; the impact of development on the area; and the aspirations of the local community:

- Providing for a range of housing, in terms of tenure, density and size
- Need to improve access to services and employment

Settlement Statements 8

- Impact on the environment of relatively dense development on a sloping setting
- Potential coalescence of built-up areas
- Importance of retaining and enhancing the core path network into the countryside ('neighbourhood planning' issue)
- Need to improve Mayfield town centre and foster community cohesion between existing and new housing areas ('neighbourhood planning' issue)

Key Planning Objectives

- Support the development of committed sites, along with the associated transport and community infrastructure
- Support environmental improvements, including Mayfield town centre and provision of green networks

Contribution to Settlement Strategy

8.2.33 To meet the requirements of the SESplan spatial strategy, the MLDP expects the delivery of the existing committed development land as set out below. The MLDP allocates no additional development sites in Mayfield/ Easthouses.

Committed Development

Site Ref	Site Name	Outstanding Capacity	Expected Contribution up to 2024
h38	South Mayfield	439	200
<i>Development Considerations</i>			
Site allocated in MLP 2003 (site U); part of site under construction but majority of site still to be brought forward. There is a development brief for the site (and sites h34 and h35 in Newtongrange) which requires to be revised or replaced. The design and layout of development should also relate to adjacent site h49 at Dykeneuk. The developer has experienced difficulty in bringing forward a			

Site Ref	Site Name	Outstanding Capacity	Expected Contribution up to 2024
development which satisfies the development brief, due to the difficult ground conditions and there is a need for a committed effort to resolve these difficulties to ensure housing is delivered on this site (and neighbouring committed land) to contribute to housing land requirements. However, it is recognised that the difficulties may take time to resolve and, for this reason, it is unlikely that the site will be fully developed within the plan period. The development site includes a site for a primary school. There will be a need for additional capacity for both primary and secondary education. Some capacity is available at Mayfield PS, but the new primary school will be required to serve much of this site, along with h49 (and the Newtongrange sites of h34 and h35). Secondary education will be provided at Newbattle Community High School, which will be rebuilt during the plan period. Developer contributions will be sought for education provision. There is a requirement for two new/ improved roads serving this site (along with h34, h35 and h49), which will ensure connectivity for Mayfield and Newtongrange (upgrading of B6482 (Blackcot to Gowkshill); and new distributor road (Bogwood Road to B6482)). It is important that development includes substantial landscaping, including on the periphery, to minimise the impact of development on this prominent site. This landscaping can be incorporated into the green network in this location. There will be a requirement for improvements to community facilities, to address the impact of this scale of development. This may be provided in association with new school provision, and developer contributions will be sought.			
h41	North Mayfield	63	63
<i>Development Considerations</i>			
Site allocated in MLP 2003 (site X). The site is in an elevated location, and its development will need to avoid the highest parts of the site and to provide substantial perimeter planting to create a long-term settlement edge. Access will be taken through a neighbouring consented social housing site (Oak Place); however, the layout and access options should consider the relationship with the committed housing site at Bryans (h48) to deliver a better design/ layout solution. Additional capacity will be required at Lawfield PS and Newbattle Community HS for which developer contributions will be sought.			

8 Settlement Statements

Site Ref	Site Name	Outstanding Capacity	Expected Contribution up to 2024
h48	Bryans, Easthouses	65	65
<i>Development Considerations</i>			
Site allocated in MLP 2008 (site H4). The site is a brownfield opportunity (resulting from re-provisioning of Bryans PS on a new site as Lawfield PS). Local access issues will require consideration, however there is potential to address access in association with the neighbouring North Mayfield (h41) site. Additional capacity will be required at Lawfield PS and Newbattle Community HS for which developer contributions will be sought.			
h49	Dykeneuk, Mayfield	50	50
<i>Development Considerations</i>			
Site allocated in MLP 2008 (site H7). The housing development should be restricted to the northern part of the site with the remainder being utilised for community woodland with public open space and footpaths linked where possible to the local access and wider core paths network in order to promote public access between the urban areas and the surrounding countryside. The design and layout of the site and delivery of the development should be brought forward within the context of the development brief for the adjoining committed development sites (h34, h35 and h38) or any revised or replacement development brief for the area. The site will benefit from the planned improvements to the local roads (upgrading of B6482 (Blackcot to Gowkshill) and the new distributor road (Bogwood Road to B6482)) and appropriate developer contributions will be sought towards these. Additional capacity will be required for primary and secondary schools for which developer contributions will be sought.			

Table 8.12 Mayfield/Easthouses Committed Development

Implementation

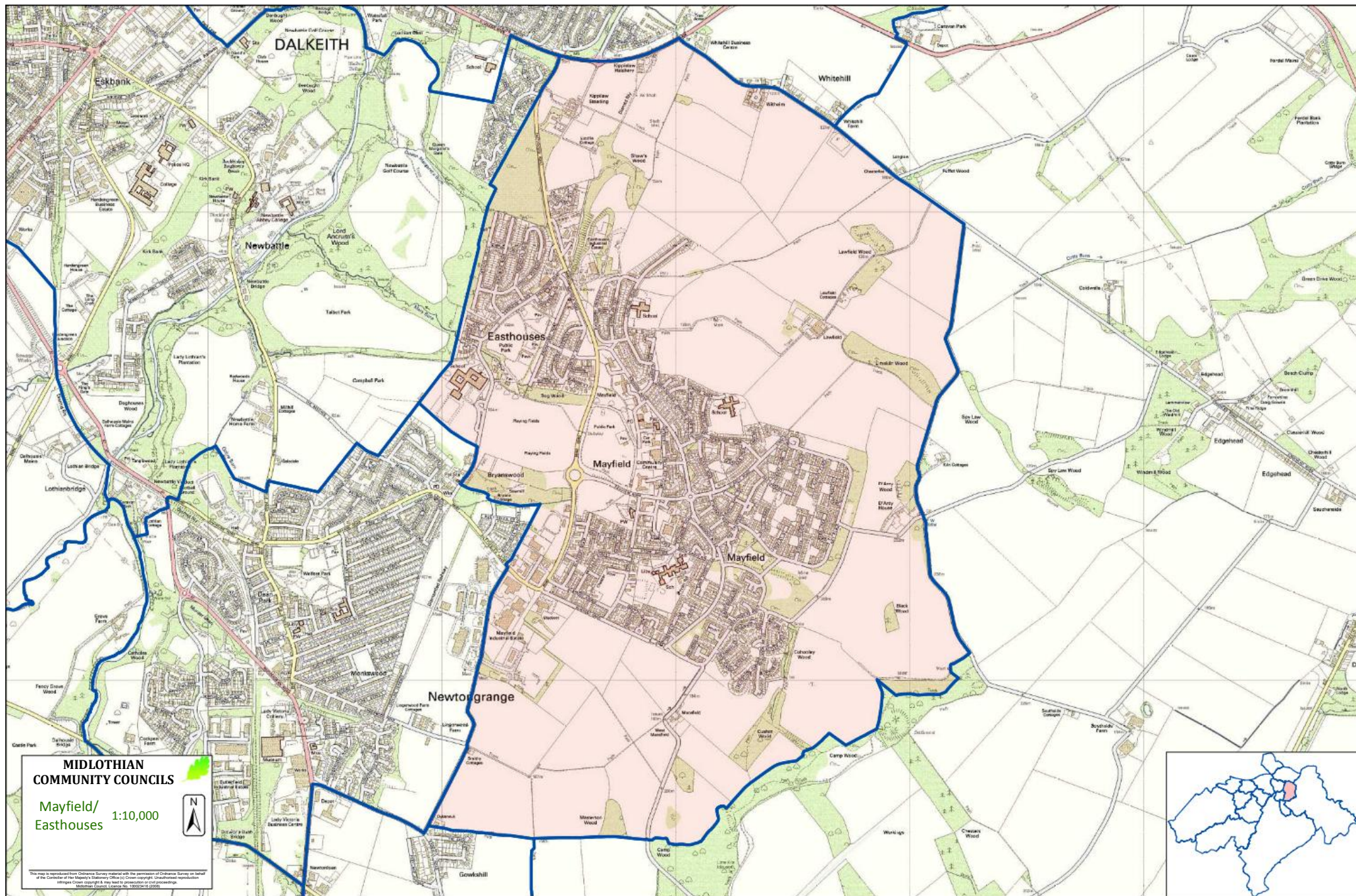
8.2.34 The following infrastructure or other developer contributions will be required. Further details are provided in the section 75 agreements for those development sites with planning approval (where relevant) and in the Implementation section of this Plan (policies IMP1 and IMP2). Also refer to the *Developer Contributions Supplementary Guidance*.

Requirement	Relevant Site
Transportation	
Borders Rail	h48; h49
Upgrading of B6482 (Blackcot to Gowkshill)	h38; h49
Distributor road (Bogwood Road to B6482)	h38; h49
Access improvements, including footpaths and cycleways	h38; h41; h48; h49
Reference should be made to paragraph 4.5.8 of this Plan with respect to cross-boundary strategic transport infrastructure (subject to outcome of Transport Scotland study)	h38; h49
Education	
New primary school at South Mayfield	h38; h49
Additional capacity at Lawfield PS	h41; h48
Additional capacity at Newbattle Community High School	h38; h41; h48; h49
Additional capacity at denominational secondary school	h38; h41; h48; h49
Green Network/ Landscaping	
Structure landscaping and open space (as per planning consent/ masterplans/ section 75 agreement)	ALL
New green network links	h38; h49

Settlement Statements 8

Requirement	Relevant Site
Other Requirements	
Affordable housing (as per policy/ section 75 agreement)	h38; h41; h48; h49
Improved library provision	h38
Contribution to community/ leisure facility	h38
Improvements to Mayfield town centre	h38; h41; h48; h49
Water and drainage infrastructure (as required)	ALL

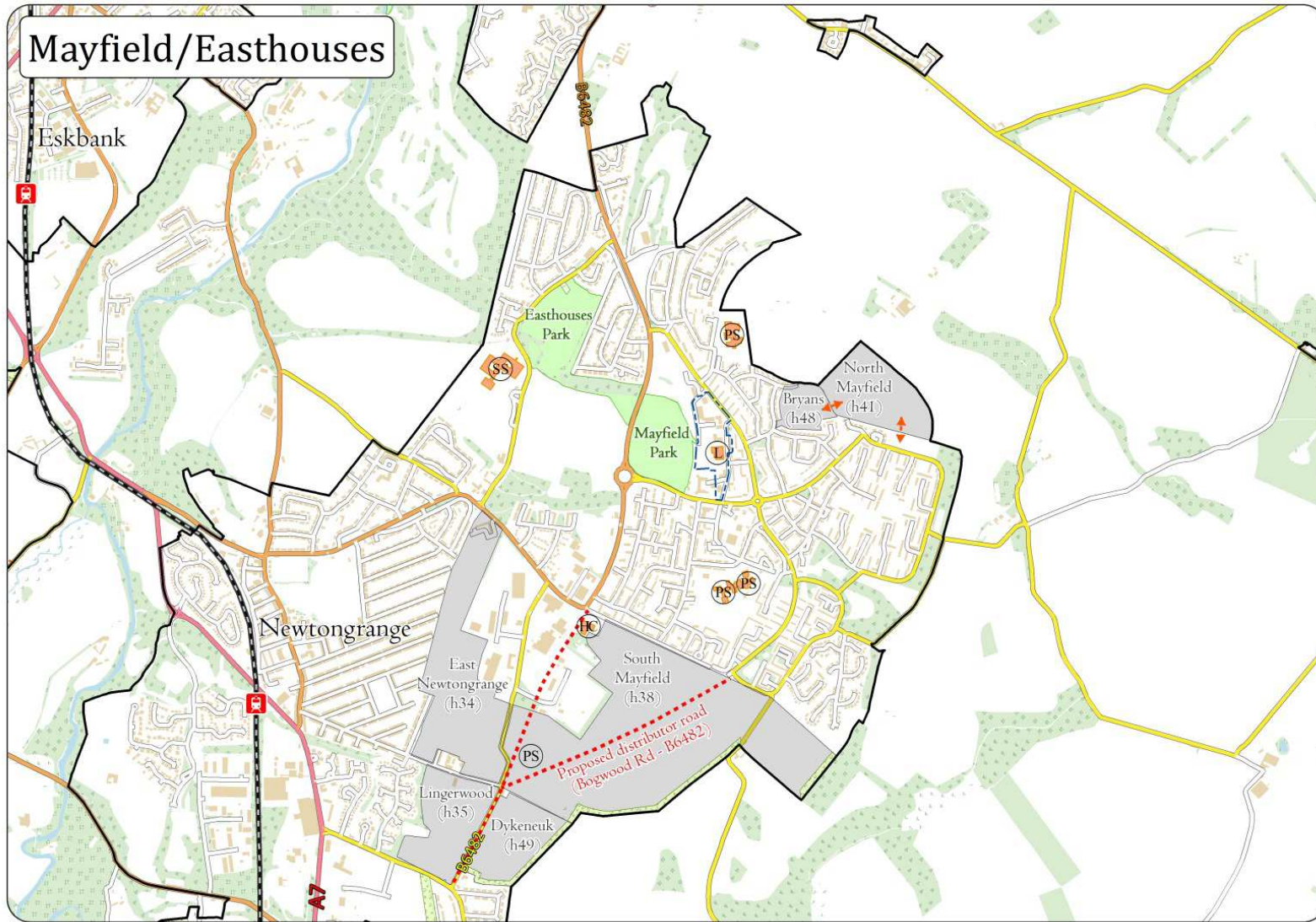
Table 8.13 Mayfield/Easthouses Implementation Requirements



**MIDLOTHIAN
COMMUNITY COUNCILS**
Mayfield/
Easthouses 1:10,000

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8 Settlement Statements



Mayfield/Easthouses Settlement Statement map

6.9 - Easthouses Industrial Estate



Site reference: e18
Settlement: Easthouses
Grid reference: NT 34656 65829
Gross site area: 1.83ha
Gross vacant land: 0.03ha
Suitable use class(es): class 5
Neighbouring land use class(es): class 9
Availability: fully occupied

Comments on constraints: none

Site notes:

- The majority of this site is used as a car breakers yard and for vehicle scrappage and maintenance;
- This site has become fully occupied since the last ELA was published in March 2022 and construction has started on a building at the south of the site.

6.19 - Mayfield Industrial Estate



Site reference: e17

Settlement: Mayfield

Grid reference: NT 34244 64268

Gross site area: 23.83ha

Gross vacant land: 2.41ha

Suitable use class(es): classes 4 and 5

Neighbouring land use class(es): classes 2 and 9

Availability: minor constraints

Comments on constraints:

- Potential uses at this site must be mindful of neighbouring residential areas;
- The site is some distance from the A road network and access is via a busy junction with the B6482 Suttieslea Road;
- There are multiple water and wastewater assets within this site.

Site notes:

- The land to the south and east of this site is allocated for housing and an application was minded to be consented at the Council's February 2023 Planning Committee (22/00027/PPP). The MLDP supports road realignment and the formation of a new distributor road through part of that housing allocation (see LDP page 108) and the application's layout follows this;
- Housing application 22/00597/PPP is pending at the time of writing and includes the vacant land at the north east of this site;
- Applications 22/00719/DPP and 22/00898/DPP are for retrospective consent for waste activities at the south west of this site and were both submitted since the publication of the last ELA.

From: Midlothian Federation of Community Councils <federation@midlothiancommunitycouncils.org.uk>

Sent: Monday, November 13, 2023 9:26 PM

To: 'Peter Arnsdorf (peter.arnsdorf@midlothian.gov.uk)' <peter.arnsdorf@midlothian.gov.uk>

Cc: bryan.pottinger@midlothian.gov.uk; Colin.Cassidy@midlothian.gov.uk; connor.mcmanus@midlothian.gov.uk; david.virgo@midlothian.gov.uk; Debbi.McCall@midlothian.gov.uk; derek.milligan@midlothian.gov.uk; Dianne.Alexander@midlothian.gov.uk; douglas.bowen@midlothian.gov.uk; ellen.scott@midlothian.gov.uk; kelly.drummond@midlothian.gov.uk; kelly.parry@midlothian.gov.uk; margot.russell@midlothian.gov.uk; Pauline.Winchester@midlothian.gov.uk; Peter Smail <Peter.Smail@midlothian.gov.uk>; russell.imrie@midlothian.gov.uk; Stephen Curran <stephen.curran@midlothian.gov.uk>; Stuart McKenzie (Stuart.McKenzie@midlothian.gov.uk) <Stuart.McKenzie@midlothian.gov.uk>; willie.mcewan@midlothian.gov.uk

Subject: MLDP2 New Housing Allocations

To: Head of Planning, CC: All Members of Midlothian Council

From: Robert Hogg, Chair, Midlothian Federation of Community Councils
(on behalf of all Midlothian Community Councils)

MLDP2 New Housing Allocations

The Midlothian Federation of Community Councils has given serious consideration to the issue of further new housing sites being allocated in MLDP2. All but one Community Council are of the view that they don't want any more major new sites allocated, or safeguarded, for further housing development beyond those already included in the current adopted Local Plan.

Our reasons for not wanting any major new allocations are:

1. The additional Capital and Revenue costs to the Council for Schools, Roads, other infrastructure, public services, etc will create serious financial problems for Midlothian Council.
2. More houses are not required because we have a **surplus** from MLDP1 (currently 743 units across Midlothian).
3. We need to build out the existing committed sites in MLDP1 before considering further growth, which may not actually turn out to be required.
4. Developers will use the inclusion of new sites in MLDP2 to bring applications forward ahead of committed sites where they see a commercial advantage. Applications will be difficult to refuse when the land is zoned/safeguarded for housing and therefore Councillors will be under pressure to approve these or risk losing at appeal.
5. The surplus of new housing included in MLDP1 does not take account of the impact of densification on committed sites or delays in the existing build programme when forecasting the need for additional provision. In some cases densification can be as much as 200% of the site capacities used in the Local Plan/Housing Land Audit thus further reducing the need for new sites.
6. The allocation of new sites in MLDP2 to satisfy possible MLDP3 needs would be absurd. Attempting to plan for the period 2036-2046 at this stage simply has too many variables and uncertainties to be able to predict the situation in the run up to 2046.

7. Local Place Plans should take priority in the preparation of MLDP2. Unless an LPP specifically seeks more new housing, then the presumption should be against any new allocations being included.
8. There may be a desire for smaller new sites of less than 20 units in specific Community Council Wards in order to satisfy a local need for specific types of housing on gap sites or brownfield sites. If this is the case, then these needs will be identified in the relevant Local Place Plan.
9. The view of the single dissenting Community Council was that, while they share concerns over the impact of additional housing on local infrastructure, they believe there is still a need for properly affordable housing, particularly for young people starting out on the housing ladder. They would also like to see a dialogue with Planning Officers on the types of housing that are approved and whether they are appropriate for their community.

Robert Hogg

Mayfield and Easthouses Community (MAECC) Minutes of meeting 7 June 2023 7pm - Meeting held in Mayfield Church

ATTENDEES

Robert Hogg (Chair, CC), Judy Thomson (Treasurer), Stuart McKenzie, Theresa Morrison, George Jackson, Craig Gallier, Stephen Liddell, Peter Smaill, Sharon Hill, Bryan Pottinger, Michael Hogg, Susan Ryan, Jennifer Allison, Laura D'Arcy, Eileen Kerr, Arthur Blackhurst, Cal Haston

Apologies

Brian Martin, Tracylee Armit

1. Welcome and apologies

RH welcomed everyone to the meeting and noted apologies (documented above). He suspended normal business for a presentation about the new Easthouses Primary School, by Council Officers, emphasising its inclusivity and open nature.

- Questions were raised and answered regarding security, subsidence, footpaths, catchment areas, maintenance strategy, solar panels, and pupil capacity.
- It was mentioned that local people, including apprentices, would be employed for the project.
- Jennifer Allison introduced herself as the Head Teacher of the new school and expressed excitement about the upcoming developments.

Review of previous meeting minutes:

- RH read out the minutes from the last meeting.
- MH enquired about any updates on a new Community Police Officer, the traffic report, and issues related to NWH.
- RH shared the changes made to Midlothian Community Officers, reducing the number from 9 to 6.
- MH suggested requesting a meeting with the police to discuss their attendance at community meetings.
- Ongoing discussions with NWH were mentioned, and SL presented a report from environmental health stating that NWH is in breach of regulations regarding noise and dust.
- It was recommended that surveys be carried out by NWH before submitting them to the council.
- A survey measuring speed between Kippielaw and the Steading was conducted by the council for a week. The report provided raw data, making it challenging to analyse. However, it was noted that the majority of drivers maintained speeds between 30 mph and 40 mph, with some reaching 65 mph. This route is a major commuter road.
- The opinion was expressed that implementing a 20 mph limit would likely be more challenging than the existing 30 mph limit, considering the safe routes for school policy.
- It was mentioned that Lloyds Chemists now have new owners, but assurances were given that there would be no staff layoffs and minimal changes.
- The minutes from the last meeting were approved by CG and seconded by SL.

2. Police Report

Robert Hogg presented the May police report. Updates on CCTV installation were requested, with hopes that the installation would be completed within the current year.

- Local Resident, Eileen Kerr, raised concerns about the increasing number of bikes being driven in the area. RH advised calling the police immediately when such incidents occur and stated that he would highlight the issue again.
- The problem of dumped cars in lock-up garages was raised; this has been reported to the council multiple times without any action taken.
- Eileen expressed uncertainty about where to send the complaints, and RH offered to have them sent to him for forwarding to Melville Housing. Stuart suggested contacting trading standards as well to address the issue, as it was suggested a business might be running from the garage(s).

3. Planning

BM had prepared a report to be distributed in his absence (*Appendix i*). All points were raised and agreed by those present.

4. Councillor's Report

- Questions were asked about housing allocations and the eligibility of Melville house tenants. Cllr McKenzie told the meeting there were 4653
- Modular housing as a cost-effective solution was discussed, along with the long list of housing requirements.
- Clean-up efforts, discussions with local stores about litter issues, and updates on local budgets were also mentioned.

5. Treasurer's Report

CC have been reimbursed the expenditure from the Christmas Lights events (just under £1000), this money will be ring fenced for this use only. We were successful in our grant application and that came through this month; admin costs (£300), venue hire (£300) and funds to put towards a projector (£500) - £1100 in total. We paid out for hiring the church for our meeting, costs for our website and then we paid out nearly £1200 for our new projector, screen and accessories. The balance is £7842.58.

6. AOB

- Local resident, Eileen Kerr, suggested the Mayfield and Easthouses Community Club for use of meeting facilities free of charge.
- The success of the gala day was celebrated, but concerns were raised about the limited number of toilets available.
- Recognition was given to Lawfield Nursery for winning the GLiN (Grown and Learn in Nature) award for the second year in a row.
- Cal has put forward his candidacy for the Scottish Youth Parliament.

RH thanked everyone for attending and the meeting was closed.

M&ECC, From BM re LPP, 5.6.2023 (ref 2.5.2023 & Agenda 7.6.2023)**LOCAL PLACE PLANNING: Report to M&ECC**

Many thanks to all who made time to do the pilot survey questionnaire. While it would have been better to have a 'full house' of returns, the number we received is sufficient for the proposals that follow.

- 1.** Confirm the publication of the public notice in the Midlothian Advertiser.

DONE

- 2.** Write to MC formally intimating our intentions. Copy to elected members.

DONE

- 3.** After the closing date for the wider public survey, formally write to all community interest bodies in our area, intimating our role and asking them *either* to a meeting *or* to respond in writing in relation to the same points as contained in the pilot survey & about their intended input to the development of the draft LPP.

TO DO

- 4.** For discussion, with a view to receiving approval from CC for the proposed wider public survey, in line with

4.1 The questions proposed, the basis of which is the feedback received from CC members, and their suggestions for improvement, along with the principle that *less is more* and the established practice of asking respondents who supply 'information-rich' responses either to be interviewed or to attend a public meeting of the CC (6 September 2023).

If anyone feels that any of their suggestions were not addressed or any member who did not manage to complete the pilot survey wishes to comment, that can be addressed in the discussion, prior to a decision.

Please note that the issue of housing developments will be fully addressed in the draft LPP, which will come to the CC for discussion, and hopefully approval, at its meeting on 4 October 2023, prior to submission to MC. We will also ensure that existing data and other relevant information (including that by the Development Trust and that gathered by MC in relation to LPP) is referred to in the draft LPP.

- 4.2 It should be noted that, in addition to online circulation of the (short) questionnaire, hard copies will be made available locally and 'snowballing' will be used to encourage as high a response rate as possible.

- 4.3 The questions now proposed are as follows:

Question 1: What do you think are the most valuable assets, resources, or benefits that Mayfield and Easthouses have, whether they are being currently utilised or not? [housing, transport, education, jobs, recreation and amenities, shops, social support?]

Question 2: What do you see as Mayfield and Easthouses's most significant disadvantages or absence of assets or resources that limit the area's potential?

Question 3: What do you believe should be our area's most important goals or aspirations for the future?

Question 4: What ideas do you have for improving existing facilities? Would you be interested in joining or helping to organize any of these improvements, particularly in relation to facilities and activities that you're not currently involved in?

Question 5: Do you have any other comments or ideas that you think we should reflect on with a view to including these in our LPP?

Brian Martin
LPP Lead for M&ECC

Mayfield & Easthouses Community Council

Gives notice that it will take the lead in the preparation of a **LOCAL PLACE PLAN** for our community. Interested individuals & organisations active in our area are invited to contact us at **enquiries@mayfieldand easthouses.cc** to discuss their possible involvement in this process.

Applicant response to roads comments. We have marked up our comments in red text on the original consultee response. 22 July 2022.

MEMORANDUM

To: Mr Hugh Shepherd, Planning Officer, Planning & Development

From: Mr Jim Gilfillan, Consultant - Policy & Road Safety, Corporate Resources

Your Ref: Planning Application Number : 22/0027/PPP

Date: 06 July 2022

Subject: **APPLICATION FOR PPP FOR RESIDENTIAL DEVELOPMENT AND ASSOCIATED WORKS (EIA DEVELOPMENT)
LAND TO SOUTH OF MAYFIELD AND EAST OF
NEWTONGRANGE, CRAWLEES ROAD, GOWKSHILL**

I have no objection in principle to this proposal but would note that the following issues would require to be addressed at any detailed design stage :

1. The Transport Assessment (TA) indicates that the realignment of Crawlees Road at its northern end cannot be achieved as the developer does not have control of the land required. The road corridor required to achieve this realignment has been safeguarded with the land being owned by Midlothian Council. This realignment should be formed as part of the overall development and would remove the need for the junction alterations identified for junction 2 (Sutterslea Rd / Mayfield Industrial Estate) in the TA.

We note the safeguarding of the land. We have previously sought meetings with the Council's estates team on this matter and would require clarity on the terms of any sale of the land. In addition, clarity would be required on whether the proposed safeguarded area is sufficient for a new road, footway and cycle ways taking into account changes in levels and whether any associated remodelling of the Suttieslea Road junction could be undertaken on land within the Council's ownership. We would welcome clarification and/or further discussion on these matters.

2. Crawlees Road currently does not have a footway along it and a suitable pedestrian route should be provided. This could be formed as a standard 2m wide public footway adjacent to the road or as remote footpaths built into the landscaping. Improvements to Crawlees Road should also include realigning the section of road at the cottages to improve the present road alignment and form a wider buffer strip between the road and the cottages.

The Masterplan provides for a segregated footpath parallel to Crawlees Road to the west.

Which cottages are being referred to here? Smithy Cottages at the north of Crawlees Road or to the South at Gowkshill?

3. The proposed road linking Bogwood Road with Crawlees Road should be designed to function as a potential public transport link which will require a more direct road alignment at its western end.

The layout of the link road in this location has been carefully designed to work with the contours of the land, reduce traffic speeds and reflect the priorities of Designing Streets.

A key feature of the masterplan is An Clachan and the surrounding open space. This has been designed to provide a positive elevation to the street scene on each approach. Furthermore, a very important element in the overall strategy is to minimise any sense of coalescence by introducing a new independent distinct village community at the centre of the development form set within a broad landscape framework.

Priority junctions on the link road, to the east and west of An Clachan, will be designed to reduce traffic speeds, accommodate appropriate gradients. It will be important that the link road is seen as a Tier 1 road in the street hierarchy serving the needs of the new community and in turn, providing the link between Newtongrange and Mayfield as per the LDP requirements. The layout of it will reduce the need for cut and fill by working with the contours of the land.

4. The Transport Assessment has investigated eight, existing road junctions which would be directly affected by development traffic and concluded that improvements would be required at 3 of the junctions.

- Junction 1 - Stobhill Road / Crawlees Road (minor realignment / widening)
- Junction 2 - B6482 Suttieslea Road / Mayfield Industrial Estate (minor widening)
- Junction 6 - A7 / Stobhill Road (introduction of traffic signals)

Technical details of the proposed improvements would require to be submitted for approval with steps being taken to reduce the anticipated DoS of 93.0% at junction 6 to below the accepted level of 85%.

We would assume that the submission of these technical details can be covered by an appropriate condition and we would request to review the wording of this in due course. Please confirm.

5. The Transport Assessment has concluded that no improvements would be required to Junction 5 - A7 / B6482 Dalhousie Road Existing Traffic Signals, however the traffic generated by the proposed development would increase the maximum DoS to 93.2% which is well above the maximum 85% level we would be looking for. Steps should be taken to reduce the anticipated DoS of 93.2% at this junction to below the accepted level of 85%.

The “acceptable” threshold of 85% mentioned, is conventionally applied to priority junctions and roundabouts. At traffic signals, the normal acceptable threshold is 90%, since the operation of traffic signals can be modelled and predicted with more certainty than at other forms of junctions. Our junctions are only marginally over that threshold, not for the whole peak hour, but only for an assumed 15 or 30 minutes “peak within that peak”.

Paragraphs 7.62 onwards of the TA point out that these “predict and provide” assessment techniques, although expected as part of a TA, are now outdated as the sole means of assessing the impact and suitability of any particular development.

The TA explains the uncertainty of predicting future traffic flows due to changed travel patterns arising from Covid, and from ongoing implementation of transport policy to reduce reliance on the private car. These result in changes to base traffic flows, future traffic growth predictions, and even trip rate predictions for developments.

Continued reliance on “predict and provide”, and consequently the provision of new road capacity to accommodate development, is not consistent with the aims of policy, to reduce the demand to travel and to encourage mode shift to more sustainable transport modes.

The proposals put forward in the TA are therefore a reasonable compromise between “predict and provide” and the aims of national and local transport policy, combined with changed travel patterns such as increases in home working and home shopping etc.

6. The road improvements identified in the Transport Assessment and outlined in this memo should be provided as part of this development with a programme being brought forward indicating at which phase of development each improvement would be delivered.

We would anticipate this could be dealt with using an appropriate condition on phasing. Please confirm.

7. Active travel routes (both walking and cycling) should be provided within the development providing access to local facilities, schools and bus stops.

There are active travel routes shown throughout the masterplan. We would anticipate that the specific details of these would be dealt with at AMSC stage. Please confirm.

8. Parking for both residents and visitors should be provided to meet current council standards.

We would anticipate that the specific details of these would appropriately conditioned to be dealt with at AMSC stage. Please confirm.

9. Public charging points for electric vehicles should be provided at suitable points within the development.

This is a matter for the detail stage of design. If an associated condition is proposed we would request to review the wording in due course. Please confirm.

10. The Drainage Assessment indicates the use of a number of SUDs basins rather than SUDs ponds. If SUDs ponds are to be required within the development then this should be specified at an early stage to allow the developer to factor in the slightly larger footprint of the ponds.

The proposed development does not include any ponds, only basins, this is confirmed in section 7 of the Drainage Assessment.

From: Joe Larner <joe.larner@holderplanning.co.uk>
Sent: 22 July 2022 15:32
To: Hugh Shepherd <Hugh.Shepherd@midlothian.gov.uk>
Cc: graeme.patrick@springfield.co.uk; Robin Holder <robin@holderplanning.co.uk>
Subject: RE: 22/00027/PPP

CAUTION: This email originated from outside Midlothian Council. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Afternoon Hugh

Please see attached our response on Transport. Comments marked up on the original response in red text.

We would be happy to meet to discuss these further.

It may be worthwhile to have a quick general catch up next week on consultee comments if you could advise on a time which suits?

Kind regards
Joe

HolderPlanning

Mobile. 07776 031673
www.holderplanning.com

139 Comiston Road
Edinburgh
EH10 5QN

From: Hugh Shepherd <Hugh.Shepherd@midlothian.gov.uk>
Sent: 07 July 2022 11:35
To: Joe Larner <joe.larner@holderplanning.co.uk>
Subject: 22/00027/PPP

Hi Joe

A brief update on this and the consultee responses. I attach the TRANSPORT comments for your information. I provide these for you now, but I am considering the information provided and the timeframes for when such matters need to be addressed. In particular the requirements for the Safeguarded Route. On that matter, since I provided the ownership information, has any further work been carried out to look at this route?

In regards to Environmental Health, we have been in discussions with them and they have indicated some significant concerns over the proximity of development to NWH and the industrial estate. I have arranged a meeting with them for next week to discuss the position further and update from our Enforcement Officer on their latest steps.

I hope to have some formal comments back to you by the end of next week.

In regards to Landscape. Due to summer holidays the earliest that both Ellie and Bee would be available for a meeting would be w/c 8th August. Ellie is free next week before being on leave for 3 weeks.

In regard to view points for the LVIA, I note those specifically referenced in the Scoping Letter. We do note however that one view point was not accessible. It would be preferable to have the additional view as requested in the early correspondence added to the LVIA. In respect of photomontages, these can be really useful to gauge not only the possible visual impact of development but further the effectiveness of landscaping. I will liaise with Ellie and Bee further on this matter and see if there are some specific views where this would be most helpful.

Thanks

Hugh Shepherd
Planning Officer
Planning, Sustainable Growth and Investment Service

Midlothian Council
Fairfield House
8 Lothian Road
Dalkeith
EH22 3ZN

Web: www.midlothian.gov.uk
Email: hugh.shepherd@midlothian.gov.uk

Please note I am currently working from home and only contactable by e-mail.

The information contained in this message may be confidential or legally privileged and is intended for the addressee only.

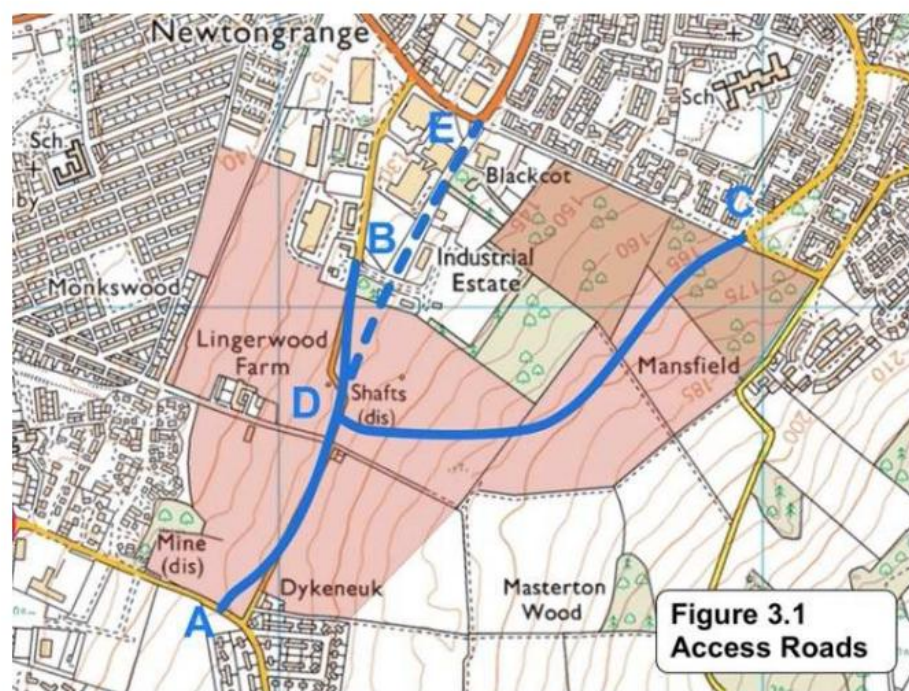
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3. Site Description and the Surrounding Road Network

- 3.1 The development area lies to the east of Newtongrange and to the south of Mayfield, and has potential road and footway connections to both communities. The area is currently undeveloped greenfield land and it is proposed that it would be developed for approximately 1,000 dwellings in total, which would include 25% affordable housing.
- 3.2 The development comprises 4 separate sites allocated in the Midlothian LDP. As set out in Section 2 of this report, the site allocation includes a new distributor road running north to south between the B6482 Suttieslea Road and Stobhill Road, with a further connection to the end of Bogwood Road, as shown in Figure 2.1 earlier in this report. These options are explained further in Figure 3.1 below.



- 3.3 This figure shows the north-south link (A to E) between Suttieslea Road and Stobhill Road as per the LDP. The length shown by a dashed line (D to E) is safeguarded in the LDP, but is in separate ownership as it passes through the Mayfield Industrial Estate, and so is not available to the current developers.
- 3.4 In addition, the recent access to the adjacent Health Centre effectively precludes an additional junction at this location. Figure 3.2 shows the existing road layout, with the safeguarded link road superimposed. It can be seen that a new junction cannot now fit at this location.

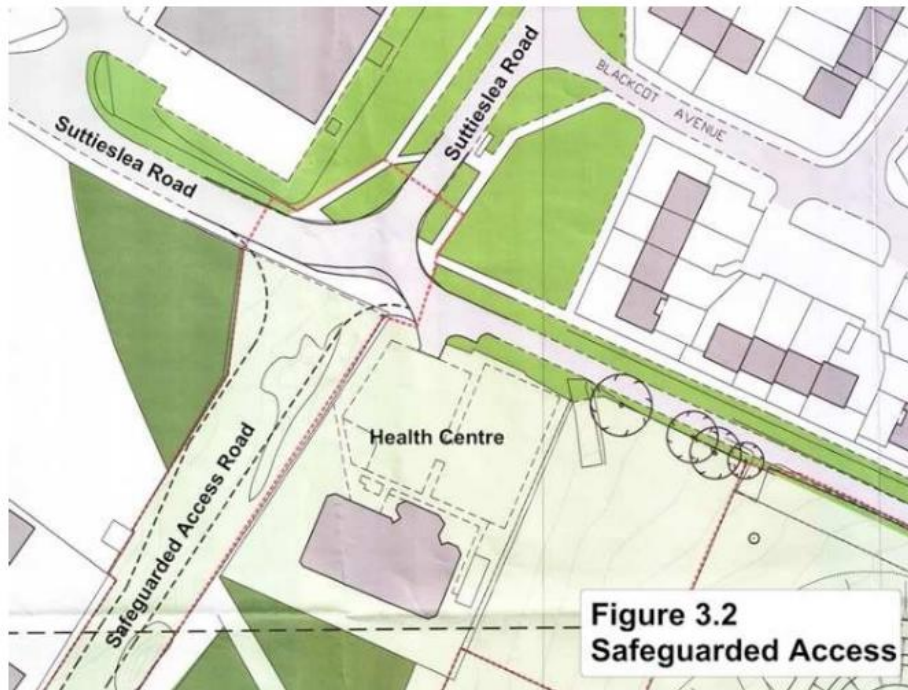


Figure 3.2
Safeguarded Access

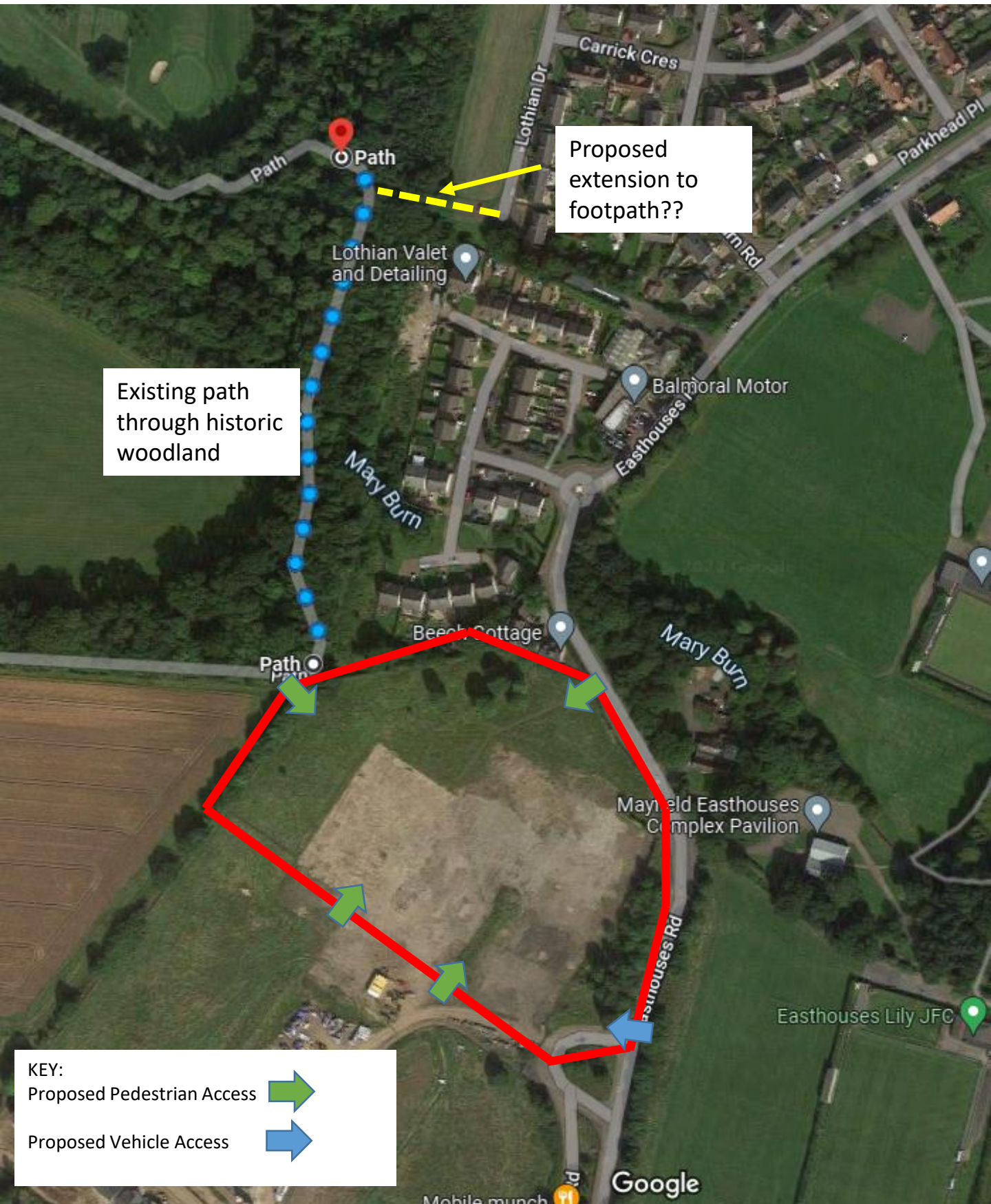
- 3.5 This photograph shows the existing junction, looking south from Suttieslea Road. The extended kerblines of the access road (i.e. not including the junction radius on each corner) are shown by the yellow dotted lines.



- 3.6 While there is a significant difficulty in providing a junction design to suitable standards, the fact remains that the current applicant cannot provide this link on land within their control.
- 3.7 To the west, the Mayfield Industrial Estate access road continues south to become Crawlees Road. With all of the foregoing discussion in mind, consideration has been given to widening and realigning Crawlees Road to serve as the new distributor road (B to D in Figure 3.1).

- 3.8 This photograph shows the existing Mayfield Industrial Estate Road, which is constructed to modern distributor road standards at approximately 7.3 metres wide with footways along both sides. Most of the industrial buildings are set well back from the road, and some are now in non-industrial use, most noticeably the Ryze trampoline park.





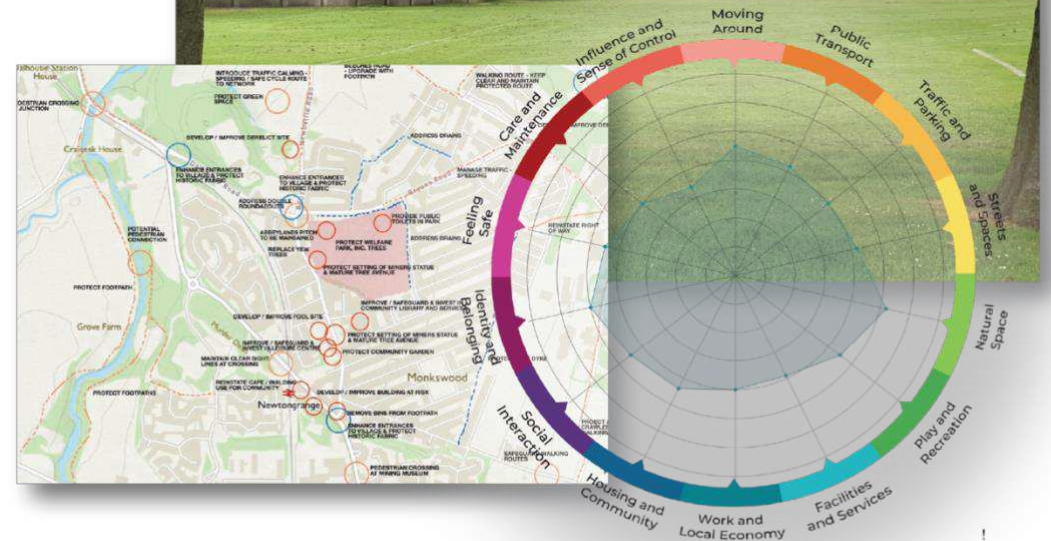
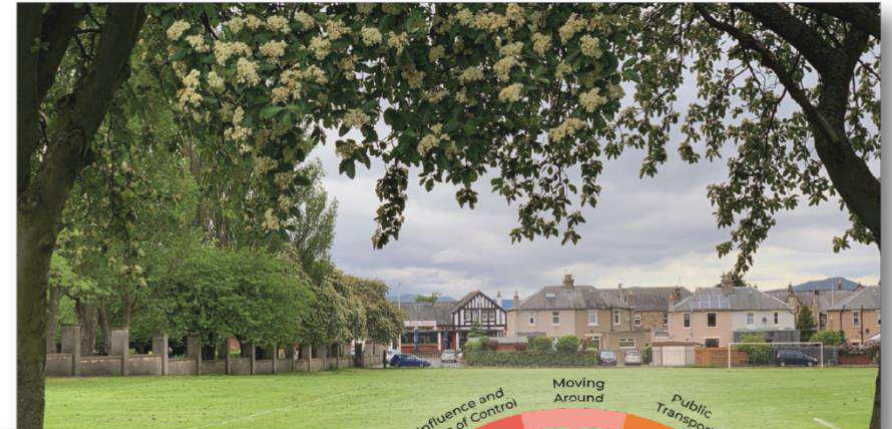




Newtongrange Community Council

Newtongrange Local Place Plan 2023

community groups mining museum
 committed volunteers great community spirit
 guerrilla gardeners lovely park library
 excellent school dean tavern
 community garden



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EXECUTIVE SUMMARY

The Scottish Government has introduced Local Place Plans (LPPs) as a way for communities to help achieve change in their local area.

The tool helps communities to think about how to make their 'place' better, agree priorities, and work with others to make change happen. The plan will focus on outlining proposals for land development and identify land and buildings that are considered to be of particular significance to the local area.

Newtongrange Community Council aim to use the evidence gathered through the community engagement process to produce a community-led plan. This document serves to present the findings and set priorities.

Vision and Core Values

Our Vision and Core Values capture the priorities of Newtongrange residents which have been identified through the engagement process –

A shared vision for our community-

-
- ➔ *Newtongrange will have a responsive relationship with Midlothian Council and other service providers. This will help to produce an excellent range of services and facilities to cater for all ages and sectors in our community.*

 - ➔ *Newtongrange seeks to enhance the village's heritage, ensuring well-maintained public spaces, clean surroundings, efficient infrastructure, and robust support systems. The collective efforts of its residents enrich the quality of life for all, fostering a sense of belonging and fulfilment within a sustainable, caring, and flourishing community.*

 - ➔ *Newtongrange aims to protect it's green spaces and services which are essential to strengthen community bonds, promote local pride, and enhance the quality of life for residents.*
-



Core values-

-
- ➔ *Community-Centric: We prioritise the well-being and cohesion of our community above all else, fostering connections, support networks, and a sense of belonging for every resident.*
 - ➔ *Pride in Cleanliness and Tranquillity: We take immense pride in maintaining a serene, tidy, and peaceful environment, reflecting our respect for the village's aesthetics and contributing to its tranquillity.*
 - ➔ *Forward-thinking and Visionary: We embrace innovation, progress, and adaptability, striving for a vision that combines the best of tradition with an eye towards the future, ensuring the village's continued growth and improvement.*
 - ➔ *Nurturing and Supportive: We cultivate a culture of care, support, and encouragement within our community, nurturing the potential of our residents*

and fostering a sense of collective responsibility for the well-being of all.

-
- ➔ *Thriving and Collaborative: We believe in the power of collective efforts and collaboration, working together to create an environment where opportunities flourish, and the community thrives holistically.*
-

These core values serve as guiding principles, steering the actions, decisions, and aspirations of the community, ensuring a harmonious, progressive, and inclusive village where everyone contributes to its success and well-being.

Maps of Newtongrange

<https://www.google.com/maps/d/u/0/edit?mid=1O25wLfsGcZjYcljhUuPZSU-h55wcMDA&usp=sharing>

CONTEXT & BASELINE INFORMATION

Purpose and Scope

The Newtongrange Community Council has been responsible for developing the 2023 Local Place Plan. The Community Council, set up by statute by Midlothian Council, is run by local residents to act on behalf of the area.

The purpose of the Local Place Plan is to outline a comprehensive strategy which reflects the collective aspirations, needs, and priorities of the Newtongrange community. This plan serves as a guiding document which articulates the vision for the area's development and improvement over a defined period.

Scope of the Local Place Plan:

1. **Community Engagement:** The plan aims to involve and engage the local community extensively. It seeks to gather insights, ideas, and feedback from residents and stakeholders to ensure the plan aligns with the community's desires and concerns.
2. **Identifying Priorities:** It identifies and prioritises key areas of focus based on the needs and preferences of the community. This may include infrastructure development, environmental conservation, social welfare, economic growth, cultural enhancement, and other relevant aspects.
3. **Strategic Planning:** The plan outlines a strategic roadmap with specific objectives, goals, and actions to address the identified priorities. It includes actionable steps to achieve the desired outcomes.

4. **Collaboration with Authorities:** It establishes a framework for collaboration between Newtongrange Community Council and Midlothian Council. This collaboration ensures that the plan aligns with wider local government strategies and policies.
5. **Resource Allocation:** The plan may involve discussions regarding resource allocation, including funding, grants, and other resources necessary to implement proposed initiatives or projects within the community.
6. **Monitoring and Evaluation:** It includes mechanisms for monitoring progress and evaluating the effectiveness of the plan's implementation. Regular assessments ensure accountability and allow for adjustments to be made as needed.

➔ *Overall, the Local Place Plan by Newtongrange Community Council is a strategic document designed to influence how land is developed, empower the community and guide the sustainable development and well-being of the Newtongrange area in collaboration with statutory authorities and the active involvement of local residents. Through this work we are now able to monitor progress with a view to achieving the objectives laid out in the plan.*



Acknowledgements

We would like to thank Newtongrange Library, Village Voices, St Anne's Housing Team, The Dean Tavern, Newtongrange Primary School, Newtongrange Coop, What's on in Newtongrange and the Newtongrange Development Trust for helping to collect responses and develop the plan.

Approach

The approach followed by the Newtongrange Community Council in developing the Local Place Plan involved several key steps:

1. **Review of Previous Reports:** The initial phase involved a comprehensive review of previous reports and documents related to the community's development. This step aimed to understand historical issues, concerns, and priorities previously raised by the community, providing a foundation for future proposals.
2. **Timetabling Key Actions:** Setting clear timelines and deadlines for key actions ensured a structured and organized approach to the planning process. This helped in establishing a framework for the development of the Local Place Plan and ensured progress within specified timeframes.
3. **Utilisation of the Place Standard Tool:** The Community Council employed the Place Standard Tool to gather current views and opinions of the community. This tool offers a framework for

evaluating a place across different dimensions such as housing, transportation, social interaction, and more, providing a comprehensive understanding of the community's strengths and areas for improvement.

4. **Varied Engagement Methods:** Recognising the diversity within the community, the Council used various engagement methods. Paper copies of surveys were distributed to organizations and groups working closely with residents who preferred this traditional method. A more concise 'wish list' approach was adopted for those frequenting places like the Library and Coop, allowing for a simpler yet effective way of gathering input. The survey was also available online and a link was shared via social media as well as via email distribution lists.
5. **Data-Informed Proposals:** The insights gathered through these different engagement methods were collated and analysed. The data obtained from the Place Standard Tool and wish lists were used to inform the proposals outlined in the Local Place Plan. This data-driven approach ensured that the plan was rooted in the actual needs, preferences, and priorities of the Newtongrange community.

Overall, this inclusive approach, utilising a mix of research, structured timelines, varied engagement methods, and data analysis, enabled the Newtongrange Community Council to create a Local Place Plan that reflects the collective voice and aspirations of the community.



Area context

Newtongrange, nestled in central Midlothian, holds a rich historical legacy rooted in its mining heritage, while steadily evolving to embrace a diverse and dynamic community. Here's an overview (information is supported by – <https://statistics.gov.scot/atlas/resource?uri=http%3A%2F%2Fstatistics.gov.scot%2Fid%2Fstatistical-geography%2FS02002070>):

Geographical Setting and Connectivity:

- Situated in central Midlothian, Newtongrange is well-connected to the wider region through the A7, linking it to both Midlothian and Edinburgh.
- The presence of key facilities like the library, community learning centre, leisure centre, and the Scottish National Mining Museum enriches the community's offerings and cultural significance.

Historical Significance and Conservation Area:

- Newtongrange's heritage is encapsulated within the Newtongrange Conservation Area, encompassing notable landmarks like the Lady Victoria Colliery (a category A listed building), Monkwood, First Street to Fifth Street, and The Square.
- The presence of terraced houses with distinctive vennels contributes to the historic charm that characterizes this village.

Green Spaces and Recreational Areas:

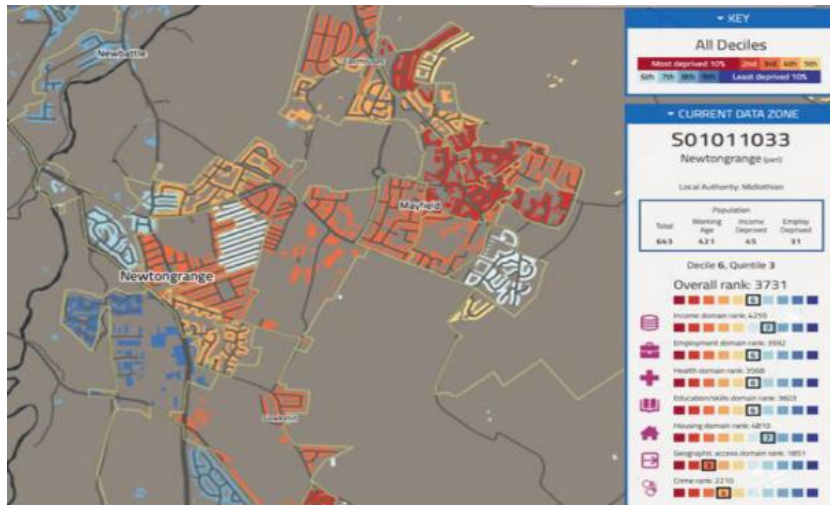
- The Welfare Park and The Square serve as vital green spaces within Newtongrange, offering recreational opportunities and areas for community gatherings and leisure activities.

Demographic Profile and Population Trends:

- As of the 2011 Census, Newtongrange had a population of 5,431, accounting for around 6.52% of Midlothian's total population.
- Notably, Newtongrange had a higher proportion of working-age individuals compared to the Midlothian average, with a lower representation of individuals over 65 years old.
- Anticipated housing developments suggest a further increase in population, indicating potential growth and demographic shifts within the community.

Newtongrange has a vibrant blend of history, community facilities, natural spaces, and evolving demographics underscores its significance as a dynamic and evolving village within the fabric of Midlothian, poised for continued growth and cultural enrichment.

Scottish Index of Multiple Deprivation



SIMD is the Scottish Government's standard approach to identify areas of multiple deprivation in Scotland. It can help improve understanding about the outcomes and circumstances of people living in the most deprived areas in Scotland. It can also allow effective targeting of policies and funding where the aim is to wholly or partly tackle or take account of area concentrations of multiple deprivation.

SIMD looks at the extent to which an area is deprived across seven domains: income, employment, education, health, access to services, crime and housing. Parts of Newtongrange were most deprived in education and crime and less deprived in housing. (<https://simd.scot/#/simd2020/BTTTTFTT/14/-3.0672/55.8644/>)

Planning and Policy Context

To support the LPP we looked at a number of key national, local and community planning policies and plans, affecting the Local Place Plan area -

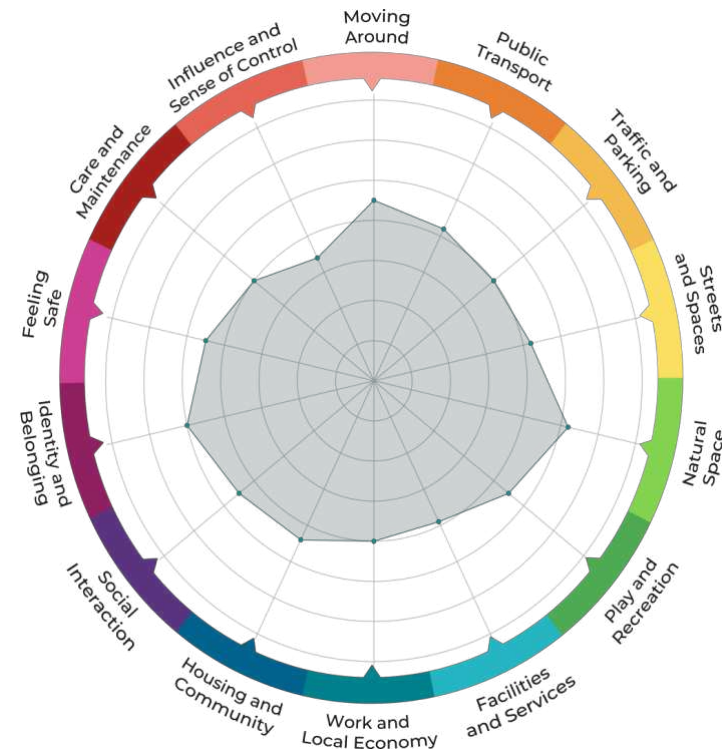
- [National Planning Framework 4](#) (NPF4, adopted 13 February 2023); and
- [Midlothian Local Development Plan](#) (MLDP, adopted 07 November 2017).
- [Newtongrange Community Action Plan](#) (2017-2022)
- [Local Outcomes Improvement Plan](#) (The Single Midlothian Plan)
- [20 Minute Neighbourhoods](#)

EVIDENCE / ENGAGEMENT

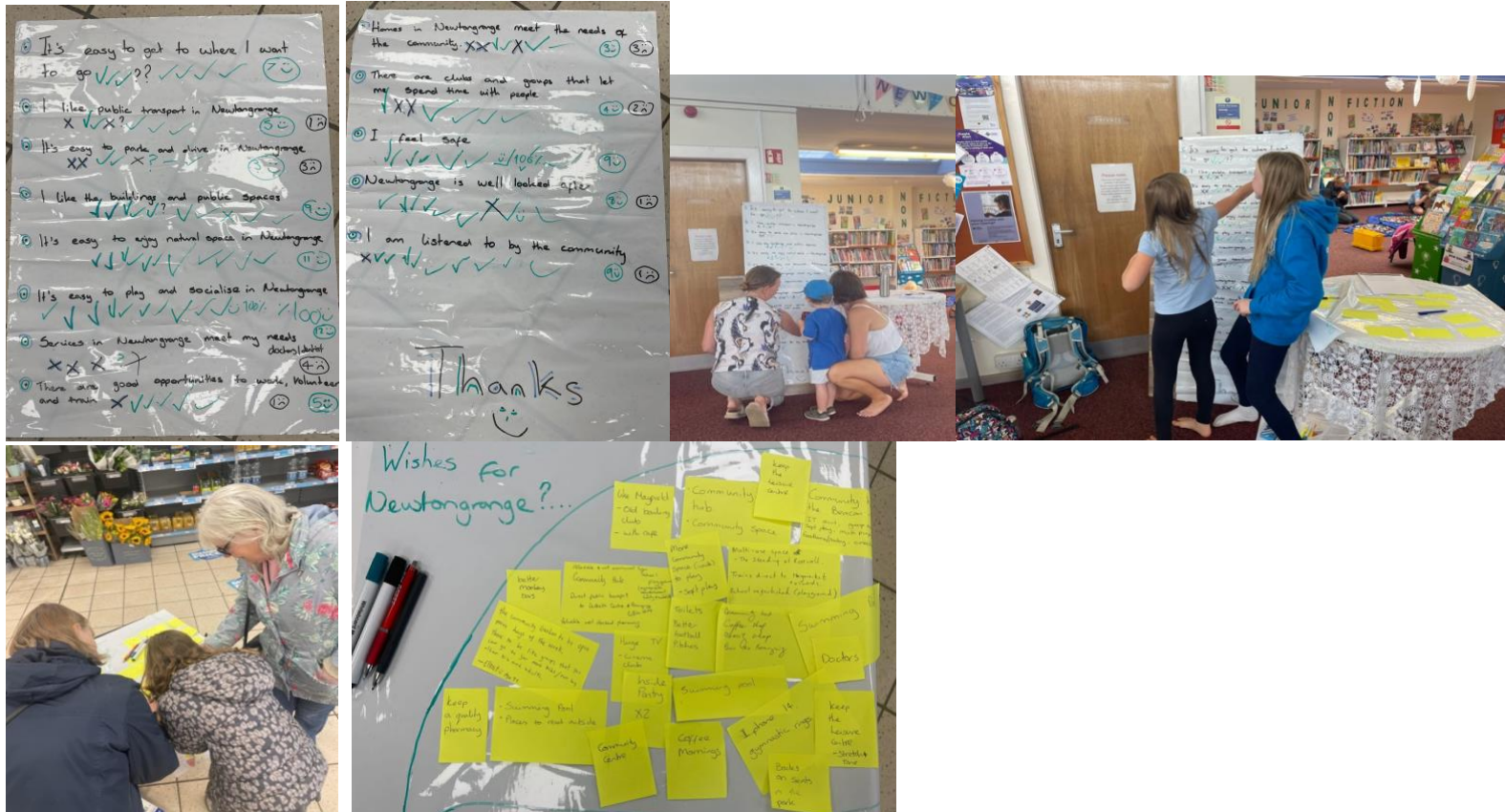
Engagement

Theme (Results from paper and online survey)	Data Set 1 = low 7 = high
Influence and Sense of Control	3.4
Facilities and Services	3.9
Care and Maintenance	4
Traffic and Parking	4
Work and Local Economy	4
Public Transport	4.2
Streets and Spaces	4.2
Housing and Community	4.4
Feeling Safe	4.5
Moving Around	4.5

Play and Recreation	4.5
Social Interaction	4.5
Identity and Belonging	5
Natural Space	5.2



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Previous results from engagement sessions which took place as part of the Newtongrange Community Action Plan 2017-2022 and Newtongrange Resilience Volunteers Report were reviewed. We then conducted further engagement sessions in Newtongrange Library, the Coop and, additionally, with community members who attend the Village Voices history group, St Anne's Housing and Dean Tavern. In total 204 people completed the paper and online survey with an additional 38 individuals engaging via the library and Coop sessions totalling 242 participants

Limitations to the engagement process

It's understandable that the community's reluctance stems from past experiences where surveys or community engagement initiatives did not yield tangible outcomes. To address this challenge, the Newtongrange Community Council considered alternative methods of gathering input beyond surveys, such as community workshops, focus groups, and interactive online posts. The aim was to make engagement more inclusive and effective. It was important to emphasise that community contributions are crucial in defining the future of the community. This collaborative approach can help rebuild trust and ultimately lead to a more representative and impactful plan for the community's future.

Planning implications

In regard to National Planning Framework (NPF4, 2023-2045), the Newtongrange Local Place Plan seeks to respond positively to its key principles. NPF describes spatial principles, to which this LPP addresses through the following;

- Just Transition – the move to net zero is addressed through the community's desire to see safer cycling routes, enhanced pedestrian access along key routes, safer road crossing, the enhancement of facilities at the station and the safeguarding of services within the village, so as reduce travel requirements.
- Conserving & Recycling Assets – this LPP identifies many current buildings we wish to see conserved and enhanced. In particular the opportunity to redevelop the 'pool site' at the centre of the village. Additionally, we've identified key vacant

sites or derelict buildings that could be brought back into use. It is also noted that two derelict and under used buildings within Welfare Park may be recycled and brought back into use.

- Local Living – this LPP seeks to protect all current space within and around the periphery of the village. It remains important to the community that the village continues to be read as a separate village and not as a continuous string of development along the A7 / Midlothian hillside. The LPP also states that services within the village at present should not be reduced, whilst a focus on Welfare Park enhancements will offer great health and wellbeing benefits.
- Compact Urban Growth – as above, the village has expanded significantly. Green belt land should now be safeguarded and protected to prevent the village's close walking access to green space around the periphery disappearing. Flood risk from surface water is a significant issue raised by the community and is further described in the document.
- Rebalanced Development – available land for housing has been identified in the LPP, the community have noted the requirement for affordable housing. Opportunities are available for this, in lieu of large housing developments across green space / farmland.
- Rural Revitalisation – the LPP recognises that all development should be sustainable. Critical to the community is maintaining and enhancing public transport links to Edinburgh and the creation of safer walking & cycle routes to the city / Dalkeith and Gorebridge.
- Beyond NPF4, this LPP also addresses the policy allocation with MLDP 2017. Community consultation has highlighted

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that further major housing developments should not be undertaken without significant upgrades to water / wastewater / roads infrastructure. Broadly it is recognised that the population movement from Edinburgh towards Midlothian has squeezed green space to a critical point and risks Newtongrange's legibility as a distinct village.



PROPOSALS

We will now use the data and the opinions collected to work through the 14 themes of the Place Standard Tool, starting with the theme that scored the lowest. Recommendations will be suggested and we will draw on policy to support our proposals. A full Action Plan can be found in the appendices of this document – this is a working document and will be updated as necessary.

1. Influence and Sense of Control

From the analysis of recent data this theme was the lowest scoring topic 3.4/7 and this is a topic which has previously been noted within the [Newtongrange Community Action Plan 2017-2022](#). Understanding that clearer and more open communication with Midlothian Council staff is a priority for Newtongrange residents. It's essential to address this in a manner that resonates with their needs. Here are some suggested actions the Newtongrange Community Council could consider:

Facilitate Direct Communication Channels:

- Advocate for and establish direct channels of communication between Newtongrange residents and Midlothian Council staff. This could include regular meetings, forums, or dedicated contact points where residents can engage directly with council representatives.

Enhance Transparency:

- Encourage the council to provide clearer and more transparent information regarding decision-making processes, policies, and actions that directly affect Newtongrange. This transparency can help residents understand the rationale behind decisions and feel more engaged in the process.

Prioritise Actionable Outcomes:

- Stress the importance of outcomes from community consultations by highlighting specific instances where resident input has directly influenced decisions or projects. Emphasize the need for tangible actions resulting from consultations, ensuring that the council gives due weight to the feedback received.

Advocate for Feedback Implementation:

- Ensure that Midlothian Council communicates how resident input from consultations has been considered and integrated into decisions or actions. Encourage the council to provide follow-up reports or updates on the outcomes achieved based on community feedback.

Regular Updates and Engagement Opportunities:

- Encourage the council to provide regular updates to the Newtongrange community on ongoing initiatives, projects, or

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decisions that affect the area. This could be through newsletters, public meetings, or online platforms, to foster a continuous flow of information.

Collaborative Workshops or Forums:

- Organise joint workshops or forums where council staff and Newtongrange residents can meet to discuss specific issues, projects or concerns. This direct interaction can foster mutual understanding and effective communication.

Within the [Development Plan Scheme for Midlothian 2023](#) we note the emphasis on engagement and have been encouraged by the support of the Midlothian Planning Team through the LPP process. We also see engagement mentioned within [NPF4 – A Fairer and Inclusive Planning](#) System. However, by advocating for the above measures, Newtongrange Community Council can work towards establishing a more robust and responsive communication framework between residents and Midlothian Council. This can lead to more meaningful engagement, improved decision-making, and better outcomes that align with the priorities and aspirations of Newtongrange residents.

2. Facilities and Services

From the recent data this theme scored 3.9/7 and so we can interpret that Newtongrange community see this as an area for development. Certainly, conducting a review of facilities and services in Newtongrange, with a focus on a community hub,

library, and healthcare services, is crucial for meeting the evolving needs of the residents. It would be of benefit to see –

Community Consultation:

- Engage with residents to gather feedback on existing facilities and services.
- Understand community preferences and collect suggestions for new services or enhancements.

Assessment of Existing Facilities:

- Conduct a comprehensive assessment of the current community hub, library, and healthcare services.
- Evaluate usage patterns, accessibility, infrastructure condition, technology integration, and overall satisfaction levels.

Identify Gaps and Needs:

Analyse the feedback collected from residents to identify gaps in services and facilities. Determine specific needs such as extended operating hours, additional amenities, updated resources, or new programmes.

Benchmarking and Best Practices:

Research and benchmark against similar communities or best practices in other regions and identify successful models or

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innovations in community hubs, libraries, and healthcare services which could be adapted to suit Newtongrange.

Collaboration with Stakeholders:

Engage with local authorities, healthcare providers, educational institutions, and community organisations to collaborate on potential improvements or new initiatives. Explore partnerships to enhance service delivery, share resources, or introduce new programmes.

Feasibility Study and Resource Assessment:

Conduct a feasibility study to assess the practicality and viability of proposed changes or new facilities. Evaluate financial implications, resource allocation, and potential funding sources for improvements or new developments.

Develop a Comprehensive Plan:

Based on findings, create a comprehensive plan outlining recommendations and proposed actions and prioritise initiatives based on urgency, community impact, and feasibility.

Continual Community Engagement:

Establish a mechanism for ongoing community engagement throughout the implementation phase, and seek feedback at various stages to ensure that the improvements align with the evolving needs and preferences of the residents.

It is recognised that NPF4s six overarching spatial principles acknowledge local living and improving community health with an ageing population, whilst also placing importance on biodiversity and the climate crises. Subsequently, where possible we advise on buildings being reused and made fit for purpose and the importance of quality infrastructure cannot be highlighted enough. By conducting a thorough review using community input as a guide, Newtongrange can identify opportunities to enhance its free/affordable facilities and services, ensuring they better serve the diverse and evolving needs of its residents in challenging economic times.

3. Care and Maintenance

The recent data suggests that the care and maintenance of Newtongrange are areas for development, as this theme scored 4/7. Improving care and maintenance is crucial for enhancing the surroundings and achieving the 20-Minute Neighbourhood (<https://www.ourplace.scot/about-place/themes/20-minute-neighbourhoods-home/20-minute-neighbourhoods>). A focus should be placed on –

Roads and Paths:

Prioritise improvements and repairs to roads and paths, especially in the context of new housing developments. Comprehensive review and upgrade of the existing infrastructure to ensure it meets modern standards and can support increased housing demands. Residents are particularly interested in seeing historical routes kept up to date, for example, Lady Road and Crawlees Road need attention to allow further generations to benefit.



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A7 Pavement Review:

Collaborate with the community to gather input on desired changes to the A7 pavements.

Work with urban designers to make the pavements more attractive and accessible, considering the needs of all residents, including those with mobility challenges.

Business Planning Applications and Compliance:

Ensure that planning applications submitted by businesses align with the village's character and are in harmony with the community's vision.

Establish clear guidelines and expectations for businesses, and rigorously enforce compliance with these standards to maintain the village's integrity.

Youth Engagement for Community Improvement:

Develop and promote programmes that engage young individuals in community improvement initiatives.

Encourage their involvement in activities such as beautification projects, environmental campaigns, or youth-led initiatives that positively impact the community.

20-Minute Neighbourhood Goals:

Align efforts with the 20-Minute Neighbourhood concept, focusing on creating neighbourhoods where residents can easily access essential services, amenities, and green spaces.

By highlighting these recommendations and working collaboratively with the community, local authorities, businesses, and youth, Newtongrange can make substantial progress in enhancing care and maintenance efforts, fostering a more vibrant, cohesive, and sustainable community that aligns with the 20-Minute Neighbourhood concept and fulfils the aspirations of its residents.

4. Traffic and Parking

Traffic and parking is a serious concern in Newtongrange which requires immediate attention and strategic planning. The recent study rated this 4/7 and knowing the issues and safety hazards some residents face we feel this topic needs addressing. Traffic around Newtongrange Primary School during pick-up and drop-off times is a significant concern raised by residents and highlighted in recent studies. Crawlees Road is also a safety issue with an increasing amount of traffic on a road which doesn't meet safety legislation. Finally, the volume of cars parked on narrow streets is another issue.

To address these concerns, the following steps and considerations could be taken-

Traffic Management around Newtongrange Primary School:

- Develop and implement a comprehensive traffic management plan specifically for pick-up and drop-off times at Newtongrange Primary School. We are aware designated drop-off/pick-up zones and traffic wardens have recently been used but we feel this should go further to alleviate congestion and enhance safety for pedestrians and vehicles.



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Safety Measures for Crawlees Road:

- Conduct a thorough assessment of Crawlees Road to address safety issues caused by increasing traffic, especially as it doesn't meet safety legislation.
- Implement traffic calming measures, such as speed restrictions, traffic islands, or narrower road sections, to discourage high-speed traffic and enhance safety.
- Midlothian Council to consider reconfiguring the Crawlees road layout. Specifically, the suggestion is to utilise the safeguarded road as the primary route for residential traffic, turning the existing industrial estate into a cul-de-sac for the benefit of businesses.

Parking Solutions for Narrow Streets:

- Explore parking solutions for narrow streets to alleviate congestion caused by excessive parked cars. For example, residents should be encouraged to use driveways at the rear of premises and/or a free permit system could be considered.

Reconfiguration of Roads and Traffic Flow:

- Collaborate with relevant authorities to reassess the traffic routes, especially regarding the proposed Lingerwood residential development.
- Discuss the realignment of Crawlees Road, to ensure safe and efficient traffic flow for both residential and industrial traffic flow options.
- Assess the double roundabout and consider alternatives.

Engagement with Developers and Council:

- Facilitate discussions between the developer, Midlothian Council, and other stakeholders to find viable solutions for road realignment and traffic management.
- Explore possibilities of using safeguarded road corridors and negotiate land use agreements to support safer traffic routes.

We note that roads and parking are given consideration within the MLDP 2017 (https://www.midlothian.gov.uk/downloads/download/885/midlothian_local_development_plan) and we hope to see this continue within further policies. It's imperative that policies are acted upon given the continuing development and ever-growing population of the village. By actively addressing these concerns through a combination of traffic management strategies, safety measures, and collaborative efforts with relevant stakeholders, Newtongrange can work towards creating a safer and more efficient traffic environment for its residents, schools, businesses, and upcoming residential developments.

5. Work and Economy

In recent data this theme scored 4/7 and we recognise there is opportunity for Newtongrange to develop in this area. There are good volunteering options with established groups that are



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committed to supporting the community. However, they could be supported to grow.

Volunteer Development:

- Identify specific areas where volunteers are needed and establish training programmes to equip them with the necessary skills.
- Collaborate with local educational institutions or community organisations to provide workshops for volunteers.
- Implement recognition programmes to appreciate and motivate volunteers, fostering a sense of community.

Supporting People with Disabilities:

- Conduct an accessibility audit of existing facilities and work towards making them more inclusive.
- Partner with disability support organisations to provide training and resources for groups to accommodate individuals with disabilities.
- Create awareness campaigns to encourage inclusivity and eliminate stigmas related to disabilities.

Third-Sector Partnerships:

- Identify potential third-sector partners that align with the community's goals and values.
- Organise networking events or forums to connect local groups with potential partners.

- Provide incentives or benefits for third-sector organizations to establish a presence in Newtongrange.

Mining Museum Utilisation:

- Collaborate with the Mining Museum to develop programmes and events that showcase the heritage of the village.
- Encourage local groups to use the museum facilities for meetings, workshops, or events.

Class Development and Promotion:

- Evaluate existing classes and identify areas for improvement or expansion.
- Utilise a variety of communication channels (social media, local newspapers, community bulletin boards) to promote classes and events.
- Seek feedback from the community to understand their interests and tailor classes accordingly.

Grant Funding and Resource Allocation:

- Explore grant opportunities to secure funding for community development initiatives.
- Allocate resources strategically to support key projects and programmes identified through community engagement.

Through the Single Midlothian Plan, Midlothian looks to attract business and, in the process, upskill people and provide access to



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fair work. This would be highly beneficial to Newtongrange residents who work and spend their earnings out-with the county. Any developments should remember to involve the community in the decision-making process and adapt strategies based on their feedback and evolving needs. Collaboration and inclusivity are key to the success of community development initiatives.

6. Public Transport

This topic gained the most comments from residents and scored 4.2/7 in the Place Standard Tool Survey. Whilst Newtongrange has a bus and train service the service needs to be developed to serve the whole village. A full review of the transport system would be beneficial and we understand Stantec are undergoing this process. Newtongrange Community Council have emailed an extensive list of community comments (evidenced within the Place Standard Tool Survey) to Stantec for their consideration. We note that transport is clearly identified and forms part of the MLDP 2017 and we hope this is developed further with housing developers contributing to the infrastructure. Overarching themes for public transport include –

Comprehensive Community Feedback:

- Continue encouraging residents to provide feedback and suggestions on transportation issues.

Collaboration with Stantec:

- Maintain open communication with Stantec throughout the review process.
- Offer to participate in discussions or meetings to provide first-hand community perspectives on transportation challenges and potential solutions.
- Work with Stantec to create detailed maps which highlight traffic hotspots, areas with parking challenges, and locations where public transportation services may be lacking.
- Analyse commuting patterns and identify key routes that require improvement.

Multi-Modal Transportation Planning:

- Advocate for a multi-modal transportation approach which considers not only buses and trains, but also integrates cycling and pedestrian infrastructure, as paths and cycle paths are a serious concern or non-existent for part of the village.
- Identify areas where bike lanes or pedestrian-friendly zones can enhance connectivity.

Accessibility and Inclusivity:

- Ensure that the transportation system is accessible to everyone, including individuals with disabilities and the elderly. Highlight specific areas where accessibility improvements are needed and suggest solutions.



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Public Awareness Campaigns:

- Launch public awareness campaigns to inform residents about the ongoing transportation review and encourage their continued involvement and use various communication channels to reach a broad audience.

Environmental Considerations:

- Emphasise the environmental benefits of a well-planned and efficient public transportation system.
- Advocate for initiatives that reduce the carbon footprint, such as the use of electric buses or the promotion of carpooling.

Funding:

- We understand outcomes cannot be the responsibility of one company and so exploring partnerships with governmental agencies or private organizations to enhance transportation infrastructure is important.

Regular Updates to the Community:

- Keep residents informed about the progress of the transportation review and any proposed changes. Share updates on how community feedback has influenced the decision-making process.

It's positive to see that residents are actively engaging with the issue of transportation, and the fact that the topic has garnered

significant comments reflects its importance to the community. The current review by Stantec provides an opportunity for meaningful improvements. By actively participating in the transportation review process, Newtongrange residents and the Community Council contribute significantly to creating a more inclusive, efficient, and community-driven transportation system.

7. Streets and Spaces

Streets and spaces are important to the community and can impact wellbeing and give residents a sense of pride in their environment. This theme scored 4.2/7 in the recent data analysis. It's clear that there are various concerns and improvement opportunities in Newtongrange which still need attention after months of investigation with no real outcome.

Derelict Buildings and Antisocial Behaviour:

- Work with local authorities to identify and prioritise the redevelopment or renovation of derelict buildings.
- Continue to collaborate with police to address and mitigate antisocial behaviour in these areas.

Excessive Bins and Obstructions:

- Implement and enforce regulations regarding the placement and size of bins to prevent obstruction on pavements. Raising awareness in the community about responsible practices would be beneficial.



Newtongrange Local Place Plan 2023

Inspections and Enforcement:

- Increase the frequency of inspections in local gardens and lanes to identify and address issues of waste dumping.
- Collaborate with residents and community groups to promote a sense of responsibility for maintaining the cleanliness of shared spaces, while promoting positive activities such as the Newtongrange Gardening Competition.

Tennis Courts and Park Buildings:

- Develop a plan to improve and maintain the tennis courts and park buildings.
- Explore potential partnerships with local sports clubs or organisations to support the enhancement of recreational facilities.

Repair Seating Areas and Benches:

- Conduct a thorough assessment of existing seating areas and benches to identify those in need of repair. Allocation of resources for the maintenance and improvement of public seating spaces should be earmarked.

Dropped Kerbs Design:

- Work with urban planners and engineers to review and redesign dropped kerbs at street junctions to enhance accessibility for pedestrians, including those with mobility devices.

Collaboration with Midlothian Council:

- Engage in discussions with Midlothian Council to integrate local initiatives with the maintenance and improvement of green spaces.
- Explore opportunities to add wildflowers to weeded areas, enhancing the visual appeal and biodiversity of public spaces.

Tennis Pavilion Improvement:

- Assess the current state of the pavilion and develop a plan for its improvement and seek funding or partnerships to support the refurbishment of the pavilion.

Primary School Refurbishment Plan:

- Collaborate with the school board, parents, and the community to develop a refurbishment plan for the primary school. Advocate for necessary funding or grants to address any emerging issues.

Street Cleaning:

- Co-ordinate with local authorities to ensure regular and effective street cleaning, including the use of road-sweepers.
- Educate residents about proper waste disposal to reduce littering and fly-tipping on the streets.

Regular communication with residents, community involvement, and collaboration with local authorities and relevant organisations



will be crucial in addressing these concerns and fostering positive changes in Newtongrange.

8. Housing and Community

Housing and Community are key to a prosperous community. Newtongrange has been heavily developed in recent years which has increased the population and subsequently the pressure on services. We understand from NPF4 that Midlothian's minimum all-tenure housing land requirement is to find space for 8850 homes. Further development in Newtongrange would only increase infrastructure issues and we propose no further housing development in the village. This theme scored 4.4/7 in recent data and is a topic that needs highlighting further as many residents will only become aware of issues when planning has already been agreed making it too late to change outcomes. It's evident that housing and community development are critical aspects for the prosperity of Newtongrange especially with the pending Lingerwood development.

To address the concerns raised, we'd like to highlight the following:

Diversification of Housing Types:

- Advocate for a mix of housing types, including smaller and more affordable homes suitable for individuals, couples, or smaller families.
- Work with local authorities to establish guidelines that encourage diversity in housing options to meet the needs of a varied population.

Limiting Large Developments:

- Collaborate with planning authorities to impose restrictions on the construction of large 4+ bed houses by private developers.
- Encourage the development of smaller, more sustainable housing projects that align with the community's needs and character.

Infrastructure Focus:

- Prioritise infrastructure development to support the increased population, including roads, schools, healthcare facilities, and recreational spaces.
- Advocate for concurrent infrastructure improvements alongside housing developments to prevent overburdening existing services.

Solar Energy Integration:

- Promote the integration of solar energy in new housing developments and advocate for the implementation of solar panels on new and existing buildings to reduce the community's carbon footprint and energy costs.

Community Consultation for Masterplan:

- Encourage discussions on energy-efficient building designs that preserve the village's character and meet the needs of its residents.



Newtongrange Local Place Plan 2023

- Work with heritage organisations and local authorities to preserve the original character of the village.
- Implement zoning regulations or guidelines that protect historical buildings and landmarks.
- Continue to work in collaboration with the Council to develop the Pool site.

Assessment of Plumbing and Drainage System:

- Conduct a thorough assessment of the Victorian plumbing system to understand its current state and potential vulnerabilities.
- Collaborate with experts to develop strategies to address critical issues and prevent flood damage to existing buildings and green spaces in Welfare Park.

Sustainable Development Principles:

- Advocate for the incorporation of sustainable development principles in the planning and construction of new housing projects.
- Explore eco-friendly building materials and construction practices that align with environmental and energy efficiency goals.

Partnership with Developers:

- Collaborate with housing developers to encourage adherence to sustainable and energy-efficient building practices.

- Explore incentive programmes or partnerships that reward developers for incorporating green technologies.

By actively engaging with the community, local authorities, and developers, Newtongrange can work towards a more sustainable and balanced approach to housing and community development. This will help ensure that the growth of the village aligns with the community's values and needs.

9. Feeling Safe

Community safety is paramount, and addressing concerns raised in the survey is crucial for fostering a secure and supportive environment in Newtongrange. Newtongrange experienced a fatality following the community survey. While this was highlighted as an isolated and unfortunate event it may be that the score of 4.5/7 would be lower if people were surveyed again. Key issues to be addressed include –

Dog Control Measures:

- Implement and enforce regulations requiring dogs to be kept on leads in residential public spaces.
- Increase awareness campaigns about responsible pet ownership, including the importance of leash control.



Newtongrange Local Place Plan 2023

Youth Workers and Community Support Officers:

- Collaborate with local authorities to increase the presence of youth workers and community support officers, especially in areas prone to anti-social behaviour.
- Establish community outreach programmes to engage with young people and address underlying issues contributing to anti-social behaviour.

Proactive Police Measures:

- Continue to work closely with the police to enhance proactive measures aimed at reducing break-ins.
- Provide training and resources to residents interested in participating in such programmes.
- Establish community-police partnerships to improve communication and cooperation in addressing specific safety concerns.

Improved Street Lighting:

- Increase lighting in vennels and other areas known for anti-social or criminal activity to enhance overall safety.

Designated Bins for Dog Litter:

- Install more designated bins for dog litter in public spaces. Educate the community on the importance of using these bins and discourage the practice of leaving dog litter bags in public areas.

CCTV Installation:

- Consider the installation of CCTV cameras in strategic locations to monitor and deter criminal activities. Ensure that any surveillance initiatives adhere to privacy regulations and community consent.

Continuously monitoring and responding to community safety concerns, along with proactive collaboration between residents, law enforcement, and local authorities, will contribute to a safer and more secure Newtongrange. Regular updates and community involvement will help maintain a sense of shared responsibility for community safety and we hope to see the 'Midlothian Will be Safer' section of the Single Midlothian Plan come to life.

10. Moving Around

How residents move around in Newtongrange is important and this theme scored 4.5/7. Improving transportation and ensuring safe and accessible mobility in Newtongrange is essential for the well-being and convenience of the community. Key issues include –

Better Cycle Routes:

- Develop and enhance cycle routes connecting Newtongrange to Eskbank, Dalkeith, Edinburgh, Gorebridge, Bonnyrigg, and East Lothian.
- Explore opportunities to repurpose the old mineral railway line for a dedicated cycling path.



Newtongrange Local Place Plan 2023

Zebra Crossings and Speed Limit:

- Install zebra crossings at key locations such as Bryans Road and the Sun Inn for pedestrian safety.
- Advocate for a reduced speed limit of 20 MPH in the village to enhance overall safety.

Pavement Review, Especially Under Viaduct and 1st to 10th Street:

- Conduct a comprehensive review of pavements, focusing on areas under the viaduct and between 1st to 10th Street.
- Address any issues related to maintenance, accessibility, and safety.

A7 Crossings and Footpath to Dalhousie Castle:

- Address safety concerns regarding A7 crossings, ensuring they are well-maintained and accessible. Improve footpaths along Cockpen Road leading to Dalhousie Castle to enhance connectivity for pedestrians.

Truck Restrictions and Roundabout Design:

- Advocate for restrictions on larger trucks passing through the village to reduce congestion and enhance safety.
- Collaborate with traffic planners to design a safer and more efficient junction at the double roundabout.

A7 Pathways Between Kings Gate and Newtongrange Main Street:

- Improve pathways between Kingsgate and Newtongrange Main Street to encourage pedestrian movement.
- Explore the feasibility of constructing a pedestrian bridge over the A7, connecting the old mineral railway walkway to enhance pedestrian safety.

Anti-Littering and Dog Fouling Signs:

- Install signs on lampposts to discourage littering and remind residents about responsible dog ownership.
- Implement awareness campaigns to educate the community about the importance of keeping public spaces clean.

Electric Scooter Safety:

- Collaborate with local authorities to address safety concerns related to electric scooters on pavements and consider implementing regulations.

Regular communication with local authorities, collaboration with transportation planners, and community engagement will be crucial in implementing these recommendations. Periodic reviews and adjustments based on feedback will help ensure that transportation and mobility solutions align with the evolving needs of Newtongrange residents.



11. Play and Recreation

Enhancing leisure facilities and public spaces is essential for the overall well-being and community engagement in Newtongrange. This theme scored 4.5/7 and comments for improvements include-

Public Toilets in the Park:

- Install public toilets in the park to meet the needs of visitors.

Refurbishment and Facility Improvements:

- Refurbish the playpark to include a wider range of facilities catering to different age groups.
- Upgrade the surface of the skate park and consider adding new features such as a pump track to enhance the experience.
- Introduce outdoor learning canopies for school use, providing additional educational and recreational opportunities.
- Encourage community engagement and gather input on desired improvements to leisure centre and library. A community hub must be seen as a priority for Newtongrange

Diverse Coffee and Eatery Options:

- Attract more coffee and eatery options within or near the park to create a vibrant social space. Consider collaborating with local businesses or entrepreneurs to bring in diverse food and beverage offerings.

Support Groups for Families:

- Support and promote support groups, including baby groups and young children's groups, which are easily accessible by public transport or within walking distance.
- Assess gaps in services
- Collaborate with local organisations and community leaders to provide resources and spaces for these groups.

Accessible Activities for Elderly and Disabled:

- Develop and promote accessible activities tailored to the needs of elderly and disabled individuals.
- Collaborate with disability support organisations to ensure inclusivity in community programmes and events.

Youth Group Building Maintenance:

- Prioritise the maintenance and improvement of buildings used by youth groups.
- Work with local authorities and community organisations to secure funding for necessary upgrades.

Promotion of Groups:

- Promote the availability of groups and activities within the community.
- Create a centralised platform or directory for residents to discover and join various adult groups and clubs.



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Collaboration with Voluntary Groups:

- Foster collaboration with voluntary groups to enhance the overall community support network.
- Provide resources and support for these groups to organize and sustain activities that benefit the community.
- Regular communication with residents, collaboration with local businesses and organisations, and a commitment to ongoing maintenance and improvement will contribute to creating a vibrant and inclusive community in Newtongrange.

12. Identity and Belonging

Fostering a strong sense of identity and belonging in Newtongrange is essential for community well-being. Positively, this was one of the higher scoring themes in the recent survey with a score of 5/7. To address community comments we recommend –

Maintenance of Community Assets:

- Prioritise the maintenance and upkeep of community assets such as Gala Day, the Silver Band, and the Football Club.
- Allocate resources to address the issues with damaged railings, crumbling bricks at the miners statue, and broken bollards promptly.

Enhancement of Public Spaces:

- Invest in the improvement of public spaces, making them more attractive and welcoming.
- Address issues of litter and damaged street furniture to create an environment that residents and visitors want to explore.
- Implement and advertise regular cleaning schedules and initiatives to reduce litter and maintain a cleaner environment.



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Diversification of Local Businesses:

- Encourage a diverse range of businesses to set up shop, avoiding excessive proliferation of certain types of establishments.
- Consider community preferences when approving new business licenses to maintain the village's character.

Addressing Economic Deprivation:

- Collaborate with local authorities and organizations to address economic deprivation in the village. Explore initiatives such as job training programmes or small business support to boost economic opportunities.

Improving Beyond Main Streets:

- Extend efforts beyond the main streets to improve and beautify the traditional parts of the village.

Balanced New Building Development:

- Carefully plan new building developments to avoid dilution of the traditional village character.
- Prioritise designs that integrate seamlessly with the existing architecture and contribute positively to the community.

Preservation of Friendliness:

- Maintain the friendly and welcoming atmosphere of the village.
- Encourage community events and activities that facilitate social interaction and strengthen the sense of belonging.

By addressing these recommendations, Newtongrange can continue to prioritise its heritage, enhance community assets, and create a thriving and inclusive environment for residents. Collaborative efforts between residents, local authorities, and businesses will be essential for the successful implementation of these initiatives

13. Natural Space

Newtongrange benefits from natural spaces and this theme scored the highest in the recent analysis. We want to maintain our green spaces and work towards green flag status in our park. Maintaining and enhancing natural spaces is crucial for the well-being of a community. Further suggestions include –

Community Garden:

- Further support the Community Garden to enhance biodiversity and sustainable socioeconomic growth.
- Increase the availability of the community garden for residents interested in gardening.



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Safer Cycle Links:

- Improve and create safer cycle links to connect Newtongrange with Gore Glen and Roslin, encouraging more sustainable transportation.

Clubs for Kids:

- Utilise green spaces for organised clubs and activities for kids, promoting outdoor play and recreational opportunities.

Preservation of Fields:

- Advocate against building on fields to protect and preserve green spaces in the community.
- Collaborate with local authorities to establish and enforce protective zoning regulations.
- Address the eyesore at the site opposite the Masonic lodge building through community-led beautification projects or discussions with property owners.

Wildlife-Friendly Initiatives:

- Install bird/bat boxes and beastie boxes in trees in the park to encourage wildlife habitats.
- Increase the number of litter bins in parks and public spaces to facilitate proper waste disposal.
- Conduct community education programmes on the value of trees, the consequences of artificial turf, and the importance of green spaces.

Litter Collection and Cleanliness:

- Improve litter collection efforts, including organizing community clean-up events.
- Address specific areas of concern, such as the woods heading up to Newbattle High School, with focused litter-picking initiatives.

Development of Pavilion and Bowling Complex:

- Explore the development of the pavilion and old bowling complex into a community tea/coffee room or multi-use space. Seek funding or partnerships to support the renovation and repurposing of these facilities.

Additional Seating and Picnic Areas:

- Increase the number of seating and picnic areas in the park to enhance community enjoyment and social interaction.
- Install more benches in Lady Victoria Grange and Orchard Grange to provide resting spots and enhance community spaces

Utilise Football Building:

- Explore opportunities to make use of the football building for community events, clubs, or activities.



Newtongrange Local Place Plan 2023

Accessible Walks:

- Create accessible country or riverside walks for those with limited mobility.
- Ensure that these walks are well-maintained and clearly marked for easy navigation.

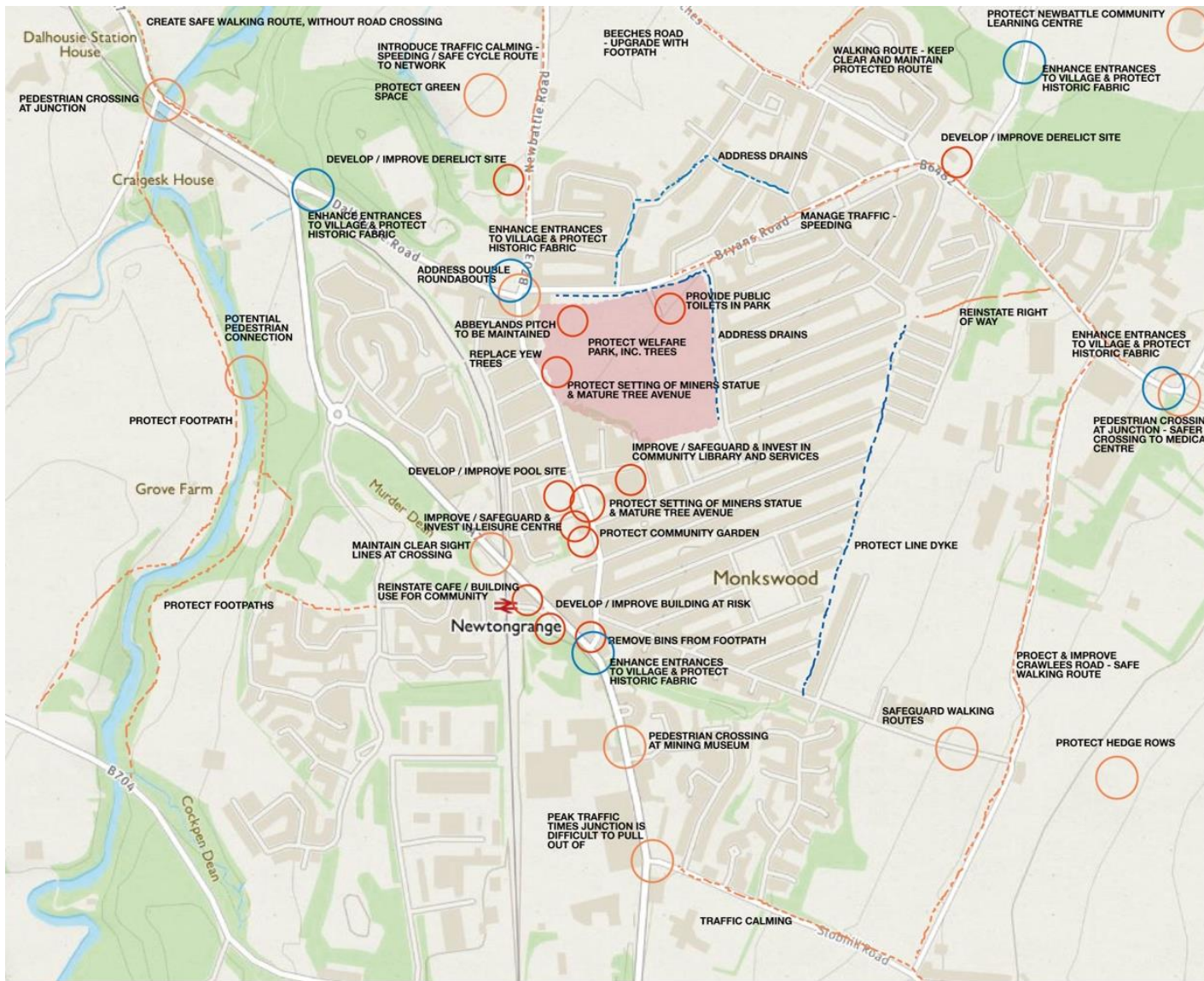
Preservation of Green Spaces:

- Advocate against large housing developments on farmland to preserve local green spaces.

- Collaborate with local planning authorities to balance housing needs with environmental conservation.

By addressing these recommendations, Newtongrange can continue to cherish and develop its natural spaces, fostering a strong sense of community and well-being. Collaborative efforts involving residents, local authorities, and community groups will be essential for successful implementation.





- Key Priorities**
 Following Community Consultation, and in addition to the overworks on the map, below is a list of Key Priorities
1. Regular cleaning and maintenance off all road drains to prevent current build up of surface water.
 2. Regular street cleaning with the road sweeper.
 3. Address/combat congestion at School & Nursery drop-off and pick-up times.
 4. Increase access to direct buses to Edinburgh.
 5. Welfare Park to be maintained and protected for the community. Paths to resurfaced.

Newtongrange Local Place Plan 2023

This map has been drafted in consultation with the community.

Some of the information contained within the map is described below;

- Highlight specific Community focussed buildings and services that should be protected / enhanced.
- Note key sites within the village that may be developed to further strengthen the services we have access to / provide affordable housing within the village.
- Key walking routes that should be protected / enhanced.
- Road issues and opportunities.
- Heritage areas that should be protected / enhanced.
- Generally, consultation has highlighted a requirement for more affordable housing.
- Protection of green space, in particular Welfare Park.
- A map to identify sites of specific proposals, land or buildings.



APPENDICES

Timetable		
Date	Target	Outcome
1st June – 15th September	Organise and distribute the survey	Link in with community groups and businesses to collaboratively gain community reviews.
1st July – 13th August	Start the draft LPP	Review Midlothian Council suggested LPP documents and Dumfries and Galloway LPP
14th August	Circulate draft LPP document to Community Council Members	Gain comments and update the LPP
29th August	Present draft doc to Community Council	Gain further comments and guidance
16th September – 25th September	Collate survey results and analyse data	Produce SMART targets based on results
26th September	Present findings to Community Council	Gain comments and update the LPP
27th September – 13th October	Work on draft LLP document	Circulate to Community Council Members for review and update with their comments

31st October – 3rd November	Present draft LPP to Community Council in preparation for submitting	Work on final submission
		Send to planning team to gain their view
4th November – 31st December	Discuss LPP at AGM	Outline what still needs to be done
	Meet with Midlothian Council Planners to discuss LPP	
23rd January	At CC meeting map out key areas of interest for the LPP	Add map to LPP
1st Feb – 14th February	Meet with planners and add final recommendations. Organise proof readers	Aim to submit LPP for consultation 16th Feb



Pre-submission Notice

Friday 16th February

Dear local Councillors, adjoining Community Councils and local partners,

I am contacting you on behalf of Newtongrange Community Council in relation to our Local Place Plan. We have been working on a Local Place Plan for our Community Council boundary area and began community engagement in June 2023. We used the results from the Place Standard Tool and previous research to develop the Plan. We have now prepared a draft Local Place Plan. It has been published for public consultation here and printed copies are available to view at Newtongrange Library. We are obliged to send the plan to you to comply with Section 4 of the Town and Country Planning (Local Place Plans) (Scotland) Regulations 2021. The purpose of the Local Place Plan is to outline a comprehensive strategy which reflects the collective aspirations, needs, and priorities of the Newtongrange community. This plan serves as a guiding document which articulates the vision for the area's development and improvement over a defined period.

If you have any comments on the Plan, please send them to secretary@newtongrange.org. The deadline for comments is 16th March 2024, to allow time to take comments into consideration prior to submission to Midlothian Council by 31st March 2024.

Kind regards,

Sarah Matthews

Secretary Newtongrange Community Council

Notice was published and sent to –

www.newtongrange.org

enquiries@mayfieldandeasthouses.cc

secretary@eskbanknewbattlecc.org

secretary@moorfoot.org.uk

pat.bowie32@gmail.com

gorebridgecommunitycouncil@gmail.com

douglas.bowden@midlothian.gov.uk

Kelly.Drummond@midlothian.gov.uk

Ellen.Scott@midlothian.gov.uk

*No comments were received during the consultation



**ROSEWELL & DISTRICT
COMMUNITY COUNCIL
LOCAL PLACE PLAN**

**Prepared for Midlothian Local Development
Plan 2**

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Foreword

The Scottish Government has introduced Local Place Plans (LPPs) as a way for communities to help achieve change in their local area. This can be accomplished through consultation and use of the “Place Standard Tool” which will help communities to think about how to make their 'place' better, agree priorities, and work with others to make change happen. Preparation of this Local Place Plan has been facilitated by Rosewell and District Community Council on behalf of the local community and will outline the priorities of the village and surrounding areas as defined through the consultation process and will focus on outlining proposals for these priorities going forward.

Rosewell & District Community Council would like to thank various stakeholders for their contributions to this Local Place Plan, including but not limited to Midlothian Council, Midlothian Federation of Community Councils, Rosewell Development Trust, businesses in and around Rosewell, Midlothian Wildflowers, Keep Rosewell Beautiful and the members of the community who contributed to the consultation process.

Rosewell & District Community Council would also like to thank Forth Rivers Trust for their contribution of resources towards the LPP.

1. Summary

Rosewell and District Community Council (RDCC) were invited by the Scottish Government and Midlothian Council to undertake a Local Place Plan for the community outlining the priorities to be considered within the next phase of the Midlothian Local Development Plan (MLDP2).

RDCC undertook various methods of stakeholder engagement within the community to gather evidence for an overarching vision and list of priorities to be included within the LPP. The vision for Rosewell has been developed through the collective analysis of local community needs which includes:

- Becoming more self-sufficient and sustainable on a local scale;
- Enhancing and developing the vibrancy and prosperity of Rosewell;
- Tackling environmental, social and economic issues.

Five priorities were identified each with a number of actions which are outlined in Section 5. The five priorities are:

- Life in the Community
- Environment
- Population and Homes
- Getting About
- Jobs and Businesses

This LPP contains our local community's vision for the RDCC area (Figure 1). The plan is rooted in our local community's own aspirations, data was gathered through community consultation and engagement activities during 2023. The plan sets out priority actions to turn the community's aspired vision into reality.

The purposes of this LPP are:

- To provide an up-to-date statement of current issues we face and our aspirations for the future, to help public bodies, landowners, businesses and funders consider how they can best support positive change in the area;
- To express the community's vision, priorities, aims and actions to deliver that vision collaboratively;
- To inform the ongoing review of the Local Development Plan 2 being led by Midlothian Council;
- To inform public service delivery and investment by the Crown Estate, Midlothian Council and other Community Planning Partners;
- To guide investment and action by local landowners, businesses and community organisations.

The plan is envisaged as covering a 10-year period until approximately 2035. Delivery of the plan is intended to be collaborative, with public bodies, private sector, third sector organisations and the local community working together for common purpose. It is vitally important that all stakeholders are actively involved in the LPP objectives if it is to become a meaningful reality. Section 6 contains more information about this.

2. Introducing Rosewell and District

Geographical Context

Rosewell and District sits in the heart of Midlothian. Rosewell originated as a mining village with brick-built cottages laid out in a street pattern of miners' rows dominating the character of the village. The original village was complete by the early 1900s.

Rosewell bypass – the A6094 - was constructed providing scope for new housing including employment land identified on the stabilised land between the village and the bypass road. The A6094 provides quick links along the Bonnyrigg Distributor Road to the surrounding villages of Bonnyrigg, Dalkeith, Newtongrange and Gorebridge to the Northeast. To the South, the A6094 provides an easy route to the Borders as it joins to the A701 via Howgate. Rosewell village is situated at the egress from Roslin Glen. Roslin Glen is the main thoroughfare to Roslin, Bush Estate, Bilston, Auchendinny, Penicuik and Straiton for many commuters and both villagers and commuters from the Midlothian region travel through this Glen daily.

The Whitehill Estate, positioned south of Roslin and Bonnyrigg, encompasses the Rosewell, Rosslynlee, and Upper Dalhousie communities. Acquired by Crown Estate Scotland in 1969, the estate holds significance for its rich agricultural and mining heritage.

Rosewell has good footpaths and access to the national cycle route via the NCR196 Penicuik to Musselburgh walkway. The old railway line from Penicuik through Rosewell to Bonnyrigg and Eskbank, provides good access to Bonnyrigg and Penicuik town centres, as well as access to a thriving community woodland. The Penicuik to Dalkeith walkway and cycle route also provides access to many local amenities such as the Midlothian Community Hospital and the superstore at Hardengreen. Providing a very important active travel route as well as biodiversity corridor that supports people and planet. The active travel route Penicuik to Dalkeith walkway provides necessary access to the local train station Borders Line at Eskbank with frequent services to Edinburgh and Tweedbank via Newton Grange and Gorebridge. From here you can also access local tourist destinations such as The Coal Mining Museum and Arniston Estate as well as commuting opportunities for surrounding areas.

Population and Community

Population estimates as of 2021 indicate that the population of Rosewell (village) is 2,170 individuals (City Population, 2024: Appendix A4). This is an increase in population of 39% from the 2011 Census.

Rosewell Steading was redeveloped into a Community Hub, named The Steading, delivered by the Rosewell Development Trust. The Steading provides Rosewell with a central focus for the village, a place where the community can come together and is driven by the needs of the community.

Rosewell has seen many changes over the years and has always maintained its strong sense of community spirit that supports a thriving, caring and vibrant Rosewell.

Context

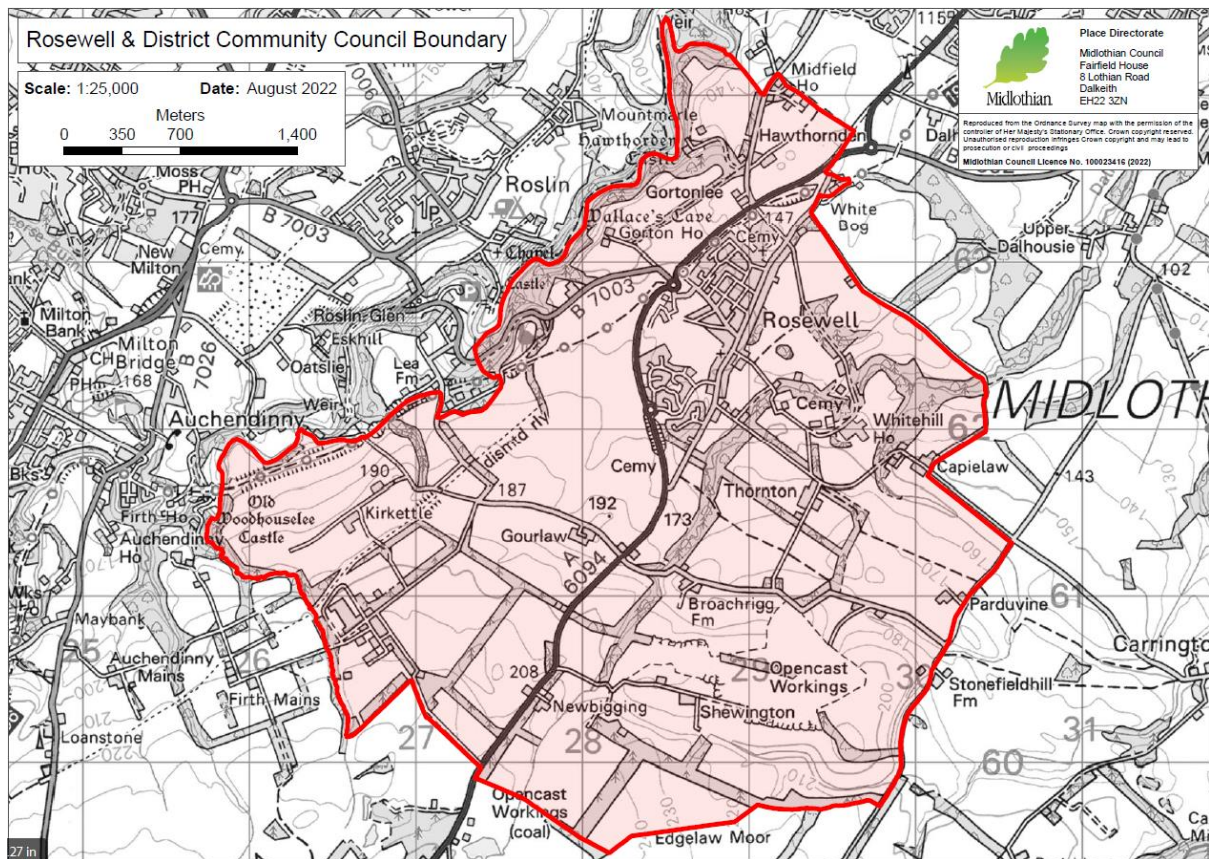


Figure. 1 Boundary denotes the area of Rosewell & District Community Council

Schools and Early Years

Rosewell has two primary schools, one denominational and one non-denominational. To meet the needs of recent housebuilding, additional space at Rosewell PS was required and the decision was made to extend Rosewell Primary in the previous Midlothian Local Development Plan (MLDP). Recently, however, through exploratory works it has become apparent that the structure is not suitable for extension, and so new priorities must be made for the primary schools in light of the village expansion. Rosewell Primary is to reach capacity by August 2024 and temporary classrooms have been brought in to facilitate the growth as an interim measure.

Secondary education is provided at Lasswade High School, also certain to reach capacity due to the growth within the wider Midlothian area and an additional site for secondary education was highlighted within the previous MLDP.

Nursery and early learning provision is met through Rosewell Primary School, as well as the additional Loanhead After School Club (LASC) Community Nursery and after school care within Rosewell Park.

Health and Care Services

Rosewell GP, dental practice and pharmacy services including important minor ailment services are provided by surrounding settlements. No primary healthcare services are available within Rosewell and District.

St Joseph's, based in Rosewell, provide care for adults with learning disabilities and have been established for 100 years.

Community Groups

There are between 20 and 25 active groups in Rosewell. Please refer to the 'What's on in Rosewell' calendar in Appendix A5 for several of these. There is a wide variety of opportunities to engage in Rosewell from: walking groups, lunch clubs, outdoor environmental opportunities and special interest groups such as local history and local neighbourhood group. As in many rural settlements a number of non-statutory agencies fill the gaps left by local authority budget cuts. For example, Midlothian Wildflowers, a grassroots constituted community group based in Rosewell, works to create, care for and protect greenspaces throughout Midlothian while supporting the health and wellbeing of the communities they work with.

Rosewell and District Community Council

Rosewell and District Community Council (RDCC) is made up of elected community councillors who are all unpaid volunteers offering their time and commitment to the community. The aim of RDCC is:

- To ascertain, co-ordinate and reflect the view of our community which we represent, to liaise with other community groups within the area, and to fairly express the diversity of opinions and outlooks of the people;
- To express the views of the community to the local authority for our area to public authorities and other organisations;
- To take such action in the interests of our community as appears to be desirable and practicable;
- To promote the wellbeing of our community and to foster community spirit;
- To be a means whereby the people of the area shall be able to voice their opinions on any matter affecting their lives, their welfare, their environment, its development and amenity.

3. Community issues and aspirations

Community Engagement

A public consultation was undertaken to gather vital primary data from local community members and was inputted into the LPP. Various avenues were assessed to try and determine the best inclusive methods of engagement that would represent the views of the local community (National Standards for Community Engagement). The seven principles of the National Standards for Community Engagement were applied to various aspects of the RDCC consultation process.

Online Consultation

RDCC hosts a very active community Facebook page (Rosewell Neighbourhood Group) that currently has 3.5k members. It was therefore decided that an online survey would be the first step in the public consultation process. The content of the survey was based on guidance provided by the Scottish Government, 'Our Place' website and the Local Place Plan 'How to Guide' with a mixture of rating questions from the 'Place Standard' as well as important open-ended questions to maximise comments and feedback. This survey was distributed via both a link and as a QR Code which was distributed on posters on throughout the village e.g. on park gates, in local shops, the community hub, bus shelters and on the RDCC community noticeboard.

In-Person Consultation

A paper copy of the survey was also distributed and held by The Steading in Rosewell – the local community hub – where people would be able to fill out and return here to be stored confidentially for later collection. Paper copies were also distributed at 'drop-in' sessions which were organised post-community council meetings and at other points during the consultation process. In-person consultation sessions were advertised in a number of places online and within the Village.

<p>First community in-person consultation session 21st August 2023</p>	<p>Second community in-person consultation session 21st September 2023</p>
<p>The Community Council invited the local community to Rosewell Parish Church Village Hall (disabled access available) to provide their views on Rosewell, including what’s good or bad about Rosewell and what opportunities there are to improve Rosewell in the future.</p> <p>We developed a local advertising strategy with the intention of trying to reach out engage as many citizens as possible in the Rosewell LPP consultation. Posters were situated in local shops and advertised on the local community noticeboard. The consultation was advertised through social media networks and circulated via email.</p>	<p>A second consultation for the community was held in September as a ‘drop-in’ session at Rosewell Parish Church (disabled access available). The second consultation aimed to allow the community to express their views on the aims and actions for the LPP and provided the opportunity to ask any questions that may have arisen from completing the survey.</p> <p>Posters were situated in local shops and advertised on the local community noticeboard. The consultation was advertised through social media networks and circulated via email.</p>

Business Consultation

The LPP survey link was sent directly to 20 local businesses in Rosewell along with a letter explaining how businesses could contribute towards the process. Each business was invited to seek in-person advice and information sessions with the community council should they have specific matters to discuss regarding the overlap of their interests and the community-led Local Place Plan for Rosewell. Two businesses sought in-person consultations and their ideas have been considered as part of the LPP development.

Community Survey

In total, 261 people shared their aspirations for Rosewell and District. The breakdown of responses by age demographic and location within the community council area can be explored in the Figures 2 to 5.

The survey that was distributed to Rosewell residents was split into three parts:

1. Requests for demographic information;
2. Place Standard tool questionnaire to assess or “rate” current feelings on Rosewell;
3. Open-ended questions to ask for direct thoughts and opinions relating to Rosewell and its services etc.

The variation in questions was taken from various guidance documents to allow RDCC best analysis of the information for use in themes and priorities going forwards. Appendix A1. shows an example of the survey that was distributed to Rosewell residents as part of the consultation process, as well as full details of survey responses.

Results

In total, 261 people shared their aspirations for Rosewell and District. The breakdown of responses by age and location within the community council area can be explored in the Figures 2 to 5. In summary, 95% of respondents live in Rosewell or the surrounding area and the other respondents either worked here, run a local business or were visiting. A diverse range of ages, spanning from 16 to 60+, was well-represented among the respondents. There is also a relatively balanced distribution among responders affiliated with Rosewell for more than 10 years (43%) and affiliated with Rosewell for up to 10 years (58%, remaining 5% unknown).

Rating Questions Analysis

Figure 5 depicts the average score of all respondents for the “Place Standard tool” questionnaire. Looking at how people rated each theme, a clear pattern emerges. The score for public transport is well below satisfactory. Only the Natural Spaces theme achieves a notably high score followed by Play and Recreation. The ratings using the Place Standard tool align with previously understood sentiment from the community, namely that there is dissatisfaction with local amenities, public transport services to and from the village and poor potential for a thriving economy within the village and surrounding rural area.

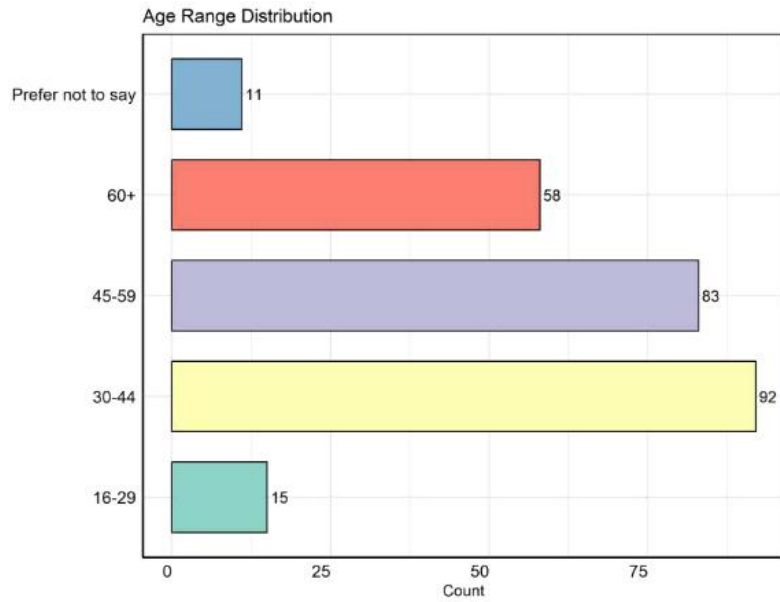


Figure 2. Age distribution of those whom responded

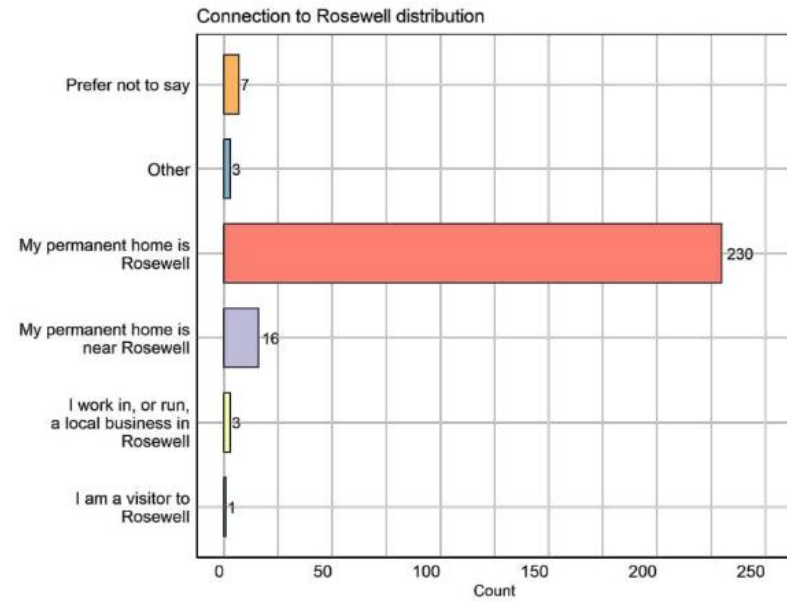


Figure 3. Location data of those who responded

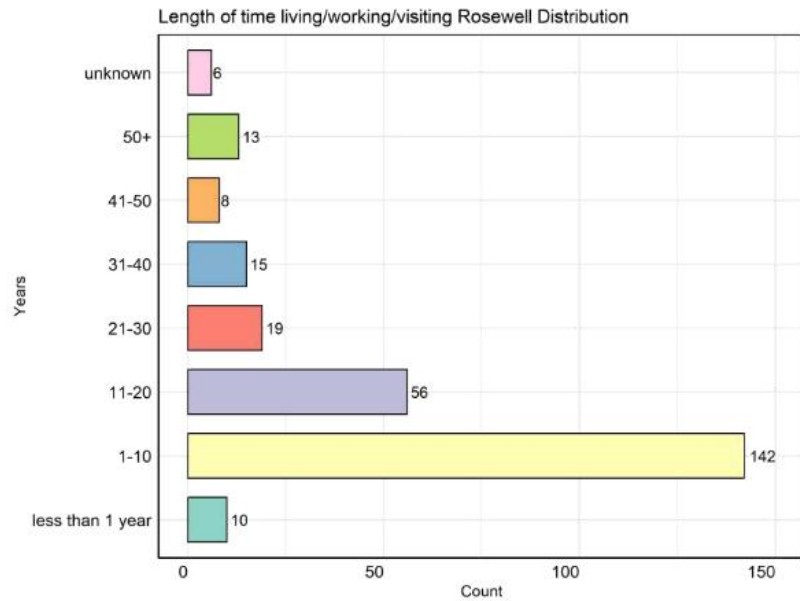


Figure 4. Length of time interacting with Rosewell question results.

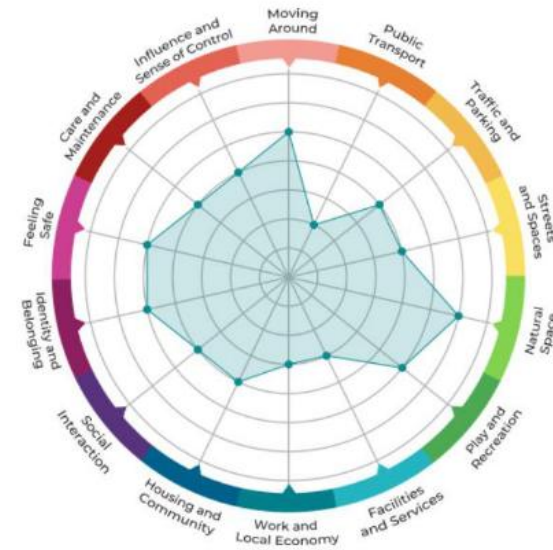


Figure 5. The 'Place Standard tool' results for Rosewell.

Below are the key themes, summarising answers from the open-ended questions asking for direct thoughts and opinions relating to Rosewell and its services. The larger words occurred the most frequently in the responses.

What are Rosewell strengths? What you do you like most about Rosewell?



What are Rosewell weaknesses? What you do you like least about Rosewell?



What opportunities do you see for Rosewell in the future?



Open-Ended Questions Analysis

A significant portion of the open-ended comments received were critical or expressed negative sentiments. When focussing on the positives within the District and when prompted about ‘what you like about Rosewell/ strengths of the Village’ within the community, the majority of responses highlighted access to Nature and Scenery as well as the Green Space as a key aspect of the village and surrounding District (Figures 5 and 6). This was often followed up by comments regarding the extent of the new development housing allocation within the village and statements desiring that no further greenspace within or around the village be utilised in this regard going forward. Second to nature, the most regarded aspect of Rosewell is its sense of community and the ‘village feel’ as well as its ‘village identity’. Again, in the analysis, it was noted that these comments were often made in conjunction with statements of discontent regarding the loss of village identity in the wake of large-scale housing developments within the Village.

The community also acknowledged certain entities within the community as valuable assets when asked about the Strengths of the community as outlined below. However, in comparison to other settlements of a similar size within Midlothian (for example Roslin) there is minimal community resource for respondents to point towards as assets within the Rosewell and District area. Institutions such as The Steading were highlighted as the “heart of the community” for providing clubs and activities for all age ranges. In addition to this, Rosewell Park (the park), the Tennis Courts, the Bowling Club, coffee shop at the golf course, the churches, the two local shops and hairdressers/barbers, were identified as valuable resources. However, in comparison to Roslin (again, highlighted as a settlement of a similar size), essential local amenities are limited. For example, Roslin has a local GP surgery and pharmacy, a dental surgery, a library, a post office,

a local public house and restaurant, several cafes, and a local shop as well as three bus services for the Village.

When asked to discuss 'challenges, dislikes and future challenges' the community voiced concerns such as inadequate transportation and deficient public transportation routes, lack of amenities including shopping and access to healthcare within the village as stated above. The increase of significant new development housing within the Rosewell, lack of employment opportunities and lack of care for greenspaces were also forefront within the public consultation. These concerns were carried through by RDCC for further analysis and consideration within this Local Place Plan.

4. Rosewell and District Overall Vision by 2035

Maintaining and restoring a village feel is very important. Recent large-scale development within Rosewell has been advantageous to the community (e.g. The Steading Community Hub and Rosewell Tennis Courts) and has presented a number of challenges within the community (e.g. new housing developments). Moving forward these recent developments should be incorporated to grow our sense of community and village feel within Rosewell and District. This Local Place Plan aims to create an overarching document that focusses on tackling the issues most highlighted by the community and providing a strategic overview for how these can be implemented and by whom/on what timeline.

This vision for Rosewell will provide all stakeholders in this plan with a direction as we move towards 2035 with the hope of creating meaningful change in the village in line with the aspirations of the community. The vision that has been developed through analysis of community needs includes:

- Becoming more self-sufficient and sustainable on a local scale;
- Enhancing and developing the vibrancy and prosperity of Rosewell;
- Tackling environmental, social and economic issues.

This section of the plan contains five priority areas that will help turn this vision for Rosewell and District into a reality. Each priority will come with aims and actions. The five priority areas directly reflect the concerns and aspirations expressed in the community survey:

1. Life in the community
2. The environment
3. Population and homes
4. Getting about
5. Jobs and businesses

These priorities are not distinct and there will be overlaps within each of these as they are closely inter-related. All priorities have been added to an interactive map that can be explored [here](#) and an example of what it looks like is provided in Figure 6



The actions proposed under each priority should be seen as flexible. If opportunities present themselves for additional actions, they should be supported by Midlothian Council if they contribute to the vision of Rosewell and District Community Council. All aims and actions that pertain to the five Priorities and the overall vision, should be considered for inclusion within the Midlothian Local Development Plan 2 (MLDP2).

Figure 6: Screenshot of the interactive Google map locating Rosewell priorities.

Priority 1. Life in the community



Figure 7: Location of sites for Life in the Community Actions.

Having a strong sense of place and community is one of Rosewell's greatest strengths and we have a proud history with mining heritage. Rosewell is a friendly, caring community. There are many active community groups in addition to the Community Council and Rosewell Development Trust, that help to welcome visitors and newcomers to the village.

However, our community facilities have been run down over the years, pubs have shut and our playpark is dated. There is more reliance on cars for undertaking tasks such as weekly shops at larger supermarkets and commuting to local work places. Local presence of police is limited as are traffic wardens. For teenagers, the lack of things to do and places to go is particularly apparent. Rosewell village needs better facilities and activities for people of all ages if we are to thrive and prosper as a community.

Aim

Rosewell's vision is to become a self-sufficient village that draws people in from surrounding areas to help boost local prosperity and economic growth for Rosewell businesses, the community hub and other organisations providing creative, educational, leisure and volunteering opportunities. Site locations for the actions outlined below are shown in Figure 7.

Actions	How can this be achieved?
Retain vital community services	Ensure support for our two corner shops, community hub, social (bowling) club, hairdressers, barbers, dog groomers, fish and chip shop, cafes as well as local trades and faith centres.
Incorporate and improve private facilities to be available to the community	Provide support to Whitehill Welfare Football Club for finding funding/working with the Council. Supportive of proposed 3G pitch that could be made available to different sports groups and would provide training facilities in the village that are currently sourced elsewhere for all club teams. This proposal could help engage teenagers within the village to become more active as well as tackle boredom and vandalism.
Work towards a 20-minute neighbourhood within the rural context of Rosewell Village	Bring facilities to the village. Encourage and support social enterprises and local businesses within the village. Facilitate the creation of community growing spaces for food to be incorporated back into the community, either through the community fridge or by providing circular economy via Rosewell Resilience Group.
Invest in public spaces	Upgrade the playpark within Rosewell Park to incorporate more age-ranges for play. Provision of goal posts within Rosewell Park to encourage groups from the nearby nursery and Rosewell Primary to get active.
Allocation of unused green space within Rosewell village for outdoor activities	Area of land for Rosewell Academy for football training as there is no other suitable land available in the village. Discussions with MC for the land to be maintained by the Rosewell Academy until further notice and they are to have a container on site for equipment.
Invest in village medical facilities	RDCC would like to see Midlothian Council support applications for a pharmacy in the village. Rosewell medical facilities are currently inadequate.

Priority 2. The Environment

As a community, Rosewell and District love the natural environment and green space. Nature and Scenery was the most mentioned aspect of the village when asked “what do you most like about living and working in Rosewell”. The trails, bridal paths and green spaces are among the things that are valued most highly about living here. Over the years there have been many groups that have contributed to caring for the environment within and around the village. Success stories include but are not limited to the Rosewell Community Gardening Group who operate from The Steading and contribute to the care and maintenance of the flower beds within the village, Midlothian Wildflower Group – an affiliated group of RDCC - who operate throughout the council region to regenerate neglected meadows, develop skills and support positive health and wellbeing, Keep Rosewell Beautiful a volunteer run group also affiliated with the Community Council that aims to look after and nourish the local surroundings through collaborative action. There are also local active Scouts, Rainbows, Brownies and Guides out in nature and organising litter picks and other environmental activities in conjunction with community members and community groups.

Unfortunately, within the village nature is often blighted by neglect. Community members have highlighted during consultations that litter, dog fouling and non-maintained paths were a nuisance within the village that negatively impacts how they feel about the local area. Rosewell’s vision is to foster community action and empowerment to protect green spaces, restore and protect nature and increase biodiversity within the village and surrounding area. We urgently require public authorities to act in line with our community values and to work towards meeting their own climate and biodiversity objectives set out in their action plans.

Aim

RDCC’s aim is to protect areas of nature, support local community groups and grassroots organisations and work alongside public bodies to enhance, protect and educate.

Action	How could this be achieved?
Encourage the community to adopt and enhance green spaces that could provide potential for biodiversity	<p>Several spaces within Rosewell village would be adopted by community groups such as Keep Rosewell Beautiful and Midlothian Wildflowers for environmental benefit as well as potential for community growing spaces.</p> <p>Identify areas of maintained green space that could have increased biodiversity or could be of community use (Figure 8). For example, land within Rosewell Park that should be adopted by Midlothian Wildflowers to enhance wildflower meadows and also areas identified for additional tree planting within the Village.</p> <p>In addition to this there is an identified piece of land at Gorton Place for a community orchard/nursery. This will be maintained by MWF and Keep Rosewell Beautiful alongside RDCC to act as a space for</p>

	the community. This space will also provide a physical location for Midlothian Wildflowers to retain resources for community benefit utilised throughout Midlothian. See Priority 5 for further information.
Improve path network for all users	Install more paths (both tarmac and non-tarmac) and picnic benches in the park/around village making our green spaces a place we want to use.
Midlothian Council to install more bins to deal with litter and dog fouling	A bin audit has been undertaken by RDCC and Figure 9 identifies the areas in which new bins should be established.
Protect greenspaces	<p>Support and facilitate activities to protect areas around the village (e.g. woods, horse trails, cycle and footpath network). Provide support for conserving and planting native woodlands and wildflower meadows.</p> <p>Midlothian Council or Crown Estate to control invasive non-native species (particularly Japanese knotweed and rhododendron within the Rosewell and District Community Council Area.</p> <p>Extend official greenbelt classification to Rosewell side of the North Esk River through Roslin Glen.</p>

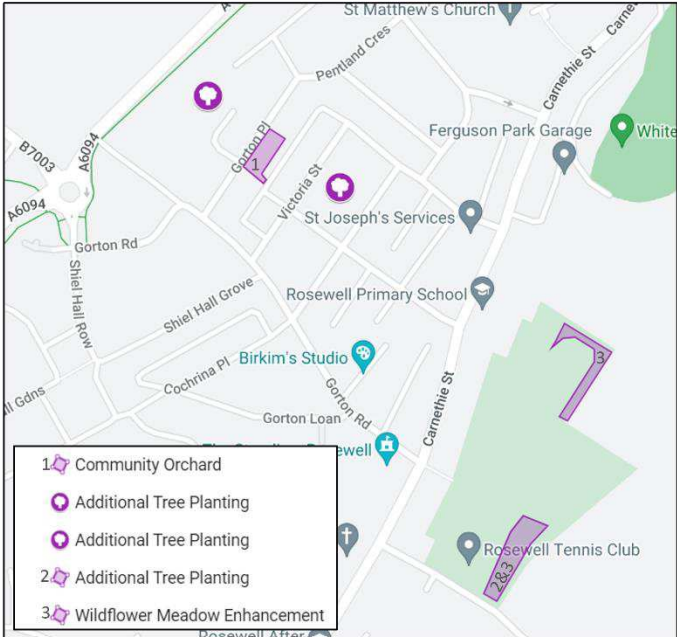


Figure 8: Community adoption of green spaces.

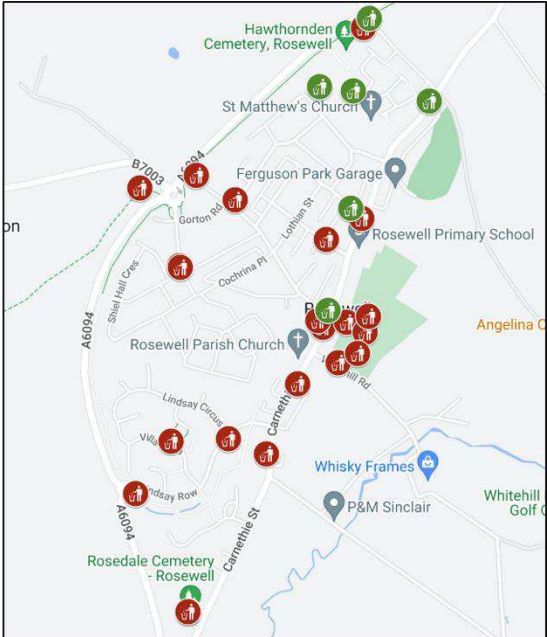


Figure 9: Current council bins across the village (red) and new bins proposed (green).

Priority 3. Population and homes

The population of Rosewell has increased, Rosewell welcomes everyone and the new opportunities population increase can present. However, the facilities and amenities within the village have not kept up with the new demand. Many in the community feel we cannot support the current population, both primary schools are at capacity and there are long waiting lists for childcare services.

Aim

RDCC's vision is to protect Rosewell from further expansion to allow community time to adjust to recently completed or ongoing new development allocations. Further to this, it is RDCC's aim to have all the amenities we need for all in the community within walking distance, schools that are able to provide for all the children within the community and have safe routes to schools safe active travel routes to schools minimising pollution and supporting road safety.

Action	How can this be achieved?
Improve traffic management within Rosewell Village	Midlothian Council to paint yellow traffic management lines around shop corner and remove redundant yellow bus stop markings outside 122 Carnethie Street, EH24 9AL, to allow those parking at the shop to access that section of road where it is currently avoided, pushing people closer to the junction.
Increased traffic warden and police presence	Traffic warden to manage pavement parking, dangerous parking at the junction of Gorton Road and Carnethie Street, and to facilitate slowing down cars going in faster than 20mph in the village.
No New Development in Rosewell District Community Council Region	RDCC will oppose any new housing development allocations proposed by Midlothian Council. This does not extend to self-build housing which RDCC will support in principle on a case-by-case basis. Along with other CCs within Midlothian, Rosewell community is strictly against further housing allocations. In particular with regards to Rosewell, the primary schools will reach capacity by August 2024 with no plan for remediation due to failed MLDP policy action. In addition, local amenities and services are not adequate for village capacity and nursery, pre- and post-school club spaces have waiting lists. Until this is solved, new housing allocations should not even be considered.
Improve housing standards for Midlothian and sensitivity to natural environments and surroundings	RDCC would like to see Midlothian Council improve on enforcing better standard of housing within Midlothian region. As per English legislation all new build housing

	<p>must have EV charging ports as standard – this should also be enforced in Midlothian.</p> <p>RDCC would like to see Midlothian Council enforcing large-scale renewable energy as part of new developments which could be used to tackle energy poverty in the village.</p> <p>RDCC would like to see Midlothian Council enforce measures the new build development to protect the culture and history of the village: current policies are inadequate.</p>
<p>Protect Rosewell village from boundary expansion</p>	<p>Rosewell Bypass has been agreed within MLDP (2017) as a strong boundary to form the limit of the village expansion. Housing should not be allocated to the North side of Rosewell bypass to ensure that the “village feel” is protected. Village feel and the sense of community is an extremely important part of Rosewell’s identity which has been threatened by the housing influx and the redesign of the village.</p>

Priority 4. Getting About

Public transport was singled out as the greatest challenge Rosewell faces. The withdrawal of the number '49' Lothian Bus service from Rosewell to Fort Kinnaird which was a direct link to Edinburgh caused outrage and deep disappointment in our community with real consequences. Since the termination of the 49 route, public transport issues such as cancelled buses, delays and timing for school buses has been mentioned regularly at community council meetings and councillors have been backing the discontent. Survey participants almost unanimously agreed the new '46' service was inadequate for their needs.

Case Study: A job opportunity in our community hub, The Steading, was turned down by the preferred candidate because of Rosewell's poor public transport links which would have made commuting times unreasonable.

Aim

RDCC's vision redesigns the transport infrastructure for Rosewell to connect us to the rest of Midlothian and directly back to Edinburgh. The village vision also includes safe walking routes around the village to increase accessibility to all.

Action	How can this be achieved?
Improve transport links	<p>Rosewell transport links to surrounding settlements and into Edinburgh are inadequate. Bus service routes to Rosewell need revisited. The '31' Lothian Buses route could be extended from Polton to incorporate Rosewell which would provide a direct link back to Edinburgh, saving time and money for the community.</p> <p>Further links to surrounding settlements such as Roslin, Penicuik, Straiton and even Peebles should be explored. Rosewell is not considered rural in the context of connecting routes to Edinburgh and should be served by better bus services in light of growing community.</p>
Improve safe footpaths through Rosewell Village	<p>Rosewell and District Community Council support safe routes to school. The construction of a zebra crossing on Gorton Road should be followed up through best practice with an additional Zebra Crossing outside of Rosewell Primary on Carnethie Street to and install a flashing speed detection sign. These measures would allow safe crossing for children and to slow speeding cars in the village. Carnethie Street also has less visibility, is a busier stretch of road and is lined with</p>

	<p>parked cars, so this would assist the School Crossing Patrol between the two primary schools.</p>
<p>Improve access for all on Cycle paths</p>	<p>The pathway upgrades from Rosewell to Auchendinny (The National Cycle Network 196 core path between Rosewell and Auchendinny) will be upgraded using Flexipave.</p> <p>Surfacing this section of the path with Flexipave, which is softer than asphalt, will make the route accessible for a broad range of users including those with mobility issues and horse riders, particularly in poor weather. We hope to work with Midlothian Council and Ranger Service as well as the community.</p>
<p>Improve access for all within the Village</p>	<p>Rosewell Park has undergone a number of improvements in the past few years e.g. with the Tennis Court upgrades undertaken by Rosewell Tennis Association and a flurry of volunteer activity through Midlothian Wildflowers adopting sections of Rosewell Park for biodiversity improvements to the meadow. RDCC would like to see better access to important sections of the park through new path creation which will allow people to avoid stairs – currently there is no footpath access to the tennis courts or meadow that does not require people to navigate steps which is extremely limiting.</p>

Priority 5. Jobs and Businesses

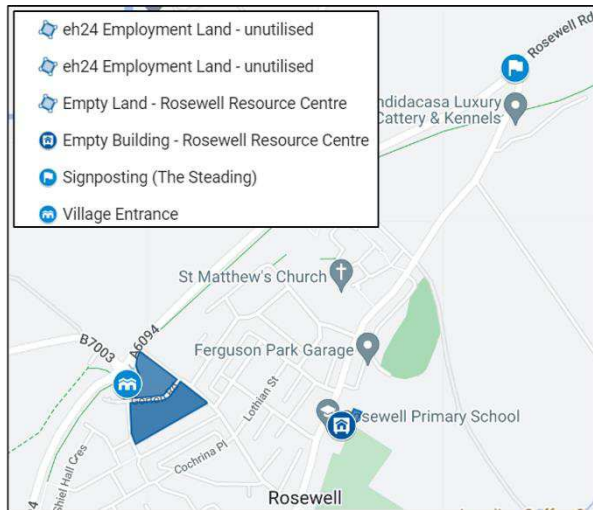


Figure 10: Location of sites for Jobs and Businesses Actions.

Our vision wants jobs and business to increase in Rosewell to provide new opportunities for people here. We have plenty of opportunities in terms of outdoor assets and active community groups like the Bowls club bring people in. We want to support the local businesses and attract new businesses to Rosewell, particularly to fill the amenity gap e.g. pharmacy. We'd like to increase visitor numbers to Rosewell. There is currently a heavy reliance on volunteers to sustain all the community groups within the village including children's groups and activities at the hub which is affecting local jobs and economy.

Aim

RDCC's aim is to bolster businesses and organisations within Rosewell and District with the intentions of creating more economic potential within the settlement and surrounding areas.

Action	How can this be achieved?
Increased visitor numbers to Rosewell	<p>Prioritising improved bus and transport links between Rosewell and the rest of Midlothian as well as directly to Edinburgh.</p> <p>Aesthetic improvements to entrances of Rosewell which have been altered due to new housing developments.</p>
Support resources within Rosewell to help improve visibility which feeds funding back into the community	Signposting erected at entrances to village for The Steading community hub (flag symbol in Figure 10).
Support and celebrate businesses and community groups within Rosewell	Currently there is a monthly business post on the Neighbourhood Group Facebook page as well as Rosewell Calendar created each year to support local groups and businesses. In addition to this, resource should be allocated from Midlothian Council to support website upgrades for Rosewell and District Community Council to offer businesses in Rosewell advertising space and incorporate revenue potential from businesses further afield through donation.

<p>Allocation of unused land within Rosewell Village</p>	<p>Midlothian Wildflowers is a thriving community groups with links to other settlements and stakeholders throughout Midlothian. As this group continues to establish itself within the network, physical assets will need acquired to facilitate the works and growth of this voluntary organisation. An area of land within the village has been identified as a potential nursery/orchard as well as polytunnel storage that the community can have access to alongside MWF.</p> <p>An example of another landholding would be the Site Ref e24 (Figure 10) which is currently zoned for Employment land. Reallocation of this piece of land has potential for other uses by the community such as an allotment society that would generate income and could have a community garden kitchen that would address community poverty. Other potential uses of this land would be for energy development through solar, a farmers’ market or pop-up community stalls, use by social enterprises. According to Midlothian Employment Land Audit 2022 there have been no planning applications for e24 and the land is not being marketed by the agency selling the landholding meaning uncertainty for the community.</p>
<p>Allocation of vacant building within Rosewell Village</p>	<p>Rosewell Resource Centre is a disused and vacant building alongside Rosewell Primary School. This building will be handed to Rosewell and District Community Council to be put in to community use for e.g. storage of Rosewell Resilience equipment (gritters etc.), for a meeting place for grassroots community groups, or for any other use deemed useful/essential by RDCC.</p>
<p>Social Enterprise encouragement</p>	<p>RDCC would like to support community groups and businesses to transition to social enterprises if deemed suitable through links to Midlothian Council resources.</p>

5. Planning policy context

This section provides a summary of key national, local and community planning policies, affecting the Local Place Plan. Here, we provide the policy context; for detailed implementation of Rosewell's proposed priorities, please see Section 4: Overall Vision and Aims. In preparing this Local Place Plan, we've carefully considered the National Planning Framework 4 (NPF4) and the Midlothian Local Development Plan (MLDP) 2017, as required by the Planning Act. The vision for Rosewell centres on improving facilities and activities to cultivate a thriving, self-sufficient village, aligning Rosewell with the principles of successful place development (NPF4, Policy 14) by: promoting health; creating pleasant spaces; fostering connectivity; embracing local identity; ensuring sustainability; and allowing adaptability.

5.1 Life in the Community Policy Context

The first priority, "Life in the Community", makes proposals which would make Rosewell a sustainable and liveable space, aligning with the National Spatial Strategy for inclusive, empowered, resilient and safe communities. Rosewell has a growing population with both challenges and opportunities arising with this growth. Survey results reveal the rising demand for facilities is still a major concern for residents, despite this concern previously being raised in the Neighbourhood Plan Calendar 2019 and recognised as a key issue in MLDP (Section 8.2.67 pages 131-132). The MLDP states "wherever possible, new housing will be located close to good community facilities, shops and employment opportunities" (page 12) in line with national policy that "quality homes will be better served by local facilities and services" (page 11).

In direct response to this pressing concern for Rosewell, we propose the introduction of a 20-minute neighbourhood shaped by local context in line with Policy 15 of the NPF4. Proposals are specific to Rosewell's local area and its interconnectivity with the surrounding area. In accordance with NPF4 policy 15, Rosewell needs local access to the following:

- *"Sustainable modes of transport including local public transport and safe, high-quality walking, wheeling and cycling networks"*.
- *"Employment"* (see Section 5.5).
- *"Shopping"*; Rosewell has two well-supported corner shops but seeks local access to shopping, aiming for amenities sufficient to provide for a weekly shop within walking distance of the village. Please refer to Bonnyrigg and District Local Place Plan for potential retail facilities for consideration in MLDP2 given the lack of facilities in Rosewell and District.
- *"Health and social care facilities"*; The Local Neighbourhood Plan Rosewell Calendar 2019 actioned supporting the provision of a pharmacy within the village, but an application put forward for a pharmacy was rejected by Midlothian Council. This led to a community petition expressing discontent at the decision which attracted over 800 signatures. While the MLDP indicates that health services are provided in Bonnyrigg, our community survey results strongly

disagree with the adequacy of these services. The community envisions enhanced healthcare provision within the village through a pharmacy which should be considered for inclusion within the MLDP2. This proposal is reinforced by the Single Midlothian Plan healthcare outcomes as it will establish the first community care and support hub in Rosewell.

- *“Childcare, schools and lifelong learning opportunities”* (see Section 5.3).
- *“Playgrounds and informal play opportunities, parks, green streets and spaces, community gardens, opportunities for food growth and allotments, sport and recreation facilities”*; Rosewell wants investment in public spaces and reallocation of underutilised public land that empowers the communities to create pleasant spaces (NPF4 Policy 14). The NPF4 policy 21 states “LDPs should identify sites for sports, play and outdoor recreation for people of all ages. This should be based on an understanding of the needs and demand in the community” and our survey highlighted a need for social spaces for adults and teenagers.
To fulfil these objectives, Rosewell proposes the upgrade of the existing play park and the creation of a designated site for a community growing space or allotment to be recognised in MLDP 2. The creation of a community growing space is in line with current MLDP policy as well as Midlothian’s First Allotment and Food Growing Strategy For Midlothian 2020 – 2030. Policy ENV 16 states “on Vacant, Derelict, and Contaminated Land supports the redevelopment of such spaces, provided it aligns with other relevant policies”. Furthermore, Rosewell's commitment to outdoor activities and spaces aligns with the Council's stance on enhancing sports facilities, as outlined in the MLDP Provision for Outdoor Sports policy. The beautifully refurbished tennis court exemplifies this commitment within Rosewell.
- *“Publicly accessible toilets”* are available in the village community hub run by Rosewell Development Trust.
- Affordable and accessible housing options, ability to age in place and housing diversity (see Section 5.3).

5.2 Environment Policy Context

The Environment priorities are rooted in the NPF4’s National Developments (page 12) to support the delivery of liveable places through large-scale restoration of nature, contributing to green infrastructure and wellbeing. We have several active grassroots community groups in Rosewell that help protect our environment. In the previous Local Neighbourhood Plan, Rosewell Calendar 2019, an action plan was put in place to alleviate dog fouling in the village. This action plan has been added to with help from the Brownies who handmade dog poo-bag dispensers and put them up around the village; these dispensers are now maintained by another community group, Keep Rosewell Beautiful.

This LPP proposes building upon our active community groups to enable community empowerment to protect, restore and conserve nature and our open spaces. This is in line with the MLDP Open Space Strategy that “seeks to raise awareness of the importance of open space

across communities and ensure the long-term management and maintenance of local greenspace” through community involvement. Despite this Open Space Strategy, concerns have been raised about the management and maintenance of open spaces in Rosewell. We advocate for community empowerment to adopt green spaces, to restore nature whilst providing space for community wellbeing, and should be recognised in MLDP 2. We envision this to be a collaboration with public sector, third sector groups, businesses and developers in accordance with the MLDP Open Space Strategy and in line with the Single Midlothian Plan to make Midlothian greener. Nationally, this aligns with NPF4 Policy 4 to “help protect and restore the biodiversity, ecosystems and policy” and well as recognising “natural environment is fundamental to our health and wellbeing” (from NPF4: page 13).

Rosewell connects wildlife corridors and is part of the Green Network, shown in the MLDP in Figure 5.2 Strategic Green Network (see Appendix A3). However, none of Rosewell and District is classified as greenbelt in the MLDP (see Appendix A3). In response to this, we are proposing for the inclusion of the Rosewell side of the Roslin Glen to be allocated as greenbelt and wish MLDP 2 to recognise this. The rationale behind this proposal is that the woodland is continuous and interconnected, therefore protection should also be expanded to the Rosewell side of the North Esk river. This would align nationally with NPF4 Policy 4 to “better connect nature rich areas by establishing and growing nature networks to help protect and restore the biodiversity, ecosystems and natural processes in their area”, and Policy 6 that “existing woodlands and trees are protected, and cover is expanded”. In addition, this proposal aligns with local policy MLDP Forestry and Woodland Strategy and Policy ENV 14 and 15.

Rosewell welcomes MLDP Policy Min 3, which explicitly states “proposals for oil and gas extraction will not be permitted if they would have a significant adverse effect on communities, sensitive uses, or the environment”. MLDP 2 should take into account any potential extraction of oil or gas would not have the support of the community and be in direct conflict with the proposed Environmental priorities outlined in this LPP which aim to protect and restore all aspects of nature surrounding Rosewell.

5.3 Population and Homes Policy Context

Rosewell's population increase has outpaced the capacity of our schools and childcare services. While the MLDP recognised the need for additional provisions “through a 3-phase extension programme” to Rosewell Primary, the current development plan falls short. Rosewell Primary is projected to reach capacity by summer 2024, causing community distress and leaving parents to deal with large uncertainty. Urgent resolution is essential to support growth in accordance with national policy promoting local living and should be considered in MLDP 2.

Case Study: Site h52 housing development has designed streets without pavements which contradicts MLDP active travel policies, promotes use of cars and, does not provide safe routes to schools.



This LPP acknowledges the necessity for affordable housing in Rosewell, addressing concerns raised in the survey about the lack of social housing. Any future housing developments need to be in line with NPF4 Policy 7 to protect our cultural heritage. Consultation revealed that in the eyes of the community, measures to 1) mitigate the loss of community identity as a small mining village and 2) ensure physical or visual coalescence of new and old housing did not go far enough (Policy Dev 1 MLDP).

This LPP would also urge Policy Dev 5 (the sustainability of new developments) in the MLDP to be more ambitious in MLDP 2 in relation to future housing in Rosewell. Rosewell wants “more energy efficient, net zero emissions homes, supporting a greener, fairer and

more inclusive wellbeing economy and community wealth building, tackling both fuel and child poverty” in line with NPF4 Quality Home Policy Principles.

This LPP agrees with the MLDP recognition that “the bypass road provides a strong boundary to the village, and the MLDP acknowledges that this should form the limit of village expansion”. Additionally, recognising that Rosewell is encompassed by prime agricultural land (as per 2017 MLDP Fig 5.4), future housing developments should adhere to NPF4 Policy 8 to safeguard nature and agricultural areas. This not only preserves local farming but also contributes to ensuring food security during a climate crisis, aligning with NPF4's overarching objectives on page 6.

5.4 Getting About Policy Context

Public transport was a primary concern in the Rosewell residents survey. This LPP strongly advocates to improve local public transport services in Rosewell aligning with local and national policy on sustainable transport, policy 13 in the NPF4 and the MLDP Sustainable Travel Plan. MLDP Policy Tran 1 “seeks to develop an active travel network to promote sustainable travel and give priority to walking, cycling and public transport initiatives and developments over provision for car-based travel”. Rosewell residents are in support of this active travel network, but this network does not extend to Rosewell.

Rosewell residents predominately rely on private car-based travel due to public transport constraints and lack of amenities. This is in direct conflict with MLDP's Strategic Environmental Objective to "direct new development to locations which minimise the need to travel, particularly by private car." This LPP proposes sustainable transport links to connect Rosewell to retail developments across Midlothian as part of a local living strategy (Policy 28: NPF4). Appendix A2 is from the MLDP (page 42) and maps the distribution of retail centres across Midlothian. Currently, the current 46 bus route has limited connections, serving only Bonnyrigg and Dalkeith.

Case Study: The journey time from Rosewell to Straiton Retail Park by private car takes an average of 13 mins. By public transport, for those unable to walk between different bus routes, the same journey takes 1 hr 31 min, via 3 buses. That's a 550% increase in journey time by bus than by private car.

Having no direct bus route to into Edinburgh city centre was another problem highlighted by residents in the survey. Lack of public transport links direct to the city centre was identified as an issue in the previous Local Neighbourhood Plan, Rosewell Calendar 2019. A liaison with Lothian Buses took place which resulted in "A fifth X31 in each direction added from Mon 26 February 2018 Lothian Buses agreed to consider matters raised at the meetings and will return with proposals". However, since then the bus service has reduced to the city centre and the 49 change to the 46 means there is now no direct access. This is despite increased demand from the additional housing in Rosewell. The matter was discussed on our behalf by local councillors, but the matter remains unresolved.

Aside from public transport, Rosewell residents support local active travel measures, such as creating safer routes to school and Midlothian Green Network, provided they work for everyone within the community and enhance nature, not damage it. This LPP proposes improvements to paths and pavements around Rosewell in line with the local Core Paths network (MLDP) with particular focus on "where improvements to accessibility are most needed" (National Walking, Cycling and Wheeling Network: NPF4). It is hoped improvements to active travel can benefit the wellbeing of everyone within our community.

5.5 Jobs and Businesses Planning Context

Rosewell endorses measures that enhance the local economy and generate employment opportunities for residents, aligning with MLDP Section 4 on Promoting Economic Growth. Survey results highlighted the important infrastructure and investment which align with the MLDP acknowledgement that "physical and digital infrastructure and its role in bringing people and places together, providing economic advantage and achieving sustainable development". Rosewell also welcomes initiatives to provide access to training in line with MLDP "jobs and training is a high priority in Midlothian" (Page 36).

Aligned with these local policies, Rosewell sees the potential to establish training opportunities within the village, fostering community wealth building. Proposals involve repurposing vacant buildings and land by community groups with specific expertise, offering training and wellbeing opportunities in line with MLDP's Access to Training and Policy ENV 16, which supports the redevelopment of vacant and derelict land. These proposals further align with NPF4 Policy 25 to contribute to community wealth building strategies by "enabling community led ownership of buildings and assets".

There is currently unused space at site e24 Gorton Road (Rosewell, 2.5 hectares, as per MLDP) allocated prior to MLP 2003 for business/ general industry uses. This site presents an opportunity for adaptation, aligning with NPF4 requirements in Policy 14's (page 59) for development proposals to be "Adaptable: Supporting commitment to investing in the long-term value of buildings, streets and spaces by allowing for flexibility so that they can be changed quickly to accommodate different uses as well as maintained over time". As such, MLDP 2 should consider site e24 to be adaptable and not restricted to business/ general industry uses. Community envisions transforming this space to attract local small businesses (e.g. pop-up street food market), social enterprises or farmers' markets alongside a permanent allotment within a subset of the space.

Rosewell advocates for decarbonising the economy to create local green jobs, endorsing MLDP renewable and low carbon projects in alignment with Policy NRG 1 and 2. The community seeks energy security and a reduction of energy poverty. We would like Midlothian Council and MLDP 2 to acknowledge our interest in exploring a community-wide energy project for Rosewell. This initiative would focus on heat efficiency and microgeneration, potentially incorporating features like a solar meadow or community turbine in line with other Local Place Plans in Midlothian (Damhead and District Local Place Plan). We plan to seek support from the Midlothian Local Heat and Energy Strategy (LHESS) and will act in line with Policy 25; NPF4 aiming to enhance community resilience and reduce inequalities within the Rosewell community. The support of the Midlothian Climate Action Network in these efforts is welcomed.

6. Timelines

Table 1. Abbreviations and definitions.

Abbreviation	Definition	Abbreviation	Definition
KRB	Keep Rosewell Beautiful	MSP	Member Scottish Parliament
LPP	Local Place Plan	MWF	Midlothian Wildflowers
MC	Midlothian Council	NPF4's	National Planning Framework 4
MLDP	Midlothian Local Development Plan Phase 1	RDCC	Rosewell District Community Council
MLDP 2	Midlothian Local Development Plan Phase 2	RDT	Rosewell Development Trust

For Priority 1 – Life in the Community

Action	Key Players	Timeline (years)
Retain vital community services	MC, residents, RDCC, RDT, community groups	Ongoing up to 10 years.
Incorporate and improving private facilities to be available to the community.	Whitehill Welfare Football Club and MC. RDCC to facilitate	Initial phases: 1 year. Completion: 3-5 years.
Work towards a 20-minute neighbourhood within the rural context of Rosewell Village.	RDCC, MWF, Rosewell Resilience Group, RDT	Immediate start, ongoing up to 10 years.
Invest in public spaces	RDCC, MC, schools	1-2 years.
Allocation of unused green space within Rosewell Village	Community Groups	Initial phases: 1 year. Ongoing up to 10 years.
Invest in village medical facilities	RDCC, community, RDT, MC, MSPs	3 years.

For Priority 2 – The Environment

Action	Key Players	Timeline (years)
Encourage the community to protect and restore green spaces that could provide potential.	MWF, KRB, MC, RDCC	Now.
Improve path network for all users.	KRB, MC, RDCC	2-3 years.
Midlothian Council to install more bins to deal with litter and dog fouling	MC,	Now.
Protect greenspaces.	MC, KRB, Crown Estates, RDCC, MWF, users/residents	1-5 years.

For Priority 3 – Population and Homes

Action	Key Players	Timeline (years)
Improve traffic management within Rosewell Village	MC	Now - 1 year.
Increased traffic warden and police presence	MC, Police	Ongoing.
No New Development in Rosewell District Community Council Region	MC, Scottish Government	10 years.
Improve housing standards for Midlothian and sensitivity to natural environments and surroundings	MC	10 years.
Protect Rosewell village from boundary expansion	MC	10 years.

For Priority 4 – Getting About

Action	Key Players	Timeline (years)
Improve transport links	MC, Lothian Buses, RDCC, MSPs	Now.
Improve safe footpaths through Rosewell Village	RDCC, schools, residents, MC	1-3 year.
Improve access for all on Cyclepaths	MC, RDCC, residents	1 year.
Improve access for all within the Village	Community groups, RDCC, MC	1 year.

For Priority 5 – Jobs and Businesses

Action	Key Players	Timeline (years)
Increased visitor numbers to Rosewell	Lothian buses, MC, RDCC, RDT, all local business	2-3 years.
Support resources within Rosewell to help improve visibility which feeds funding back into the community	MC	1 year.
Support and celebrate businesses and community groups within Rosewell	RDCC, businesses	6 months, ongoing
Allocation of unused land within Rosewell Village	RDCC, MC, Community Groups, Crown Estates, local business	Initial consultations: 1-3 years. 3-6years delivery.
Allocation of vacant building within Rosewell Village	MC, RDCC, Rosewell resilience	1-2 years.
Social Enterprise encouragement	RDCC, MC, charity	Ongoing.

A1 Example survey and results

Example survey:

Rosewell Local Place Plan Survey

Please fill in as many or as few questions as you like. These questions are based on guidance from the local authority, please skip any that you feel you are not able to answer. We very much appreciate your time and feedback in helping make Rosewell a better place in years to come.

1. What age are you?

- 15 or under
- 16-29
- 30-44
- 45-59
- 60+
- Prefer not to say

2. What is your connection to Rosewell?

- My permanent home is Rosewell
- My permanent home is near Rosewell
- I have a home in Rosewell but it is not my permanent home
- I work in, or run, a local business in Rosewell
- I am a visitor to Rosewell
- Other

3. For roughly how many years have you had this connection to Rosewell?

4. How would you rate Rosewell's work and local economy?

(Is there an active local economy and the opportunity to access good-quality work?)

Poor Excellent

5. How would you rate Rosewell's housing and community?
(Do the homes in my area support the needs of the community?)

Poor Excellent

6. How would you rate Rosewell on social contact?
(Is there a range of spaces and opportunities to meet people?)

Poor Excellent

7. How would you rate Rosewell on identity and belonging?
(Does this place have a positive identity and do I feel I belong?)

Poor Excellent

8. How would you rate Rosewell on feeling safe?
(Do I feel safe here?)

Poor Excellent

9. How would you rate Rosewell on care and maintenance?
(Are buildings and spaces well cared for?)

Poor Excellent

10. How would you rate Rosewell on influence and sense of control?
(Do I feel able to take part in decisions and help change things for the better?)

Poor Excellent

11. How would you rate Rosewell on moving around?
(Can I easily walk and cycle around using good-quality routes?)

Poor Excellent

12. How would you rate Rosewell's public transport?
(Does public transport meet my needs?)

Poor Excellent

13. How would you rate Rosewell's parking and traffic?
(Do traffic and parking arrangements allow people to move around safely and meet the community's needs?)

Poor Excellent

14. How would you rate Rosewell's streets and spaces?
(Do buildings, streets and public spaces create an attractive place that is easy to get around?)

Poor Excellent

15. How would you rate Rosewell's natural space?
(Can I regularly experience good-quality natural space?)

Poor Excellent

16. How would you rate Rosewell for play and recreation?
(Can I access a range of space with opportunities for play and recreation?)

Poor Excellent

17. How would you rate Rosewell's facilities and amenities?
(Do facilities and amenities meet my needs?)

Poor Excellent

18. What do you like about living (or working) in the Rosewell area?
Please tell us up to 3 things.

19. What are Rosewell's strengths, as a community and place?
Please tell us up to 3 things.

20. Is there anything you don't like about Rosewell?
Please tell us up to 3 things.

21. What challenges are faced by the Rosewell community right now?
Please tell us up to 3 things.

22. What challenges do you think the Rosewell community may face in 5-10 years' time?

Please tell us up to 3 things.

23. What opportunities do you see for Rosewell in the future that we can make happen by working together?

Please tell us up to 3 things.

24 How do you currently find out what is going on in Rosewell?

Please tick all that apply.

Word of Mouth

Facebook Page

RDCC Website

Local Posters

Other

25. How do you think communication can be improved so we can all know what's going on?

26. Finally, please leave your name if you are happy to be directly quoted in the Local Place Plan.

RESULTS SUMMARY

Summary of answers to open ended questions asking for direct thoughts and opinions relating to Rosewell and it's services.

What do you like about living (or working) in the Rosewell area?

Sense of community	106
Scenery & nature	142
Peaceful & safe	63
Outdoor activities	58
Community facilities	45
Accessibility	34
Village environment	48

What are Rosewell's strengths, as a community and place?

Active community groups	40
Quiet/Small/Safe	39
Sense of Community	111
Local Businesses	17
Nature	70
Location	15
Steading	45
Schools/nursery	18
History	8

Growth in the village 7

Is there anything you don't like about Rosewell?

Parking	10
Public Transport	163
Housing	48
Anti-social behaviour	22
Lack of places to meet people (for adults)	8
Litter/fly-tipping/dog poo	15
Lack of infrastructure/investment	14
Lack of amenities	129
Roads and pavements/speeding	41
Dated play park	5
Lack of social spaces for teenagers	7
Losing green spaces	13
Services for children over-subscribed	5

What challenges are faced by the Rosewell community right now?

Housing	72
Lack of amenities/infrastructure upgrades	108
Public transport	152
Roads/pavements/cars	25
Anti-social behaviour	42
Schools and nursery spaces	22
Lost identity of the village	14
Poor Economy	4
Lack of social spaces/activities	11
Care for elderly/disabled (companionship/ support/ ageing population)	2
Lack of services for children/teens	8
Care for greenspaces lacking	9
Integration of new-builds	7
Villagers not feeling heard	8
Loss of nature	16
Social housing/housing opportunities for young lacking	6

What opportunities do you see for Rosewell in the future that we can make happen by working together?

Improved community facilities, activities and opportunities	106
Improved health services (GP / dentist / pharmacy)	32
Better local transport	46
Housing (more social / purposeful housing, limit new developments)	28
Protect green space	22
More things for young people / children	19
Retain village environment	12
Road safety / conditions	12
Outdoor activities, walking / cycling links	7
New / expanded school	4

Better engagement with other bodies (e.g. council)

6

A2 Retail Centres Across Midlothian

Figure showing retail centres across Midlothian taken from the MLDP for additional context showing Rosewell and District has no facilities.

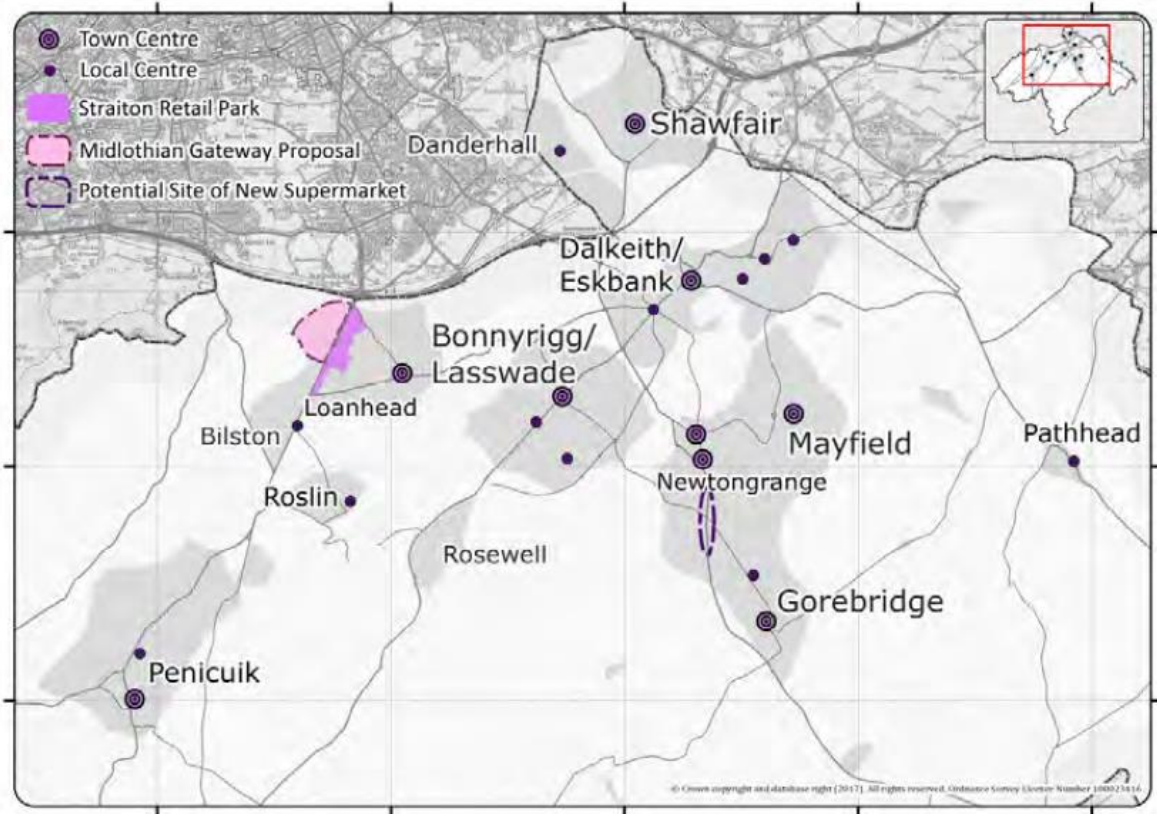


Figure 4.4 Retail Centres

A3 Protecting Nature

Figures showing Rosewell and District's location is crucial to support Midlothian biodiversity corridors (Figure 5.2 in MLDP) despite none of Rosewell and District being classified as Greenbelt (Figure 5.1 in MLDP). Included here in support for increasing protection to nature and biodiversity in the Rosewell area.

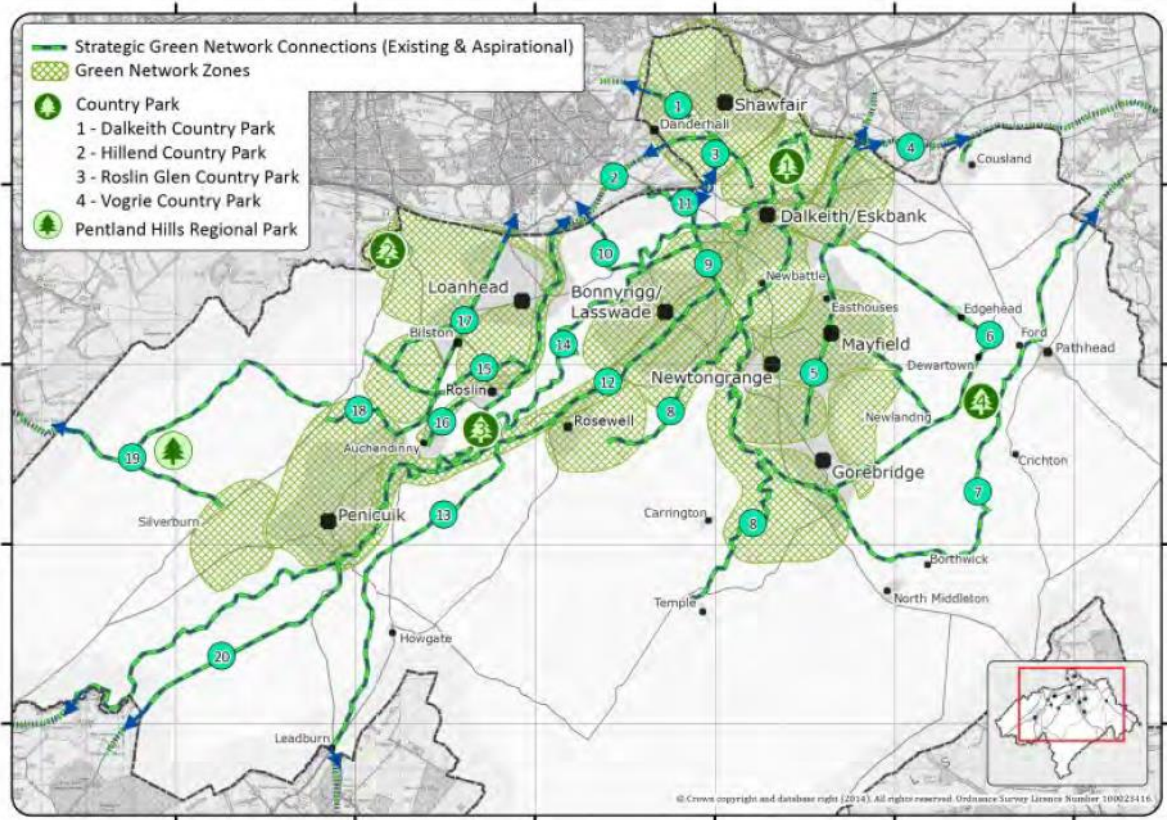


Figure 5.2 Strategic Green Network

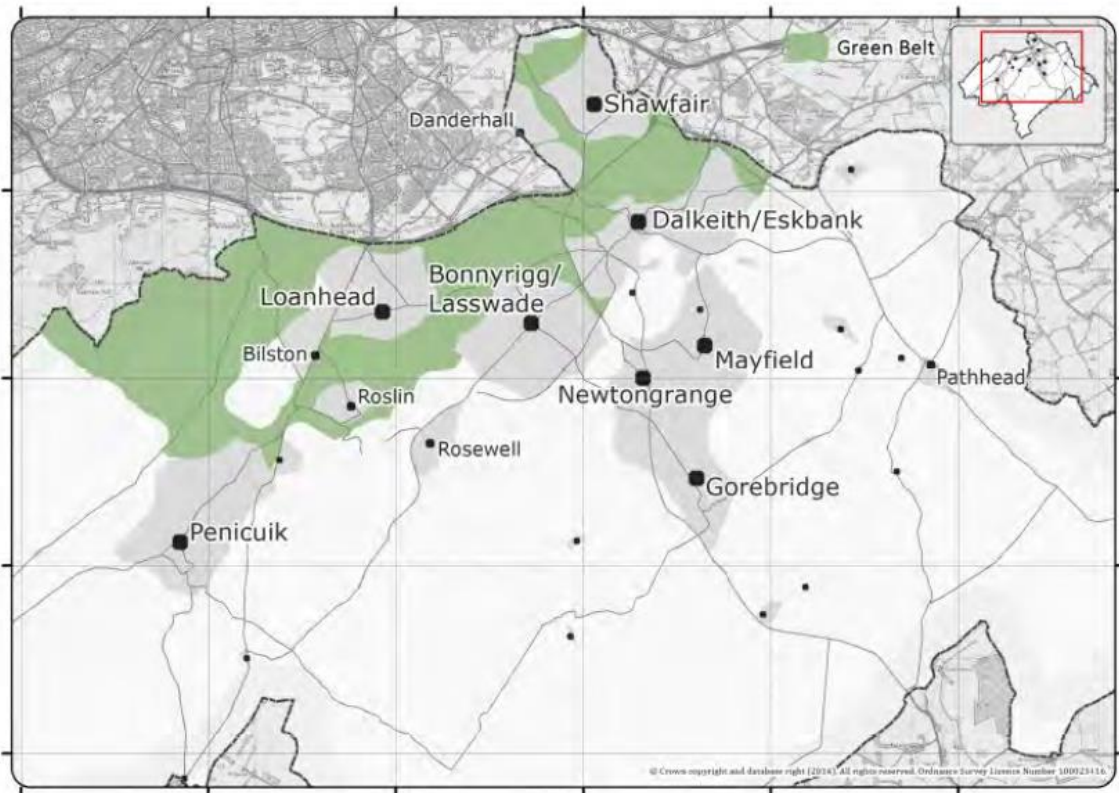


Figure 5.1 Green Belt

A4 Population statistics

Population statistics were estimated using the “City of Population” website assessed on 10/01/2024 (link here: https://citypopulation.de/en/uk/scotland/midlothian/S19002467_rosewell/) since the most recent census data is not yet available.

A5 What’s on Rosewell

WHATS ON IN ROSEWELL

St. Mathews Church & Hall
Monday: Rainbows/Brownies/Guides 17:00 - 21:00
Tuesday: Beavers/Cubs/Scouts 18:30- 21:00
Vigil Mass Every Saturday at 18:00 PM
Daily Masses vary check bulletin at church door

Rosewell Parish Church & Hall
Tuesday : New age Kurling/Aging Well 1:30- 3:30
Esk Valley Church Prayer meeting 19:00 - 20:00

Wednesday : Dog Training 18:30 - 19:30
Thursday : Clubbercise 18:15- 19:15
Friday : Yin Yoga 9:30 - 10:30
Walking Group/ Aging Well 1:30 - 3:00
Saturday: Messy Church first Sat of month 16:00-18:00
Coffee Morning second Sat of month 10:00 - 12:00
Sunday: Sunday Service 10:00 check bulletin for dates
Esk Valley Church 14:30 - 17:30

Rosewell Park
Monday: KZ Bootcamp 9:20, 19:00
Tennis Club adult lessons from 18:00
Wednesday: Tennis Club Members Social 19:00
KZ Bootcamp 18:00
Saturday: Tennis Club Youth Lessons from 9:00
Sunday : KZ Bootcamp 9:30

The Steading
Visit The Steading for a full schedule of current courses and activities or follow on Facebook.

Activities include: Slimming World, Lunch Club, Table tennis, sewing bees, sewing lessons, lego club, dance classes, arts & crafts, play group (Chatter and Clatter), Click and Connect, etc...

Hawthornden/ St. Mathews Field
Saturday: Rosewell Football Academy Youth Coaching from 9:00

Rosewell Miners Welfare - Bowling Club
The club is open 5 days a week (closed Tuesday and Thursday). members bingo on Wednesday evening and disco on the last Saturday of every month. The bowling season runs from April to Early October. New members always welcome.

Whitehill Welfare - Football Club
Check our social media for upcoming games and social events.

Rosewell Tennis Club
Book pay and play, tennis coaching and membership via the clubs website.

Keep Rosewell Beautiful
Check our social media for clean up days. Meet AdHoc.

Midlothian Wildflowers
Check our social media for clean up days. Meet AdHoc.

A6 A copy of the pre-submission Information Notice

Good evening,

INFORMATION NOTICE: ROSEWELL AND DISTRICT LOCAL PLACE PLAN 2024 FOR COMMENT

I am writing to you on behalf of Rosewell and District Community Council. We are obliged to send this information notice to you as per regulations, as you are a Midlothian Councillor for the area covered by the attached proposed Local Place Plan. This encompasses Ward 4 Midlothian West and Ward 6 Midlothian South

The proposed Rosewell and District Community Council Local Place Plan will be published on the website of Rosewell and District Community Council. Attached is an electronic copy of the Plan. If you wish to have a printed copy, please let me know and give me the postal address to which to send it or you may print this yourself.

In accordance with regulation 4 of the Town and Country Planning (Local Place Plans) (Scotland) Regulations 2021, Rosewell and District Community Council is sending you the following information.

1. The proposed Rosewell and District Local Place Plan

A copy of the proposed Rosewell and District Local Place Plan 2024 is attached.

2. A brief description of the content and purpose of the proposed Rosewell and District Local Place Plan

The proposed Local Place Plan covers the whole area covered by Rosewell and District Community Council. The area is dominated by the village of Rosewell and surrounding rural areas. A map of the Community Council area can be seen near the start of the Plan.

The primary purpose of the Local Place Plan is to set out proposals to address concerns of local residents and organisations along with our aspirations for the next 10 years. Some of these concerns have existed for a number of years. Some concerns have emerged or become acute as a result of recent and ongoing large-scale housing developments. The LPP contains a number of proposals that have been developed from community consultation which is evidenced. An overall vision for Rosewell is set out and is broken down into 5 priorities and associated actions.

3. Information as to how and to whom any representations on the content of the proposed Rosewell and District Local Place Plan should be made and the date by which they should be made

If you have any comments on the Plan, please send them to Rosewell and District Community Council:

- please email them to me at rosewellcc@gmail.com .
- The deadline for comments is **March 24th, 2024**.
- If you are in need of a postal address for comments please let me know.

To allow for comments to be incorporated prior to submission to Midlothian Council by 31st March 2024, the deadline has been set and no further consultations will be undertaken. Any comments received after deadline above may not be included.

The above comprises the information notice to which the Regulations refer.

Please let me know if you have any queries.

Please acknowledge receipt of this information notice.

A7 Records of when and to whom the Information Notice was sent

Information notice to Local Councillors	Information notice sent to Community Councils
<p>Sent: Thursday, February 22, 2024 9:02 PM</p> <p>To: Russell Imrie <Russell.Imrie@midlothian.gov.uk>; Pauline Winchester <Pauline.Winchester@midlothian.gov.uk>; Kelly Parry <Kelly.Parry@midlothian.gov.uk>; Douglas Bowen <Douglas.Bowen@midlothian.gov.uk>; Kelly Drummond <Kelly.Drummond@midlothian.gov.uk>; Ellen Scott <Ellen.Scott@midlothian.gov.uk></p>	<p>Sent: Thursday, February 22, 2024 9:02 PM</p> <p>To: Bonnyrigg and District Community Council <bonnyriggdistrictcc@gmail.com>, Roslin and Bilston Community Council <roslinandbilstoncc@gmail.com>, Penicuik Community-council <penicuik.communitycouncil@gmail.com>, cll@midlothian.gov.uk, secretary@moorfoot.org.uk</p>
	<p>from: Secretary Rdcc <rosewellcc@gmail.com></p> <p>to: HowgateCC@hotmail.com</p> <p>date: 22 Feb 2024, 21:07</p> <p>subject: INFORMATION NOTICE: ROSEWELL AND DISTRICT LOCAL PLACE PLAN 2024 FOR COMMENT</p> <p>mailed- by: gmail.com</p>

Roslin and Bilston Local Place Plan 2024

Roslin and Bilston Community Council
February 2024

Roslin and Bilston Local Place Plan 2024

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Roslin and Bilston Local Place Plan 2024

Introduction

1. In relation to local place plans, the Government's aim "is to significantly enhance engagement in development planning, effectively empowering communities to play a proactive role in defining the future of their places"¹. The community of Roslin and Bilston endorses this aim. It looks forward to a time when planning decisions that affect the community will accord with the wishes of the community, as expressed in this local place plan.

2. The lead role in preparing the Roslin and Bilston Local Place Plan has been taken by Roslin and Bilston Community Council. Input has been sought from all parts of the local community. Invitations to comment were sent to individuals, community groups, businesses and other organisations. In all, some 97 invitations were sent out. Publicity posters were also displayed. More information about the consultation process and a summary of responses are given in appendices 1 and 2. All responses have been taken into account.

The area covered by the Roslin and Bilston Local Place Plan

3. The area covered by the Roslin and Bilston Local Place Plan is the whole of the area covered by Roslin and Bilston Community Council. The boundary of this area is shown on map 1.

4. In living memory, the communities of Bilston and Roslin were very much associated with coal mining. Houses in the heart of Bilston were provided for employees at Bilston Glen colliery. Roslin was home for many of those employed in The Moat colliery and its associated brickworks.

5. Within the last ten years or so, extensive housing estates have been built in Bilston and Roslin. Many more new houses are due to be built on land that has been zoned for housing in the Midlothian Local Development Plan.

6. The new housing developments have a character similar to such developments in many other parts of Scotland. Their large size and lack of local character have reduced the individuality of the original communities of Bilston and Roslin.

7. The rapid population growth accompanying the new houses is putting added pressure on local infrastructure. National policy such as twenty-minute neighbourhoods and need for active travel also highlight deficiencies in local infrastructure.

8. Proposals in this Local Place Plan seek to mitigate the adverse effects of the recent and ongoing developments. The vision is two communities where the twenty-minute neighbourhood concept becomes a reality, where local amenities both within the built-up areas and in the local countryside are safely accessible by means of active travel and where new development has a distinctive local character.

9. Proposals that relate to specific locations are shown on map 2.

Proposals as to the development or use of land

Proposal 1

Active travel, B7006 between Bilston and Roslin

The footway along the B7006 between Bilston and Roslin (the Langhill Brae) is dangerous and completely inadequate. Over much of its length the footway is extremely narrow. Pedestrians can walk only in single file. A buggy or pram has to go onto the carriageway to get past lampposts. The only thing in favour of this route is the existence of a light-controlled crossing on the A 701 at the Bilston end with bus stops nearby.

The requirement is for a route that can be used by pedestrians, cyclists and personal mobility vehicle users of all ages. This can be achieved by provision of a new route on the south-west side of the B7006. A safe crossing over the B7006 at the Bilston end would be needed to gain access to the A701 crossing.

It is believed that land needed for this route is owned by Edinburgh University. Other nearby land owned by the University has recently been developed with housing, thus increasing the local population and the need to facilitate active travel.

In the meantime, development that might conflict with this proposal must not be permitted.

Proposal 2

Active travel to the proposed new high school

Midlothian Council intends to build a new high school along with other facilities on a site astride Seafield Moor Road (A 703) at Bilston². Provision for active travel by staff and pupils who live in Bilston and Roslin will be essential. Routes should be identified and safeguarded at the earliest possible stage.

Proposal 1 (above) could be part of one active travel route to and from the school. Another route could make use of sections of core paths 27 and 29 along with the wider network path past Moat Cottage.

There may be other opportunities to facilitate active travel to and from the school. Proposal 3 (below) could be part of an active travel route between Auchendinny and the high school.

In the meantime, development that might conflict with this proposal must not be permitted.

Proposal 3

Active travel between Auchendinny and Roslin

Midlothian Council has given planning permission for a large housing development at Auchendinny³. This has important implications for the Roslin and Bilston area.

Midlothian Council has abandoned its intention to have a new primary school at Auchendinny⁴, despite this being part of the Midlothian Local Development Plan 2017 and being needed to serve new housing in Auchendinny. Many of the large number of primary-age children who will be living in the new houses in Auchendinny may well be travelling to Roslin or Bilston for their education.

In Auchendinny, there is no shop, no health centre, no pharmacy and no library. The nearest such facilities are in Roslin. Residents in the new houses will be likely to travel to Roslin for these services.

The road between Auchendinny and Roslin is narrow, has blind bends and has no footway. There are significant gradients for cyclists and those with reduced mobility. All of these features mean that active travel between Roslin and Auchendinny will be minimal. It is unacceptable that there is no attractive and safe option for active travel between Auchendinny and Roslin.

A route dedicated to active travel must be provided between Auchendinny and Roslin. One possible alignment could be adjacent to part of the line of what was the Roslin to Glencorse railway, going south from Penicuik Road to the Oatslie Road near the westernmost corner of the landfill site. On the north side of Penicuik Road, the route could take the actual line of the former railway, between Roslin Medical Practice and the 1970s housing estate, extending north to that part of the line that is already in use as a public footpath.

In the meantime, development that might conflict with this proposal must not be permitted.

Proposal 4

20mph speed limits to promote active travel, safety, health and amenity

The recent and ongoing rapid development of large numbers of houses in Bilston and Roslin is bringing even more additional traffic on to local roads. All local roads in both built-up areas must be made subject to a 20mph speed limit. Other speed-reducing measures would also be beneficial. All of these measures are needed to:

- make local roads more suitable for active travel;
- reduce danger;
- reduce air pollution; and
- reduce traffic noise.

“Midlothian 20mph Speed Limit Review 13 April 2023” is a review commissioned by Midlothian Council. Among other things, the review recommends that all streets in Bilston and Roslin be subject to a 20mph speed limit. This local place plan supports this subject to the following.

1. On the A701 south from Castlelaw Crescent to the Ploverhall traffic lights, reduce the 40mph limit to 30mph.

2. On the A701 at Moorfoot View north to Seafield Road, reduce the 30mph limit to 20mph.
3. On the B7003 (Penicuik Road) from the top of the Powdermill Brae to the far end of the Cala Homes development, reduce the 30mph limit to 20mph.
4. On the B7003 (Powdermill Brae) from Penicuik Road to the sewage works entrance, impose a 20mph limit.

Reasons for these changes:

1. This stretch of road adjoins a new residential area, the amenity of which will be improved if passing traffic is slower and thus less noisy and less polluting. The road has advisory cycle lanes. Lower traffic speeds will make the road less unpleasant for cyclists. With the large number of new houses, more pedestrians will be crossing A701 to reach bus stops and for walking in the direction of Roslin.
2. At Moorfoot View, residential development faces directly towards A701. A 20mph speed limit will reduce noise, pollution and potential danger.
3. There is continuous residential development on the north side of the road. It will benefit from reduced traffic noise. Traffic turning movements at Kilburn Wood Drive, Roslin Medical Practice, Woodend Park and Oatslie Road will be easier and safer. Pedestrians will be able to cross the road more easily and more safely.
4. This part of B7003 is narrow with a steep gradient, limited forward visibility, and no footway. It provides entirely unsatisfactory pedestrian access between Roslin and the former powder mill site (now a country park). At the very least, motor traffic must be encouraged to travel much more slowly than it does at present.

Proposal 5

Responsible use of routes dedicated to active travel

In the Bilston-Roslin area the few existing routes dedicated to active travel are well-used by pedestrians and cyclists.

There are increasing numbers of folk using these routes on motorbikes, e-scooters or powerful electric motor-assisted bicycles. These methods of transport are inappropriate. They create danger to other users. They are detrimental to the amenity of other users. Motorbikes leave in their wake a stream of exhaust fumes.

At a limited number of locations, Midlothian Council had installed barriers to control access and movement. Some of these made access with a push chair or by bicycle difficult, and they have been removed.

Numerous other bodies and organisations will have experience of ensuring appropriate use of active travel routes. Advice as to best practice is likely to exist.

Midlothian Council is requested to:

ascertain and implement best practice for ensuring responsible use of active travel routes; and

introduce bylaws to prohibit use of active travel routes by motor bikes and other inappropriate motorised means of transport.

Proposal 6

Active travel and access to country park

The chief part of Roslin Glen Country Park is the former powder mill site. The site adjoins the Penicuik to Musselburgh footpath and cycleway. The site is within walking distance of Roslin village but is effectively inaccessible on foot. This is because access is by means of B7003, which has a narrow carriageway, blind bends and no footway and is now used by vastly increased volumes of traffic thanks to numerous developments in the surrounding area.

There is a pressing need for provision of a footway alongside the B7003, to connect the footway on Penicuik Road with the flight of steps known as Jacob's Ladder.

Entrance to the former powder mill site is beside a steeply-sloping hairpin bend. Provision of a pedestrian crossing point must be provided. The need for this is also pressing.

Other footpath links between Roslin and the former powder mill site are possible. These must be investigated with a view to implementation.

Many cyclists now use the cycle/pedestrian path from Edinburgh to Roslin via the Bilston Glen viaduct. To further encourage this active travel, there must be a convenient connection to the Musselburgh-Penicuik cycle/pedestrian path. One possibility that avoids using Auchendinny Brae is a route that makes use of Oatslie Road and Firth Road to join the Musselburgh path a short distance west of Firth viaduct. This link must be promoted.

Proposal 7

Safe conditions for mobility-impaired persons

Dropped kerbs have been provided at many of the locations where footways are crossed by side roads or accesses. This makes it possible for mobility-impaired persons to get about in their personal mobility vehicles.

In some instances, dropped kerbs have uneven changes of level which can have an alarming effect on the stability of a personal mobility vehicle. The highway authority should consult users of such vehicles with a view to identifying and removing features that impede their journeys.

Proposal 8
Protecting the historic environment

The Battle of Roslin was fought in 1303. It has been said that the battle was the bloodiest ever fought on British soil⁵. Local names attest to this - Kill Burn and Shinbanes Field.

The field north-east of site Hs 18⁶ is part of the battle site⁷. A large new housing estate is under construction on Hs 18. To prevent any further encroachment on to the battle site and to preserve the setting of the battle site monument it is essential that the field north-east of Hs 18 be retained as open farmland.

There is a need for greater awareness of the importance of the battlefield site. Appropriate signposting and information boards should be provided.

Proposal 9
Fostering the natural environment

The pleasantness of much of the Bilston and Roslin area derives from trees and hedgerows. These features also contribute to biodiversity. Landowners should be given every encouragement to keep trees and hedgerows in good condition.

Hedge maintenance should conform to good practice. Hedges should be trimmed once per year (but see below), preferably in winter and certainly not in the bird-nesting season. A good time for trimming is in late winter after any berries have been eaten by wildlife. Most hedge plants, such as hawthorn, flower and fruit on the previous year's growth so should only be cut every other year, or a proportion cut as part of a rota.

On either side of a hedge there should be a wide, undisturbed margin, ideally at least two metres wide.

All sites on which new development is proposed must be surveyed by an independent ecologist to determine the presence or absence of protected species. The survey must include botanical and invertebrate investigation.

Where new developments are planned, they must be designed so that any on-site or adjacent trees and hedgerows are not adversely affected.

Developers continue to plant non-native trees and fail to conform to the Local Biodiversity Action Plan. Developers large and small must be required to conform to the Local Biodiversity Action Plan, as must those who are subsequently responsible for ongoing maintenance of green areas.

Use of weedkiller alongside paths must not be permitted. It creates a potential hazard and is detrimental to wildlife.

Proposal 10
Alternatives to regularly-mown grass

Bilston and Roslin have areas of grass that require regular mowing and that are little used by local residents. Wherever possible, such areas should be planted with trees and wildflower mix.

At present some areas, such as roadside verges, are mown once or twice a year. "No mow May" is a well-established practice and must be adopted for the Bilston-Roslin area. Even better for wildlife is "let it bloom June". Consideration should be given to this by those responsible for verges and other green areas.

Proposal 11
Allotments and community growing spaces

There is a long and slow-moving waiting list of people wishing to cultivate an allotment. Land for allotments and community growing spaces should be identified. Support must be given to any proposal to create one or more allotment areas for local residents. Support must be given to any proposal to create community growing spaces.

Possibilities might include part of Roslin park and land adjacent to Bilston community garden.

Proposal 12
The existing Roslin Conservation Area

Roslin Cross is a focal point of the conservation area. Direction signs at the Cross are necessary but must be kept to a minimum. For travellers coming from the Bilston direction, there should be a single sign incorporating all the information relating to Manse Road, Chapel Loan and Penicuik Road. Similarly, for travellers approaching along Penicuik Road there should be a single sign showing all the information about Main Street, Manse Road and Chapel Loan. To negotiate the Cross, traffic goes relatively slowly, so there is scope for use of signs with smaller lettering and smaller overall size. The lamppost signs would then not be needed. The lamppost should not be used for display of signs. Taken together, these measures would reduce clutter and be less intrusive.

In the past, Chapel Loan has gained much of its character from its mighty hedgerow trees. Some of the trees have gone. Those that remain should be retained for as long as possible. Native hardwood trees such as oak and beech should be planted to replace those that have gone. Ornamental trees would not be appropriate.

The three burial grounds make an important contribution to the character of their part of the conservation area. They are adjacent to Minstrel Walk and the access to the Castle which are both well-used walking routes. The character of this part of the conservation area must be preserved.

There are numerous attractive views that contribute to the character of the conservation area, for example:

Collegethill House and the Chapel as seen on the approach from the Cross along Chapel Loan;

Roslin Glen when looking south from Chapel Loan;

the Pentland Hills as seen from the footpath immediately to the south of the Chapel;

Roslin Glen as seen from near the north-east corner of the new visitor centre for the Chapel; and

Roslin Chapel's dominating position when seen from paths that descend into the glen from the Chapel-Slatebarns locality.

Development that would spoil these and other views should not be permitted.

Proposal 13

Extension of Roslin Conservation Area

The Wimpey Estate of the early 1970s made a considerable change to Roslin. Roslin is now undergoing further expansion, which by comparison is on a huge scale and has little or no local character. To retain its distinctive character, the whole of the village that existed prior to 1970 should be included in the conservation area.

This proposal accords with the "Roslin Conservation Area Character Appraisal & Management Plan" which is dated June 2021 and is published by Midlothian Council. Paragraph 34 says:

There may be some value in reviewing the boundary of the Conservation Area at some point in the future to include more of the historic core of the village, for example Manse Road, Main Street, Station Road and further along Penicuik Road. These areas are worth consideration for their historic/architectural interest and for their contribution to the setting of the Chapel and Glen character areas. The properties on the south side of Manse Road and Penicuik Road are particularly relevant to the setting of the chapel and glen areas.

Proposal 14

New Conservation Area: Bilston

In 1952, work began on construction of Bilston Glen Colliery. To accommodate people employed at the colliery, houses were built at Bilston. The first two streets to be built were Caerketton Avenue and Allermuir Avenue. For many years, these and the other houses built soon after, along with some associated local shops and a mission church, comprised virtually the whole of the village.

In recent years, there has been a large, rapid and ongoing development of extensive new housing estates.

In recognition of the original character of Bilston, the earliest part of the village should be designated as a conservation area. The proposed boundary takes in houses on Caerketton Avenue, Allermuir Avenue, the mission church (now the parish church) and green public space along the Bilston Burn.

Proposal 15

New Conservation Area: Battle of Roslin and Dryden Estate

The site of the battle of Roslin is included in Historic Environment Scotland's list of battle sites⁷. The HES text includes references to the Poultry Research Centre, Mountmarle, Hewan Bog, Shinbanes and the Kill Burn as places within the battle site.

Development has encroached on the site of the battle.

Dryden House was a country mansion, situated about 600 metres north-west of what is now known as Dryden Farm at Mountmarle. The house was set in extensive grounds. It was demolished in 1938. Features of the grounds that still exist include much of the driveway from the A701 at Bilston, Dryden Tower, the walled garden (now occupied by R & B Nursery Limited) and an icehouse (about 100 metres north of the walled garden). The historic and architectural interest of these features and their setting should be conserved and maintained.

The battle site and the ground of the former Dryden House should be designated as a conservation area. Designation of a conservation area would bring to the fore the historic and architectural importance of the battle site and the grounds of Dryden House. It would help ensure that this importance is protected and enhanced.

Proposal 16

New Conservation Area: Roslin Curling Pond and The Moat.

Local volunteers are carrying out work to conserve the Curling Pond and its associated building. The character of the Pond is greatly enhanced by the mature trees that surround it. Immediately to the east, the site of the former Moat Colliery spoil heap is now an established woodland traversed by public footpaths. It is of high amenity value. To give necessary protection to the woodland and the Curling Pond, they should be designated as a conservation area.

Proposal 17

Infrastructure deficits

Huge numbers of houses have been and continue to be built on land next to Bilston and Roslin. Large housing estates have been recently built or are planned in nearby areas such as Auchendinny, Rosewell, Bonnyrigg and Rosslynlee. The Bush Science Park continues to expand. As a result, within the Roslin and Bilston Community Council area, roads are being used by vastly increased volumes of vehicle traffic.

Roads with no footway, such as the Powdermill Brae from the entrance to the former powder mill (now Roslin Glen Country Park) to Penicuik Road are now in effect

unusable for pedestrians. In other instances, narrow footways mean pedestrians are uncomfortably, or dangerously, close to passing vehicles and have to step onto the carriageway if meeting someone coming in the opposite direction.

Availability of local health care is limited by capacity issues.

The influx of new houses means more and more children are having to use vehicle transport to access schools. There is no guarantee that the long-promised new high school will ever be built. The unexplained abandonment of a new primary school at Auchendinny is an ominous precedent.

From all the foregoing, it is clear that there is a major shortfall in provision of infrastructure. This shortfall is markedly contrary to the concept of twenty-minute neighbourhoods and the requirement to encourage active travel.

All infrastructure deficits must be addressed as a priority. In these circumstances, there must be no question of giving consideration at the present time to any more new residential development at Bilston and Roslin.

Proposal 18 Leisure facilities

Leisure provision for young people in Bilston and Roslin is almost non-existent. At present, there is no commitment to create a new, purpose-built facility. Several existing buildings have potential for leisure use by young people. Until such time as a new facility is provided, any proposal that would remove or diminish the potential of these existing buildings must be resisted.

Proposal 19 Provision for outdoor activities in Bilston

In Bilston, opportunity for outdoor activities is inadequate. Midlothian Council envisages that outdoor activity space associated with the proposed new high school would be available for public use¹⁰. This would be on the part of the high school site that is on the north-east side of Seafield Moor Road. This must be made an essential part of the high school development, justified by the existing lack of provision in Bilston. If for any reason the high school proposal does not proceed, the site on the north-east of Seafield Moor Road must nevertheless be reserved for community use.

National Planning Framework 4 and Midlothian Local Development Plan 2017

10. In preparing this Local Place Plan, regard has been given to National Planning Framework 4 and to Midlothian Local Development Plan 2017. This is a statutory requirement contained in the Planning Act⁸. The Local Place Plan must also set out reasons for considering that the Local Development Plan should be amended.

National Planning Framework 4

11. In this local place plan, proposals 1 to 6 seek infrastructure that is essential to encourage an increase in active travel. This is strongly supported by National Planning Framework 4. For example:

The very first spatial principle is reducing emissions to net zero (page 4).

“..... emissions from transport [in Central Scotland] are high”. “We need to work together to decarbonise transport”. Measures are sought that can “ensure that nature and the outdoors are accessible to everyone” (page 30).

“..... encourage, promote and facilitate development that addresses the global climate emergency” (page 36).

“Proposals to improve, enhance or provide active travel infrastructure will be supported” (Policy 13(a), page 57).

“To create connected and compact neighbourhoods where people can meet the majority of their daily needs within a reasonable distance of their home, preferably by walking, wheeling or cycling” (Local Living and 20 minute neighbourhoods, page 61).

“Development proposals will only be supported where it can be demonstrated that provision is made to address the impacts on infrastructure” (Policy 18, page 67).

[Note – Had the 20 minute neighbourhoods policy and policy 18 been in force when the major new housing at Auchendinny was under consideration, it is presumed that Midlothian Council would have required provision of the necessary active travel link between the new housing and essential services in Roslin. This omission must be made good urgently. The new houses in Auchendinny are now under construction.]

“LDPs should encourage new and enhanced opportunities for access linked to wider networks” (page 70).

12. Proposal 7 seeks to facilitate travel by persons with limited mobility. This is supported by National Planning Framework 4, for example:

More people need to be involved in planning their future places so that the built environment is safe and welcoming to everyone, including disabled people,,,,, (page 10).

13. Proposal 8 seeks to protect the historic environment. This helps to achieve what is sought in policy 7(j) on page 46 of National Planning Framework 4.
14. Proposals 9 and 10 seek to foster the natural environment. This helps to achieve the intentions of National Planning Framework 4 - biodiversity policy (page 33); natural places policy (page 40); and forestry, woodland and trees policy (page 44).
15. Proposal 11 seeks provision of allotments and community growing spaces. Access to community gardens, opportunities for food growth and allotments is one of the considerations in National Planning Framework 4 in relation to Local Living and 20 minute neighbourhoods (page 61) and Health and Safety (page 76).
16. Regarding proposals 12 to 16, National Planning Framework 4 simply notes that the selection, assessment and designation of conservation areas is carried out by the planning authority (page 146).
17. Proposal 17 refers to infrastructure. "The location of where new homes are allocated should be consistent with local living including, where relevant, 20 minute neighbourhoods and an infrastructure first approach" (page 62). "Infrastructure first" means "Putting infrastructure considerations at the heart of placemaking" (page 151).
18. Regarding proposals 18 and 19, National Planning Framework 4 says "We will support local liveability and improve community health and wellbeing by ensuring people can easily access leisure locally (page 4).

Midlothian Local Development Plan 2017

19. Regarding proposals 1 to 6 in this Local Place Plan, Midlothian Local Development Plan 2017 promotes development of an active travel network and seeks to safeguard former railway lines that could be redeveloped as active travel routes (page 26 and policy TRAN 1 on page 27). The Local Development Plan contains numerous other references to active travel. On page 45, the plan lists twenty strategic green network connections. One of these is "Roslin-Auchendinny Link". The list is reproduced in the Midlothian Green Network Supplementary Guidance. The related Loanhead-Straiton-Bilston-Roslin-Midlothian Science Zone map does not identify a route for this link.
20. Proposal 7 accords with the spirit of Policy IMP 1 New Development which refers to appropriate provision being made for access for people with mobility difficulties (page 78).
21. Regarding proposal 8, Local Development Plan policy ENV 21 (page 62) says that development within a site listed in the Inventory of Historic Battlefields will not be permitted where it would have an adverse effect on the key landscape characteristics and special qualities of the battlefield.

22. Regarding proposals 9 and 10, Policy ENV 11 (page 53) seeks to protect woodland, trees and hedges.

23. Regarding proposal 11, Midlothian Local Development plan 2017 appears to contain no policy specifically promoting provision of new allotments and community growing spaces. References to making such provision are included in some individual site assessments, including site Hs 16 at Seafield Road, Bilston.

24. Regarding proposals 12 to 16, Midlothian Local Development Plan 2017 notes that “The designation of Conservation Areas is used to identify, preserve and enhance areas of historic and/or architectural importance. Midlothian has many such areas which contribute to the distinctive character of its urban and rural environment and the quality of life in Midlothian generally” (paragraph 5.2.1). Proposals 12 to 16 accord with this approach.

25. Regarding Proposal 17, the 2017 local development plan makes numerous references to provision of infrastructure, for example:

In recent years, many of Midlothian's communities have experienced significant growth and this pattern is set to continue The challenge is to accommodate this growth in a way that enhances and reinforces the identities of Midlothian's communities and contributes to the quality of life and sense of place in each settlement. In this context, it will be essential for growth to be accompanied by suitable infrastructure provision and facilities to provide for and help to foster community development., (paragraph 3.3.2).

26. Regarding proposals 18 and 19, “opportunities for leisure and recreation” are part of The Vision of the 2017 plan (page 2). Paragraph 8.3.22 of the plan includes:

The following are identified as the key issues facing the Bilston area Improve leisure facilities

Single Midlothian Plan (2023-27)

27. The vision of the Single Midlothian Plan (2023-27) includes enabling individuals to lead healthier, safer and greener lives and achieving net zero carbon ambitions. Proposals in this Local Place Plan will help realise this vision.

Reasons why Midlothian Local Development Plan 2017 should be amended⁹

28. When compared to the scale of the Roslin and Bilston Local Place Plan 2024, Midlothian Local Development Plan 2017 is a “broad-brush” document. Preparation of this local place plan gives an opportunity to present more detail and to show priorities important to local residents. Everything in this local place plan accords with Midlothian Local Development Plan 2017 (and National Planning Framework 4). This local place plan must therefore be registered and considered as part of the development plan for Midlothian.

Footnotes

1. Scottish Government Circular 12/2022: Local Place Plans, paragraph 3
2. See proposal of application notice 22/00581/PAC
3. Planning application 22/00848/DPP, permission granted on 5 June 2023
4. Planning application 22/00848/DPP, committee report dated 20 March 2023, paragraph 8.99
5. See, for example, article in *The Scotsman*, 4 February 2017
6. Site Hs 18 (Roslin Institute site) is shown on page 147 of the Midlothian Local Development Plan 2017
7. Historic Scotland Inventory of Historic Battlefields – Battle of Roslin
8. Schedule 19 of the Town and Country Planning Act 1997 as amended by the Planning (Scotland) Act 2019, paragraph 1(4)
9. These reasons are required in terms of Schedule 19 of the Town and Country Planning Act 1997 as amended by the Planning (Scotland) Act 2019, paragraph 1(4)(b)
10. Information from Councillor Russell Imrie.

Appendix 1

The consultation process for the Roslin and Bilston Local Place Plan

Over many years, Roslin and Bilston Community Council has accumulated a store of knowledge in relation to the concerns of its residents. Many concerns have been raised on more than one occasion. Where appropriate, the Community Council has responded by seeking action from relevant authorities. In a lot of cases, concerns remain unresolved.

Some of these concerns relate to applications for planning permission for large housing developments. When applications were submitted, the Community Council submitted to Midlothian Council detailed comments, concerns and objections.

Preparation of the Roslin and Bilston Local Place Plan has given a valuable opportunity to bring together continuing concerns that relate to the development and use of land at Bilston and Roslin. In preparing the first draft of the Local Place Plan, Roslin and Bilston Community Council has drawn on its wide-ranging knowledge of the concerns of local residents and organisations. In this context, it is perhaps not surprising that the extensive consultation then carried out elicited hardly any adverse comment in relation to the draft Local Place Plan. Rather, respondents raised many of the concerns that the Local Place Plan seeks to address.

The consultation involved:

- emails sent to 76 local companies and community groups;

- letters sent to 21 local companies and community groups (ones for which no email address was available);

- a Facebook message saying that the draft Local Place Plan could be viewed and responded to through the Roslin and Bilston Community Council website;

- display of posters on Roslin and Bilston Community Council noticeboards and at the following locations: Roslin Library, Roslin Scotmid, Bilston Primary School, Bilston Church, Bilston Post office, Bilston Miners' Welfare and The Wee Café (Bilston); and

- provision of response forms at the café in Bilston, at Roslin fête and at Roslin library.

There were 30 responses to the consultation.

Appendix 2

Summary of responses to the consultation process

Roads, traffic and active travel

Congestion on A701 getting worse due to new housing development.

The new relief road sounds like a good plan to relieve congestion on the main road along Bilston.

The Bilston to Roslin road is poor. The 40 mph speed limit and narrow path make it dangerous for children.

The footway from Main Street Roslin to Bilston is narrow and very difficult to push a buggy along.

Roads in general are congested.

The quality of the roads is poor.

The road through Roslin Glen is a rat run. The road is used by too many cars. The road is being hammered.

Excessive traffic speeding adjacent to narrow pavements deters journeys on foot.

Some of the pavements in Roslin could do with widening/upgrading - particularly on way into village, both sides.

Speed limits are ignored. Traffic calming is needed.

There should be a speed limit of 20mph in both villages.

A strong 'no' to a 20 mph speed limit in Roslin.

Dangers are posed by the increased traffic passing the entrance to Roslin Medical Practice. Traffic travels at excessive speeds despite the 30 mph speed limit. A speed limit of 20 mph would increase the safety of patients and pedestrians in the vicinity of the Practice.

Parking on footways obstructs pedestrians.

On-street parking is a problem, especially on Roslin Main Street.

Traffic islands and associated double yellow lines on Main Street Roslin have made parking more difficult for residents.

The traffic situation in Wallace Crescent should be addressed by introducing a one-way system, with traffic that comes from Station Road made to go down Manse Road on to Main Street and traffic from Main Street only able to go up Wallace Crescent, not Manse Road.

Parking on Penicuik Road Roslin to drop off and collect school children is a problem.

The lack of active travel options is of increasing concern.

More cycle routes needed.

There is no safe connection to the Penicuik-Dalkeith cycleway.

There is no safe connection to the Glencorse Community Centre without crossing very dangerous junctions into Auchendinny.

For people on foot such as mothers with children, safe access to Glencorse Centre is needed.

Footway access to Auchendinny is non-existent.

Lack of a safe and direct pedestrian route between Auchendinny and Roslin is a concern, especially in view of the plans for many new houses in Auchendinny.

There is keen desire to promote active travel for patients travelling to and from Roslin Medical Practice.

A traffic-free route to the railway path should be a high priority.

Pedestrian access from Roslin Glen to Roslin is insufficient.

The footway beside part of the road through Roslin Glen is in a state of disrepair.

There is extreme concern about lack of a safe alternative to car use through Roslin Glen for residents of the new housing development and converted hospital building at the site of the former Rosslynlee Hospital.

There is need for green and safe cycle/walking routes to be in place for the new high school at Bush.

Cycle access to Loanhead and Straiton is good but access to Bonnyrigg and Penicuik is poor.

Cycle routes are less safe because they are being crossed by roads in new developments.

There must be more maintenance of footpaths, creation of new footpaths and more support for volunteers who maintain paths.

Public transport

Buses are unreliable.

The bus service is good.

Improved bus services are needed.

There is a limited variety of bus routes.

A direct shuttle bus to the park and ride at Straiton would be good.

Open spaces

Roslin Park is great. The new housing developments failed to bring anything comparable.

Public areas need to be kept clean and tidy. Litter is a problem.

Main Street is nice, and it is nice to walk around Roslin.

Too many small playparks in new builds but very little whole community facilities. Build less tiny new build parks and invest in facilities for all of Roslin in the main park.

A play park in a new development has a 'residents only' sign. This is ridiculous and contrary to any sense of community.

Public buildings

Roslin pavilion needs to be overhauled and better used. Glencorse Centre sets an example.

Nature

There has been too much building on green areas.

House-building has involved unnecessary destruction of trees and hedges.

Services

No attempt has been made to improve any of the infrastructure in response to the marked increase in population.

Additional shops would be welcome.

The existing shops, the library and the post office are valued.

There should be a greater variety of small local businesses.

In Bilston there is need for more facilities such as a doctors' surgery and a dentist. In Roslin the doctors' surgery and pharmacy are now too small.

Roslin Primary School lacks necessary accommodation.

Sense of place

Bilston doesn't have a heart, it is now just a sprawl. Some sort of centre needs to be thought about. Roslin is a bit better in that it does still have the old village to give it character.

The new housing estates are bland.

Housing

There is a need for more small properties with outside space for single-person households. There are too many giant houses.

The houses that are being built are too expensive for a lot of people.

There is a lack of affordable housing. Children are still living at home as they are unable to afford to leave despite working.

The actual homes are fine, but the new estates are a bit depressing in their similarity to each other.

There is a need for more social housing and fewer executive homes.

The need is for more affordable housing and starter flats and homes.

New homes should be greener and less reliant on fossil fuels like gas.

Community safety

There is a perceived increase in crime following new housing developments.

Specific cases of vandalism and anti-social behaviour are cited.

An increased police presence and increased police responsiveness would be welcome.

Appendix C Draft Local Place Plans

Penicuik and District Community Council Local Place Plan

1. Introduction

Penicuik has seen a considerable amount of change in recent years. Additional housing has been built over the past 4 years to the north-west of the town, between Mauricewood and the A702. Much of this housing has been relatively expensive 'executive' homes, with a small proportion of smaller homes or homes that are affordable. With a lack of local amenities and not being on a regular bus route, these homes encourage car ownership and usage.

Whilst at one time there were considerable employment opportunities in the district, especially around the Eastfield Industrial Estate, this has continued to decline. Retail units in the district struggle to be attractive as a considerable number of people shop at the main supermarket chains in Penicuik or at Straiton. A few local entrepreneurs have opened up units in the town centre precinct, but there are still empty units and customer footfall is not sufficient for many businesses to consider setting up there.

Penicuik has become primarily a dormitory town, for people working in Edinburgh. This leads many people to focus their social and economic activities in Edinburgh and not in their own district.

Penicuik's residents are fortunate to have access to green spaces within the town, on the Penicuik House estate and into the Pentland Hills.

The COVID pandemic and lockdown showed that there was and remains a good community spirit and willingness to look out and care for our neighbours.

Working from home became the predominant style of working for many who used to commute into Edinburgh to work. Post-lockdown many have continued to work from home, although it has contributed to feelings of isolation and also some issues about lack of suitable space in their home for work, especially if more than one person is working from home in the same home.

2. Local Place Plan Consultation

Our consultation has been limited by the volunteering hours available by Community Council members. However, at three in-person sessions

Community Council members listened to residents' views and encouraged them to submit their own views in writing for consideration.

Whilst the number of written responses was not large, there was considerable consistency in many of the points raised. The main areas that residents' wished to record were:

2.1 Green Spaces

We must retain the green spaces we have in the district and ensure there is good access to them. The considerable use made of the green spaces means some routes are worn down and incredibly muddy. Good maintenance of paths must take place.

2.2 Housing Development

The increased population of the district over the last four years has put tremendous pressure on the two GP surgeries and other infrastructure. There was a very strong feeling that unless there was investment in increasing the provision of basic support infrastructure in the district, no further housing development should be allowed.

The housing now being built at Auchendinny is going to impact on the traffic flows onto the A702/3 and greatly changes the character of the village.

Residents found it hard to identify any green-field sites that could be reserved for future housebuilding. Some of this was due to the terrain, some due to local roads and the increased traffic implications, some due to a desire for housing to be close to sustainable transport links and building effective twenty-minute neighbourhoods. Creating larger villages or communities at Howgate and or the old Wellington School site (north of Leadburn Junction and sandwiched between the A701 and the A6094) would lead to greater traffic flows, as neither would be close to public transport links, and people would be almost totally reliant on their own cars. Increasing housing at Silverburn or Ninemileburn would be constrained by the Pentland Hills, and again issues relating to sustainable living, with an irregular bus service, that has been threatened to be withdrawn several times.

Residents felt that it may be possible to identify brown-field sites, and if so, social housing, flats and two and three bed houses should be the priority.

Residents understood the need to build more houses, but in our district there was no green-field sites people felt were suitable. Any sites north of Penicuik would just lead to further development of a ribbon of continuous housing towards Roslin and Bilston, and add further pressure to the road network around the A701 towards the City By-Pass. The impact of the new housing at Bilston as that work concludes and the houses are populated may exacerbate the existing conditions at rush-hour.

Residents expressed a concern about a lack of supported-living accommodation and provision for the frail elderly in care facilities.

2.3 Economic Development

Current employment in Penicuik is based in retail, primary and secondary education, health and social care, and a range of light industry and retail in Eastfield. Residents would like to see a more strategic approach to supporting small and medium-sized businesses with suitable modular accommodation. Vacant plots in the existing Eastfield Industrial Estate could be used for this, it was felt, and maybe encouraging vacant retail units in the main precinct to be used as office space would provide increased footfall in the local shops as well.

The Beeslack High School site was an issue of particular concern. Residents had a number of suggestions for its future use to support the community by providing space for essential services and community support activities. Given the change to 'working from home' for many residents, and many large employers downsizing their expensive office space in Edinburgh, the Beeslack site could also be ideal for a number of larger employers to rent offices (classrooms) and make use of the communal facilities (catering, gym and tennis courts), for their employees whose work from home arrangements are not ideal and may be concerned about the detrimental psychological impact of lone working. It could also provide space for business start-ups. Using the site for such purposes would reduce commuting journeys as well and improve the local economy by workers living and working in the town. The site could become an enterprise zone, with investment to make the building more energy efficient and adding PV solar panels to the estate to offset some of the energy consumed by the building occupants.

The Beeslack site could also include facilities for young people to gather in a safe space.

2.4 Retail

The main shopping precinct needs investment, to support the uptake and use of smaller shops. The 20 minute neighbourhood concept requires retail to be available in other parts of Penicuik, but the land set aside in Mauricewood by the newer build houses has not been used for that purpose. Is any retailer willing to risk investment? What local economic development support may be possible?

2.5 Leisure

The existing leisure facilities should be retained and improved. The facilities at Beeslack need to be retained after the school closes and made available to the community.

2.6 Community Services

The existing services are not adequate. Could the footprint of the expanded Penicuik High School or the Penicuik Leisure Centre be extended to include more community services, and a new GP surgery/health centre?

2.7 Environment and Sustainability

Residents expressed concern about the amount of traffic heading into Edinburgh, and with the withdrawal of the No. 15 Lothian Bus that provided a direct connection with Fairmilehead, Morningside, Lothian Rd and the City Centre it was felt more car journeys were being made and it also reduced employment options for many people. The 101 bus is not able to provide the frequency required.

Residents expressed concern about the relatively long journey time into central Edinburgh, even by express bus (Borders X62). Some residents believe a truly limited stop bus would reduce car usage. Some residents believe the best solution is the reinstatement of a rail connection to Edinburgh – the alignment of the old line from Penicuik Eastfield to Glencorse and then into Loanhead would possibly be financially viable given the new housing in Penicuik, Roslyn and Loanhead. Alternatively, using the Penicuik to Dalkieth route to connect in with the Galashiels to Edinburgh line.

Some residents wished to see land set aside for local green energy production. Suggestions included: (i) land at the top of Pomathorn Hill by the old mill for wind turbines and/or PV solar panels, off the B6372; land by Uppers Hill, opposite Pomathorn mill, off the B6372; land on the Penicuik House estate to the west of St James' View and Gardens which slopes in a SSE direction, for PV solar panels.

1. Summary

Loanhead and District Community Council (LDCC) were invited by the Scottish Government and Midlothian Council to undertake a Local Place Plan for the community outlining the priorities to be considered within the next phase of the Midlothian Local Development Plan (MLDP2).

LDCC undertook various methods of stakeholder engagement within the community to gather evidence for an overarching vision and list of priorities to be included within the LPP. The vision for Loanhead has been developed through the collective analysis of local community needs which includes:

- Becoming more self-sufficient and sustainable on a local scale;
- Enhancing and developing the vibrancy and prosperity of Loanhead;
- Tackling environmental, social and economic issues.

Five priorities were identified each with a number of actions which are outlined in Section 5. The five priorities are:

1. Life in the community
2. The environment
3. Population and homes
4. Getting about
5. Jobs and businesses

The purposes of this LPP are:

- To provide an up-to-date statement of current issues we face and our aspirations for the future, to help public bodies, landowners, businesses and funders consider how they can best support positive change in the area;
- To express the community's vision, priorities, aims and actions to deliver that vision collaboratively;
- To inform the ongoing review of the Local Development Plan 2 being led by Midlothian Council;
- To inform public service delivery and investment by the Crown Estate, Midlothian Council and other Community Planning Partners;
- To guide investment and action by local landowners, businesses and community Organisations.

The plan is envisaged as covering a 10-year period until approximately 2035. Delivery of the plan is intended to be collaborative, with public bodies, private sector, third sector organisations and the local community working together for a common purpose. It is vitally important that all stakeholders are actively involved in the LPP objectives if it is to become a meaningful reality. Section 6 contains more information about this.

2. Introducing Loanhead and District

Geographical Context

Loanhead is located to the south of Edinburgh city bypass, in close proximity to the Pentlands. The community of Loanhead is a friendly, established, inclusive community with many facilities. A nice place to live with easy connections to the center of Edinburgh. The publicly owned Lothian bus service within the Midlothian area is frequently used and allows the population to move in and out of Edinburgh in a very efficient and sustainable way which supports a positive climate change trajectory.

Population and Community

The local area supports the following facilities:

A well equipped and regularly attended leisure center and swimming pool.

A library which offers a quiet space for the community to access a variety of services. This space also is used by various community groups along with two meeting rooms and a children's play area and cafe.

The Loanhead's Medical practice is also located within the same building.

The Miners Welfare and Social Club- Croft hosts a variety of events including weddings and funeral receptions.

Loanhead has seen many changes over the years and has always maintained its strong sense of community spirit that supports a thriving, caring and vibrant place to live.

Schools and Early Years

Paradykes Primary School
Paradykes Family Learning Centre

Health and Care Services

Loanhead Medical Practice is located in the same building as the Loanhead Leisure Centre.

Loanhead Dental Practice

A pharmacy centrally located on Clerk street

Feet & Co Podiatry Ltd

Opticians in Sainsbury's

Community Groups

The Link located off Dalum Grove is home to Growing Families, a widely used and vital support network space for young families to meet with each other, providing essential social and learning opportunities. This is key to the healthy development and attunement of young children, building their social skills whilst supporting young parents. Historically, children were brought up by the community, this has become fragmented within modern society. The work Growing Families are doing will be essential for a healthy, compassionate and resilient future generation.

The Link is also home to Loanhead Community Gardens. A vital space in which the community can come together and learn skills such as growing food, propagation, habitat restoration. Volunteering sessions are held on a weekly basis, encouraging young families to grow their own food and bring the community together.

The Midlothian Ranger Services also run a monthly volunteering session at Straiton Nature Reserve.

Midlothian Wild Flowers, Wildflowers, a grassroots constituted community group based in Rosewell, is now creating a community connection with Loanhead. Connecting the community to the greenspaces in Loanhead and restoring natural habitats and biodiversity.

Roslins Mens Sheds, run a weekly session in Pentland Industrial Estate, the southern side of Loanhead.

Loanhead and District Community Council

Loanhead and District Community Council (LDCC) is made up of elected community councillors who are all unpaid volunteers offering their time and commitment to the community. The aim of LDCC is:

- To ascertain, co-ordinate and reflect the view of our community which we represent, to liaise with other community groups within the area, and to fairly express the

diversity of opinions and outlooks of the people;

- To express the views of the community to the local authority for our area to public authorities and other organisations;
- To take such action in the interests of our community as appears to be desirable and practicable;
- To promote the wellbeing of our community and to foster community spirit;
- To be a means whereby the people of the area shall be able to voice their opinions on any matter affecting their lives, their welfare, their environment, its development and amenity.

3. Community issues and aspirations

Community Engagement

[Online Consultation](#)

[In-Person Consultation](#)

[Business Consultation](#)

[Community Survey](#)

4. Loanhead and District Overall Vision by 2035

Maintaining and restoring a village feel is very important. Recent large-scale development within Loanhead has been advantageous to the community (e.g. The Loanhead Leisure Centre, Library and cafe) and has presented a number of challenges within the community (e.g. new housing developments). Moving forward these recent developments should be incorporated to grow our sense of community and village feel within Loanhead and District. This Local Place Plan aims to create an overarching document that focuses on tackling the issues most highlighted by the community and providing a strategic overview for how these can be implemented and by whom/on what timeline.

This vision for Loanhead will provide all stakeholders in this plan with a direction as we move towards 2035 with the hope of creating meaningful change in the village in line with the aspirations of the community. The vision that has been developed through analysis of community

needs includes:

- Becoming more self-sufficient and sustainable on a local scale;
- Enhancing and developing the vibrancy and prosperity of Loanhead;
- Tackling environmental, social and economic issues.

This section of the plan contains five priority areas that will help turn this vision for Loanhead and

District into a reality. Each priority will come with aims and actions. The five priority areas directly

reflect the concerns and aspirations expressed in the community survey:

1. Life in the community
2. The environment
3. Population and homes
4. Getting about
5. Jobs and businesses

Priority 1. Life in the community

Having a strong sense of place and community is one of Loanhead's greatest strengths and we have a proud history with mining heritage. Loanhead is a friendly, caring community. There are many active community groups in addition to the Community Council and Loanhead Community Development Association, that assist with events held in Loanhead, such as the Gala weekend and Christmas lights. However, our community facilities have been run down over the years, such as the closure of the toilet block and the dilapidated condition of the roads but in particular the pavements. The volume of traffic passing through Loanhead is destroying the amenity of its residential community. This has occurred over the last couple of decades, there is no doubt that the presence of Straiton retail park is a positive in economic terms for the surrounding area but because of the much increased amount of traffic particularly on the B702, A701 and the A768 in order to reach the retail park, Loanhead's environment is severely depleted. With the increase of heavy construction vehicles, the conditions of the road surface has significantly deteriorated, which will incur costly repairs.

There is more reliance on cars for undertaking tasks such as weekly shops at larger supermarkets and commuting to local work places. Local presence of police is limited as are traffic wardens.

For teenagers, the lack of things to do and places to go is particularly apparent. Loanhead village needs better facilities and activities for people of all ages if we are to thrive and prosper as a community.

Loanhead experiences an alarming amount of litter, especially the area circumnavigating Straiton Retail Park. This has huge repercussions on our neighbourhood not feeling safe or cared for.

Increase in traffic volume throughout Loanhead, due to both residential development, Straiton Retail Park, and other commercial businesses such as the waste transfer station, Enviroworx skip company, car scrapping which is having huge detrimental impacts on the quality of life for the community of Loanhead. This is also not helped by the fact that Loanhead has been and continues to support other surrounding communities in terms of medical and dental practices. Loanhead also is home to Bilston Glen Industrial estate, MacTaggart Scott, Pentland Industrial estate and Eldin industrial estate.....

Aim to improve Loanhead community

- To reduce the overall speeds of traffic going through Loanhead, particularly on the B702. The B702 was never designed to carry the volume of traffic which it is now subject to, this has compromised the safety and amenity of Loanhead residents.
- Enforcement of parking on pavements
- A Community hub central and accessible to Loanhead residents, with a permanent space for the LDCC to display their collection to be viewed by the residents.
- Improvement of pedestrian flow to encourage local residents to use active travel as a means to access local shops and businesses.
- Work towards a 20-minute neighbourhood within the urban context of Loanhead Village
- The B702 between Mayburn Terrace and the mini roundabout at the entrance to the Straiton retail park requires pedestrian access on both sides of the road.
- Reducing construction vehicles. Emphasis on utilizing Edgefield Relief road to a greater degree
- Make the B702 less attractive as a route to Straiton. Traffic calming measures such as: Rumble strips rather than speed bumps, which would add to noise pollution and vibration to the old and historic properties.

Priority 2. The Environment

Many Loanhead residents take great care in their garden spaces which are well tended, exuding a high level of pride. These precious garden spaces help to make Loanhead beautiful for the community and are key contributors towards wildlife habitat corridors.

Situated within Loanhead is Memorial park, which is a highly manicured park maintained by the council. Burghlee park, located to the south of Memorial park, which offers the community access to open green space with sections that have been allowed to return to nature. Burghlee wood also provides a learning space for John Muir projects to take place with children in the local area. Burghlee park is closely situated to the cycle path, leading to the site of Bilston Glen colliery and Roslin Glen. Ramsey Bing, accessed from Edgefield road is very well used, especially by dog walkers. This area also has a variety of tree species present and impressive views over the county.

Straiton Nature Reserve is a very well used and important resource on the northern edge of the town, providing a link to the popular cycle network allowing safe access to wider parts of Midlothian. The nature reserve is home to a diverse range of habitats for wildlife, the fact that it includes a large body of water adds to its diversity. This space provides an essential connection for both nature and the community to come together in a calm and tranquil environment, bringing a myriad of benefits to individuals and their health and wellbeing.

Access to green space is proven to be a pivotal factor within the community of Loanhead, they are especially proud of the Straiton Nature reserve. Below is a thank you to all residents that collectively spoke against the proposed council cuts back in February 2023

“The Midlothian Ranger Service would like to give a massive thank you to all who wrote, spoke, listened and gave them words of encouragement and kindness throughout the last 2 months of job cut concerns. Congratulations.....the onslaught of emails, letters and commentary paid off. The Ranger service will continue as it is now, with Jo and 2 Rangers working throughout the county. This was announced during yesterday’s full Council meeting. More than 1800 people commented on the proposed Council cuts of which 185, some representing multiple signatories, wrote specifically against the proposed cuts to the Ranger Service (the fourth area most commented upon). Thank you again for all your support”.

Aim to improve Loanhead environment

- In addition to the Straiton Nature Reserve, there are three other areas in close proximity that are currently abandoned and could be regenerated to form an even larger area for leisure and recreation.
- To tackle the on going littering problem through a constructive manner by integrating a nature connection in schools from an early age, such as forest schools.
- Area located between Straiton Nature Reserve and the northern edge of Edgefield Relief Road needs to be protected and integrated with the local community, neighbouring new developments and the cycle network. Working with the council, engaging in public consultation to improve and regenerate this parcel of land to add value to the environment of Loanhead. One suggestion could be an additional

playing field, along with a network of accessible paths that could link access to the Nature Reserve and the Cycle network for the new housing. This increase in recreational green space would make Loanhead a more pedestrian friendly and attractive place for not only the residents but also attract visitors from further afield to enjoy the green space and the economy.

- The piece of scrubland located to rear of Straiton Retail Park, currently used by dog walkers and provides a shortcut to Sainsbury's and other shops beyond. At present it contains a substantial volume of Japanese knotweed but also habitat for a large number of bird species, roe deer, foxes and squirrels. This could be linked up with the Straiton Nature Reserve and the aforementioned field, as it has the potential to provide a vibrant corridor between the neighbouring residential properties and the retail park, opening up space for community connection and possible opportunity for seating.
- Regeneration of green accessible space is now essential to the future of Loanhead. All residents have the right to easy access to the natural environment.
- Signage, regarding how the council are caring for our green space, for example 'No Mow May'. This will not only educate and engage the community in their environment but also reduce the demand for areas to be immaculate, therefore reducing the reliance for the weedkiller, glyphosate, which kills all insects, pollinators and destroys the overall balance of the ecosystem.
- Education on 'Plant blindness' and emphasis on the wellbeing that comes from spending time in nature
- Invasive species (Japanese knotweed) and potentially buddleia being addressed
- Council management of volunteers groups such as , green gym, habitat education

Priority 3. Population and homes

Aim to improve Loanhead's population and homes.

Priority 4. Getting About

Stress

There is evidence that cars can cause stress through high levels of speeding traffic and long commutes

There is review-level evidence to show that prolonged exposure to excessive neighbourhood noise, including road traffic, is linked to increased annoyance and stress, cardiovascular disease, sleep disturbance, impaired cognitive performance in children and hearing loss.

Safety

If public transport or active travel routes are not well maintained or do not feel safe then they are unlikely to be used (which links with Place Standard themes care and maintenance and feeling safe).

There is a large amount of review-level evidence to show that cars can have negative consequences on health and wellbeing due to air and noise pollution and potential increases in accidents.

Air pollution is linked with premature mortality and is associated with chronic cardiovascular and respiratory diseases, cancers and conditions such as Asthma.

Priority 5. Jobs and Businesses

Loanhead has held on to it's industrial roots, coloring the nature of jobs and businesses located throughout the town. There are many industrial units, vehicle garages, waste disposal sites.
GREENER JOBS!

*This draft/document has been compiled with the help from 3 elected members, various local agencies, groups and stakeholders.

Pat Kenny (Chair)
Loanhead and District Community Council

Looking forward at life in Tynewater

A document for
Midlothian Council Planning Service
from
Tynewater Community Council
in lieu of a validated
Local Place Plan

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1. Introduction

Local Place Plans were introduced by the Planning (Scotland) Act 2019, which contains a new right for communities to produce their own plans as part of the new Scottish planning system. Local Place Plans contain the community's proposals for the development and use of land, and provide a new opportunity for communities to feed into the planning system with ideas and proposals, they can help communities understand what they want to be like in the future and help to develop a positive community identity.

Tynewater Community Council (TCC) set up a working party to develop the plan which initially involved consulting with residents and groups within the area, gathering data in a number of ways.

It became evident that the working party did not have the resources to produce a 'compliant' plan adhering to the stringent requirements set out by Midlothian Council.

Nonetheless, the Community Council was acutely aware of the importance of being involved in the planning process and decided to submit the results and findings of the consultations. It is hoped these can be taken into account when developing Midlothian Local Development Plan.

Tynewater Community Council strives to:

- Reduce inequalities, improve well-being and support public health priorities.
- Support sustainability and resilience: environmental, social, and economic. Empower residents to lead change and influence investment and build social capital and connectedness.
- Foster and improve collaboration in the delivery of public services, new development and regeneration.
- Encourage smarter, place-based investment by services and businesses that targets the needs and priorities of our local community.

We understand that:

- Our impact on the environment, our ability to sensitively manage change to a net-zero greenhouse gas emissions society and to support positive connections with nature in our community is an essential part of sustainable and healthy living.
- Village centres and community services such as schools, health centres and retail services provide many of the essential services and opportunities that we access daily and help to inform our sense of identity and belonging.
- Housing is a building block of our community and is an essential part of our local infrastructure and identity as well as the foundation for residents' health and well-being. To deliver housing that meets our future will involve supporting place-based approaches in the design and development of new homes as well as in the regeneration of our existing homes.
- How we move around a place can influence our health and levels of activity, our impact on the environment, our ability to connect with each other and with facilities and the layout and attractiveness of our community.

We safeguard and enhance Tynewater by monitoring:

- Physical Environments
 - Streets and community spaces
 - Natural space
- Community Facilities
 - Housing
 - Care and maintenance
 - Future developments
 - Working and our local economy
 - Services and amenities
- Local Heritage
 - Our identity and sense of belonging
- Community cohesion
 - Social contact and interaction
 - Recreation and leisure
 - Welfare
 - Well-being
 - Feeling safe
 - Influence and sense of control
- Connectivity
 - Moving around
 - Public transport
 - Traffic and parking.

2. About Tynewater

Tynewater Community Council (TCC) covers an extensive rural area with distinct local communities of varying sizes and populations. The total population of Tynewater is 2,429 (2011 census) almost 3% of Midlothian's people. The population of Midlothian is now 96,600 according to the 2022 census. This shows Midlothian is growing very rapidly; from 82,300 (2011 census).

The area's main centre is the village of Pathhead. Pathhead is a conservation village and the busy A68 trunk road is the main street of the village. Pathhead has a population of about 982 (2011 census). It has many small businesses and the only shops and services in the area including the GP Surgery and Pharmacy. It has two community halls and the area's primary school.

The surrounding area covered by the Tynewater Community Council includes a number of villages:

Cousland has a population of around 300. There are numerous small businesses operating from the village and there is a Community Heritage Hub in addition to a well-used community hall.

Edgehead conservation village is a linear settlement with two rows of 19th century cottages, mostly single storey, on either side of a wide, straight Roman road that runs through the village. It has a population of about 160.

Crichton is a very small rural community of around 45 residents. Crichton Castle, managed by Historic Scotland, sits to the west of the village. Crichton Collegiate Church is a building of note.

Ford is a small collection of houses just north of Pathhead and is much older than Pathhead itself. Ford sits in a valley overlooked by the Lothian Bridge, built over the Tyne Water by Thomas Telford in 1831.

Fala Dam is a small hamlet of 11 houses on the original Edinburgh to London Road. It was the first livery change for coaches after the City of Edinburgh.

Fala is a larger village of 20 houses. The church, which is floodlit, is the first Midlothian landmark that you see travelling north along the current A68. The village has a thriving village hall.

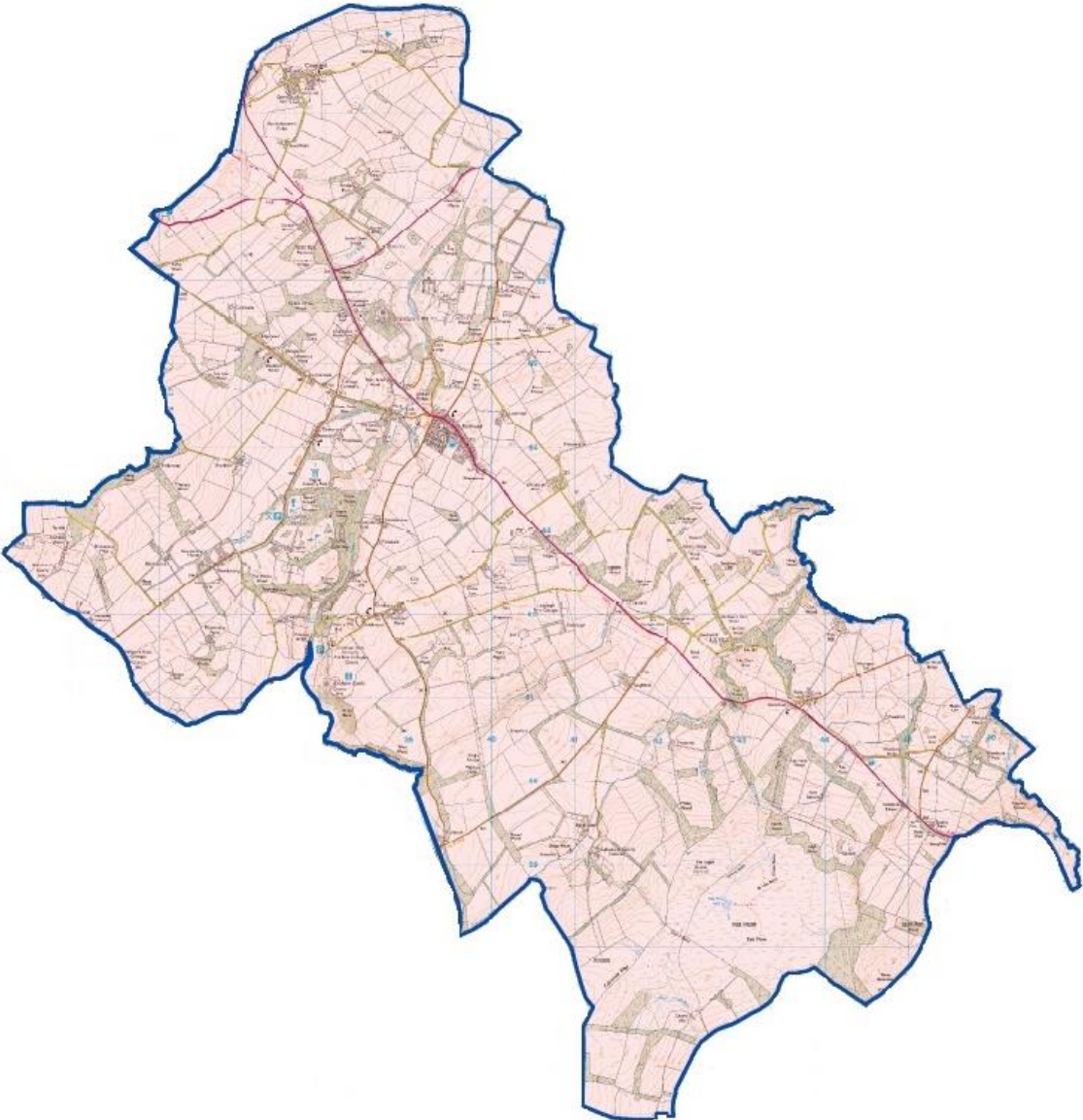
Dewartown (population approx. 65) and Newlandrig (population approx. 30) are designated conservation areas with well-preserved architectural and historical character. Vogrie Country Park lies between them.

The area is predominantly agricultural. The development of housing and services has built up around serving the farming and large estates that define the landscape. As a result there is a significant number of farms and associated housing scattered over the area that forms an important contribution to the community.

Vogrie Country Park, managed by Midlothian Council, is a popular area for walks and outdoor activities, and attracts many visitors from outside the area, particularly at weekends and during the summer months.

There is also a bird sanctuary (also an SSSI) in Hadfast Valley, managed by the Royal Scottish Protection of Birds. Other unusual features of Tynewater include its long border with both East Lothian and Scottish Borders. These can result in planning decisions affecting Tynewater being made in Haddington rather than Dalkeith for example decisions on wind turbines located in East Lothian and the large quarry at Soutra that is regulated by planning consents granted by Scottish Borders Council, although the access roads to the quarry and the adjacent populations are entirely within Tynewater/Midlothian.

Tynewater has significant areas designated as 'Special Landscape Areas', 'Conservation Areas', and 'Prime Agricultural farmland'. And also includes large areas of 'Historic gardens and designed landscapes', and one SSSI. While protecting the wider environment of the area, these designations mean local business and housing development can be restricted or curtailed. Lack of availability of affordable housing and poor public transport links, especially between communities, hamper local economic development in general and, in particular, retention of younger generations to sustain family businesses. The area covered by this submission is shown on this map.



3. Services and Facilities

As in most rural areas many services have declined over the past few decades as local residents increasingly use the larger retail units closer to Edinburgh. Pathhead has a small general store and post office, pub, bakery, fish and pizza takeaway. There are also cafés located at Soutra on the A68, and in Vogrie park. Health provision is provided by the Pathhead Medical Practice in Pathhead, with a pharmacy on site.

Pathhead has a park on the west side of the village with a full-size football pitch, pavilion building (where many local community groups meet), and children's play area. Both Cousland and Fala have smaller football pitches and a pétanque piste. Well used children's play areas are maintained in the villages of Edgehead, Fala, and Cousland. There is a youth project in Pathhead which opens twice a week in the village hall as a drop-in centre and also runs summer activities, there are also girl guide and brownie troops which meet weekly in the Callander Pavilion.

Tynewater primary school, the local primary school, has an Astroturf pitch. Nursery provision is located at the primary school and there is additional private provision at Cranston. Primary school children are mainly bussed to Pathhead, and secondary school children are bussed to Dalkeith. There is a Tynewater Primary School parents council active who organise events related to the school.

Village Halls managed by local residents are located in Cousland, Pathhead, and Fala. These provide a range of social, educational and recreational activities for local people. There is an active bowling club with a clubhouse in Pathhead. The area is served by a number of churches and places of worship that are also a base for a range of activities and clubs.

Equestrian centres play a significant role in the area and are an important source of income to local farmers making horse riding a popular pastime along the roads, bridleways and paths.

Other activities and clubs found in Pathhead are the Pathhead Players who run amateur dramatic shows and pantomimes, an active sport and social club open every week, a Horticultural Society which holds meeting every month with guest speakers and conducts visits to local gardens of note as well as a yearly flower show and a yearly plant sale, there are two walking groups which walk locally followed by a community café in the Pavilion. There is a music collective and a choir as well as an "Andy's Man Club" and a men's group, plus a mother and toddlers' group

In Cousland there is a local History Society, Smiddy trust, indoor bowling, a film night, a SWI group, a majority group and a local paper, the Cousland Courier, the community café is held every month, a toddlers play group, a youth club, a garden interest club, a poetry society, pétanque players and Girl guides. In Fala/Fala dam/Rural West there is a history society, a quilting group and a well-attended community café as well as a SWI branch.

4. Transport

The area is dominated by the main A68 trunk road (part of the European route E15) that runs south through Pathhead. Although limited with a 30mph speed limit through the village, this road provides one of the major concerns for the area with regard to road safety and environmental impact, but does provide an important source of custom for the commercial outlets in Pathhead.

Private road vehicles remain the predominant mode of transport within the area. With the opening of the Dalkeith bypass in 2008, it is possible to travel from Pathhead to the outskirts of Edinburgh in 15 minutes.

A limited bus service links Edinburgh with Pathhead, via Dalkeith, and Edgehead. The trip takes around 50 minutes and the bus route continues south, serving the communities adjacent to the A68 towards Jedburgh or Kelso. Gaps in the bus service in the early morning, and through the evening, are covered by a "Ring & Go", a local demand responsive service between Pathhead and Dalkeith, financially supported by Midlothian Council.

Cousland has had no bus service since April 2014. There is a "Ring & Go" service between Cousland and Dalkeith and between Cousland and Pathhead that runs daytime and early evenings seven days a week.

The Borders rail link provides rail services from nearby Gorebridge but there is no public transport link from Tynewater to Gorebridge. Effectively Tynewater has no rail service.

The B6372 road joins the A68, and the A7, and is therefore heavily used particularly for commuting from the rapidly developing housing in Gorebridge. This heavy traffic causes problems in Tynewater communities on the route.

5. Midlothian Local Development Plan 2017

The 2017 LDP was briefly reviewed, although the high-level plans and policies cover a lot of the general issues that affect Tynewater there is very little specific to Tynewater area. The A7 and A68 corridors appear to be bundled together in the plan, however they are very different, particularly in of housing, public transport links and facilities, which were the main concerns found during the consultation process. It is felt that a separate section on the A68 corridor should be developed in the new MLDP2.

Recommendation : Include a separate section on the A68 corridor within Midlothian Development Plan 2.

6. Consultation Processes

Midlothian Council and Tynewater Community Council both consulted with the residents of Tynewater on their views over a variety of issues. Questionnaires were presented to residents in the following ways, by posting on the Pathhead Villagers and Tynewater Community Council Facebook pages, having a drop-in centre in Pathhead, taking a stand at the Pathhead Horticultural Society's annual flower show and Cousland Gala Day, using various Community Association on-line distribution lists and local WhatsApp groups and at community cafe sessions in Pathhead, Fala and Cousland. Midlothian Council canvassed the views of children and young people at a school workshop as well.

Midlothian Council shared the following questions asked of and answers given by young people from Tynewater.

What is good about where you live?

Plenty of space; High education at schools; Good food that is safe to eat; It's very wild and scenic; Everyone knows each other; Lots of green space; Friendly people; Lots of friends here; I like the village; Scenery; People; It is nice and quiet/calm; Wheelchair ramps in the shops; Like going to the park; Good community spirit- live next to friends; Good spaces to play and do what I want; I like the scenery where I live; I like the walks; Rural; Good community; Know everyone; Walks and greenspaces; Animals; Quiet; Small and not too big; My village (Newlandrig) is small and has lots of greenery and has an egg and traybake shop.

What is bad about where you live?

Speeding; Litter everywhere I look; Car fumes; Barbed wire on roads; Speed limit far too high; Vandalism; Fly tipping; Road collisions; The animals can escape and go fast down the hills and it is a danger to people - I don't like that; Worried that all the green space will be built on; They don't have more fences for the animals; Cars speeding; I don't like all the littering; Antisocial behaviour - noisy neighbours; Park is only for young people (small children); Fast drivers which makes walking feel unsafe; Lots of potholes; Dogs' dirt everywhere; Litter is bad for biodiversity; Delivery vehicles go really fast; Litter in the forest; Not enough for teenagers to do; Speeding; Cyclists going very fast without warning; Litter; Cars go way too fast through Newlandrig; One participant didn't know that there was a swimming pool in Midlothian - goes to Lasswade and thought it was in Edinburgh as it felt so far away; Temple/Carrington/Newlandrig - no shops; Need to do online shopping; Lots of beer bottles on the ground.

If you had a magic wand, what would you change?

Stop vaping/stop throwing away vapes; More pathways; More places for teenagers to go; More places for wildlife; I don't like most of the people; No more vaping please and smoking and robbing; Make traffic lights for deaf and blind people; I would get more shop security; Lower speed limit; Ban vaping and smoking - they can hurt your lungs; Safe roads; Keep green spaces but still build all the houses (the context of this was a discussion on using brownfield land first before greenspace); More paths for walking dogs; Places for animals to hibernate out of danger from development; Smaller flats and more contained for older people; More homes for refugees; Lower the speed limit; Something to stop people speeding/lower the speed limit; Less litter; If we had a 30 minute neighbourhood then we could cycle to Gorebridge; A good actual shop in Newlandrig.

Tynewater used its own set of questions, informed by issues raised with the Community Council in the last few years. These comprised:

To what extend would you support (with 1 being little or no support, 3 being some support for some developments, 5 being strong support for such developments) ...

1. limited and thoughtful development of housing that provides affordable dwellings and that generates developer contributions to be used in Tynewater?

Please Circle 1 ----- 2 ----- 3 ----- 4 ----- 5

2. repair of existing roads, pathways and development of new paths and cycleways for recreation use and green commuting/travel?

Please Circle 1 ----- 2 ----- 3 ----- 4 ----- 5

3. improvements to safety on roads and pathways through repairs, reduced speed limits, cycle lanes, crossings, speed bumps, 20mph zones and other measures?

Please Circle 1 ----- 2 ----- 3 ----- 4 ----- 5

4. modification to conservation status and other planning processes so as to support residents in making "climate emergency" appropriate changes to their properties in a cost effective manner, while retaining the look of the area?

Please Circle 1 ----- 2 ----- 3 ----- 4 ----- 5

5. modification to conservation status and other planning processes so as to support regeneration or re-use of re-purposing derelict or empty properties in a cost-effective manner so increase housing or local business start-ups or recreation facilities etc?

Please Circle 1 ----- 2 ----- 3 ----- 4 ----- 5

6. development activities with local landowners, existing service providers, businesses and third-sector groups (e.g. shops, medical centres, schools, village halls) to look to join or better align services and facilities to get added benefits, e.g. from combining services in new locations?

Please Circle 1 ----- 2 ----- 3 ----- 4 ----- 5

7. developments to ensure better and more varied use of existing and new sports and other recreation facilities for all ages that are joined up in-terms of what is where and what can be accessed easily?

Please Circle 1 ----- 2 ----- 3 ----- 4 ----- 5

8. development to help address climate change, such as car charging points, and public transport improvements that support the needs of residents to attend work and access recreation, medical and other services in a timely and inexpensive way?

Please Circle 1 ----- 2 ----- 3 ----- 4 ----- 5

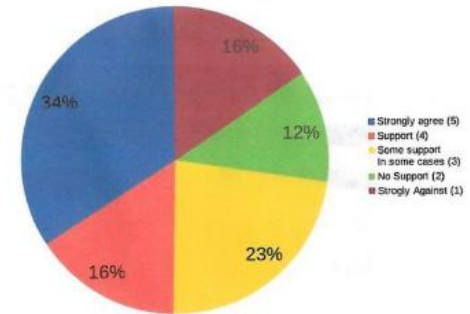
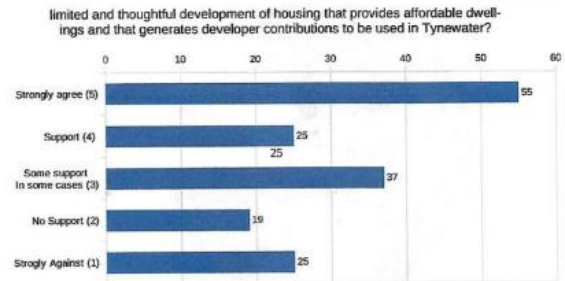
This consultation, combined with previous consultations and surveys carried out in recent months, gives a better understanding of the future development that would be welcomed and issues of concern that the various communities in Tynewater have.

A summary of the answers to the consultation questions is shown below.

limited and thoughtful development of housing that provides affordable dwellings and that generates developer contributions to be used in Tynewater?

Strongly agree (5)	Support (4)	Some support in some cases (3)	No Support (2)	Strongly Against (1)	Total	For (5&1)	Against (1&2)	Majority For-Against
55	25	37	19	25	161	50%	27%	22%

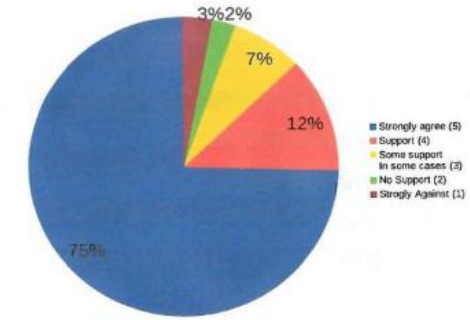
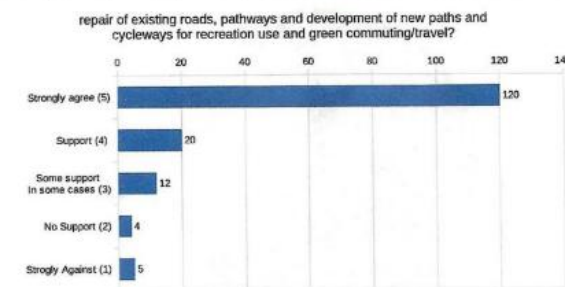
Comment:



repair of existing roads, pathways and development of new paths and cycleways for recreation use and green commuting/travel?

Strongly agree (5)	Support (4)	Some support in some cases (3)	No Support (2)	Strongly Against (1)	Total	For (5&1)	Against (1&2)	Majority For-Against
120	20	12	4	5	161	87%	6%	81%

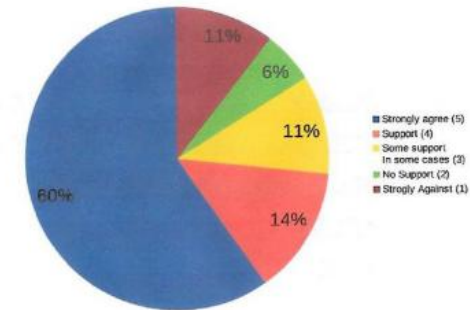
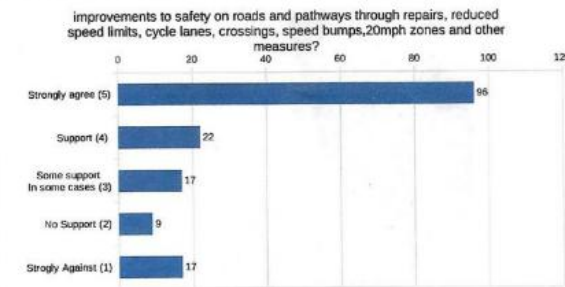
Comment:



improvements to safety on roads and pathways through repairs, reduced speed limits, cycle lanes, crossings, speed bumps, 20mph zones and other measures?

Strongly agree (5)	Support (4)	Some support in some cases (3)	No Support (2)	Strongly Against (1)	Total	For (5&1)	Against (1&2)	Majority For-Against
96	22	17	9	17	161	73%	16%	57%

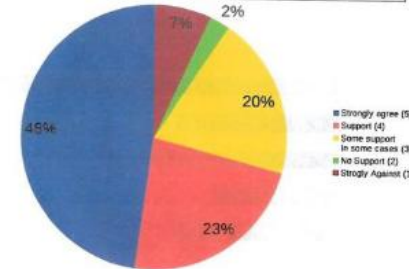
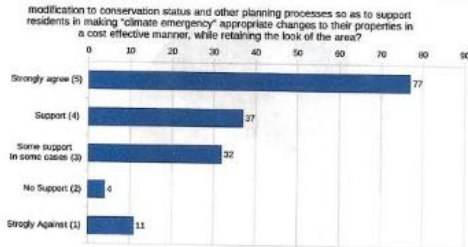
Comment:



modification to conservation status and other planning processes so as to support residents in making "climate emergency" appropriate changes to their properties in a cost effective manner, while retaining the look of the area?

Strongly agree (5)	Support (4)	Some support in some cases (3)	No Support (2)	Strongly Against (1)	Total	For (5&4)	Against (1&2)	Majority For/Against
77	37	32	4	11	161	71%	9%	61%

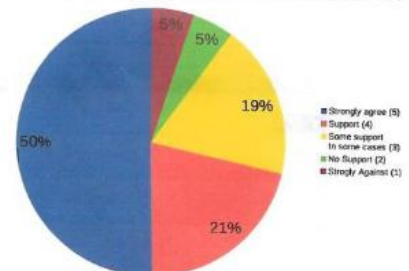
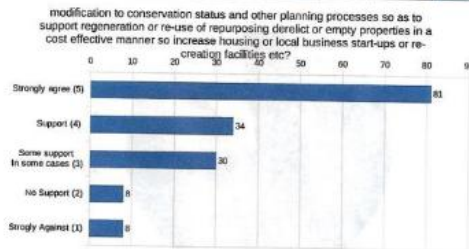
Comment:



modification to conservation status and other planning processes so as to support regeneration or re-use of repurposing derelict or empty properties in a cost effective manner so increase housing or local business start-ups or recreation facilities etc?

Strongly agree (5)	Support (4)	Some support in some cases (3)	No Support (2)	Strongly Against (1)	Total	For (5&4)	Against (1&2)	Majority For/Against
81	34	30	8	8	161	71%	10%	61%

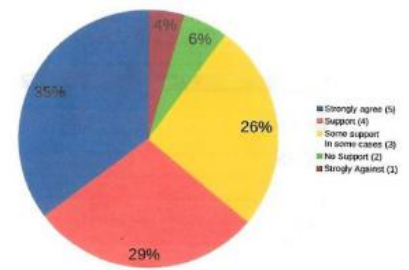
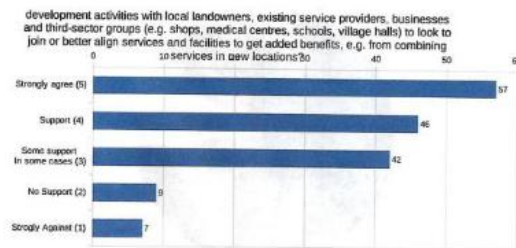
Comment:



development activities with local landowners, existing service providers, businesses and third-sector groups (e.g. shops, medical centres, schools, village halls) to look to join or better align services and facilities to get added benefits, e.g. from combining services in new locations?

Strongly agree (5)	Support (4)	Some support in some cases (3)	No Support (2)	Strongly Against (1)	Total	For (5&4)	Against (1&2)	Majority For/Against
57	46	42	9	7	161	64%	10%	54%

Comment:

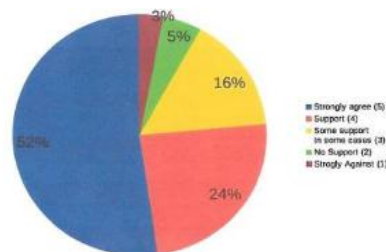
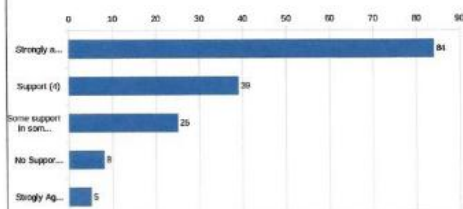


developments to ensure better and more varied use of existing and new sports and other recreation facilities for all ages that are joined up in-terms of what is where and what can be accessed easily?

Strongly agree (5)	Support (4)	Some support in some cases (3)	No Support (2)	Strongly Against (1)	Total	For (5&1)	Against (1&2)	Majority For-Against
84	39	25	8	5	161	76%	8%	68%

Comment:

developments to ensure better and more varied use of existing and new sports and other recreation facilities for all ages that are joined up in-terms of what is where and what can be accessed easily?

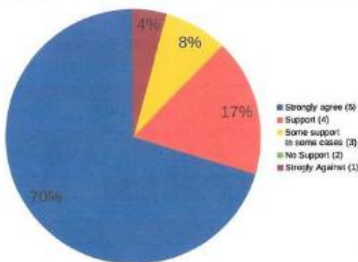
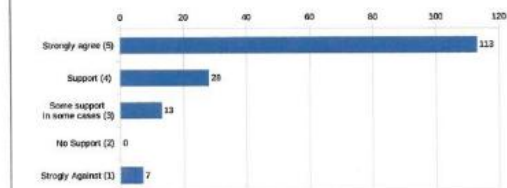


development to help address climate change, such as car charging points, and public transport improvements that support the needs of residents to attend work and access recreation, medical and other services in a timely and inexpensive way?

Strongly agree (5)	Support (4)	Some support in some cases (3)	No Support (2)	Strongly Against (1)	Total	For (5&1)	Against (1&2)	Majority For-Against
113	28	13	0	7	161	88%	4%	83%

Comment:

development to help address climate change, such as car charging points, and public transport improvements that support the needs of residents to attend work and access recreation, medical and other services in a timely and inexpensive way?



7. Summary of findings.

During the consultation process a number of concerns were repeatedly raised by residents which are detailed below and which the Community Council would like to highlight to Midlothian Council with a view to having these addressed or at least taken into account in any future plans within Tynewater.

Transport

The most common complaint was regarding transport in Tynewater, the major concern being the restricted bus service being run by Borders Buses, not only is there a less frequent service post Covid but there is no late evening service, this, coupled with the general uncertainty of the service being guaranteed to run in the future is giving many residents who have no other alternative means of travel, much anxiety.

There is also a need for an east/west bus service or an orbital route that would allow people to gain access to the Borders rail station as well as traverse the area in this direction.

Recommendation:

a) Improve public transport facilities which will include developing opportunities for increased bus service.

b) Maintain or improve facilities for bus turning on the A68.

Another aspect of travel that arose was need for more and safer walking/cycle paths. Pathhead has benefited greatly from a network of paths that has been installed by the local landowner. Similar projects should be encouraged. More paths would hopefully encourage more people to use them thus improving general health and wellbeing as well as providing travel links.

People were very sceptical regarding the concept of a twenty-minute neighbourhood, especially in rural Tynewater. The concept was seen as aspirational and simply not possible for many residents.

Recommendation:

Improve facilities to provide safe routes for walking and cycling.

Facilities and Services

There is a general lack of services in Tynewater, fewer shops, bars and restaurants than is desired and again the need for most people to have to travel to access these services. It is hoped that future development plans would take this into account and encourage more start-up enterprises to come to the area.

Recommendation:

Safeguard premises for shops and services and develop opportunities to bring new service enterprises into the area

Sports and play facilities were also topics raised. The feeling is that there are not enough of these to keep children and young people engaged. One topic that was popular by young people and also by parents and grandparents was the desire to see a skatepark erected, by all accounts from other communities that have one they are well received, both in terms of keeping young people occupied and also giving them a chance to exercise and at the same time have fun.

Recommendation:

Maintain the current open spaces and develop opportunities to improve sports and play facilities with special consideration to erecting a skate-park or pump-track.

Local Economy

Mention was made regarding the local economy and the need for more businesses in the area both to provide more services and also to bring jobs to the area which did not involve travel. The business development at Rosemains steading was cited as a good example and similar developments of this nature should be actively encouraged.

Recommendation:

Encourage and incentivise development of local businesses in keeping with the local area.

Housing and Planning

More affordable housing is required and desired by many of the residents. It is seen as a priority for many and residents would welcome Council built affordable rental property as well as recognising that good quality private developments bring benefits and should also be encouraged so long as they

are in keeping with their surroundings. Although housing development within Midlothian is reaching a saturation point, it is felt that there is a place for low density housing development to improve both council owned and private development stock.

The protected status of much of the area through conservation areas and other designations can restrict improvements in housing stock and curtail housing development. It was highlighted as a barrier to making “climate emergency” improvements to housing.

Recommendation:

Encourage through guidance and sensible planning decisions improvements and regeneration of housing stock, and re-use of old and derelict properties

Infrastructure

Council and community owned halls and spaces used by communities need to be properly maintained. They are seen as important assets for villages and are used by a variety of clubs and organisations which would otherwise not exist.

Recommendation:

Safeguard existing community halls and spaces.

Other infrastructure items raised were paths (previously mentioned) and the state of Council adopted roads, the maintenance and repair of potholes was heavily criticised as being inadequate, although TCC recognises that new equipment has been bought so it is hoped that this will improve matters.

Public EV charging points are not readily available within the area, it was considered that the infrastructure did not exist to support the aspiration to move away from fossil fuelled vehicles. This was seen as important in an area that is so reliant on private road vehicles.

Recommendation:

Improve facilities for EV charging in the area.

With the introduction of a “pavement parking” law there is concern in at least Pathhead that parking is becoming an increasing problem for both residents and visitors and look to MC to address this. It is understood that Transport Scotland and Bear are proposing a regeneration of the A68 hard landscaping through Pathhead, it is requested that vehicle parking is an integral part of the plan.

Recommendation:

Develop Pathhead Main St./A68 hard landscaping to improve and increase spaces for vehicle parking.

8. Summary of recommendations

Recommendation 1.

Include a separate section on the A68 corridor within Midlothian Development Plan.

Recommendation 2.

a) Improve public transport facilities which will include developing opportunities for increased bus service.

b) Maintain or improve facilities for bus turning on the A68.

Recommendation 3.

Improve facilities to provide safe routes for walking and cycling.

Recommendation 4.

Safeguard premises for shops and services and develop opportunities to bring new service enterprises into the area.

Recommendation 5.

Maintain the current open spaces and develop opportunities to improve sports and play facilities.

Recommendation 6.

Encourage and incentivise development of local businesses in keeping with the local area.

Recommendation 7.

Encourage through guidance and sensible planning decisions improvements and regeneration of housing stock, and re-use of old and derelict properties.

Recommendation 8.

Safeguard existing community halls and spaces.

Recommendation 9.

Improve facilities for EV charging in the area.

Recommendation 10.

Develop Pathhead Main St./A68 hard landscaping to improve and increase spaces for vehicle parking.

Moorfoot Consultation for Local Place Plan

The Community Council organised a consultation across Moorfoot during December, 2023 and early January, 2024 using the Place Standard Tool.

This comprised a series of questions to encourage the community to think about physical elements of their place (for example its buildings, green spaces etc) as well as social aspects (for example do people feel a sense of civic pride? Do they feel as though they have a say in decision making?)

The consultation was available on line and was widely advertised on our own website and using local social media. A number of the more rural addresses were mail- dropped. Paper copies of the consultation were made available at the village hall's coffee mornings and tuck-shop.

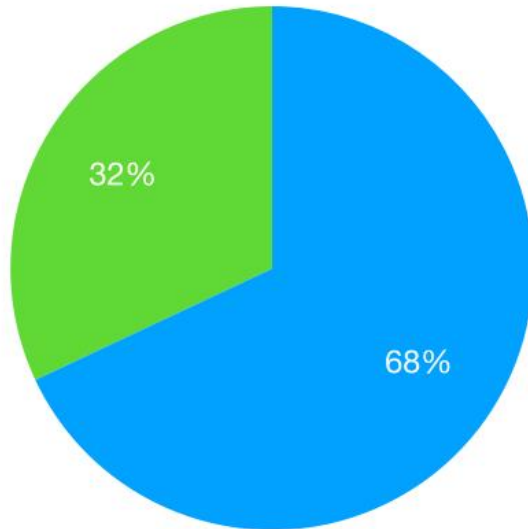
What follows is an analysis of the responses made together with an attempt to organise the many comments made, both positive and negative.

We also had some feedback from Midlothian when they invited comments from the primary school children and these have been fed into the comments as appropriate

With some of the questions it was interesting to analyse separately the responses from the different age groups.

1 Play and Recreation

Responses were largely very positive giving an average score of 68% with little difference across the age groups.



Asked to rate our Play and Recreation in Moorfoot scored 68% positivity

Positive Comments:

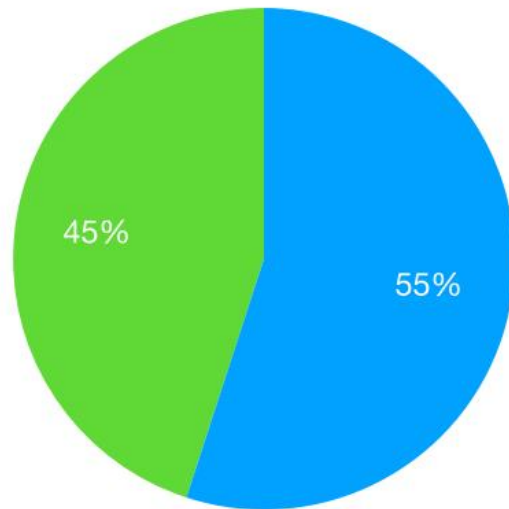
- Excellent access to varied countryside for walking and cycling
- Excellent country parks
- Leisure centre in Gorebridge is very useful and should be protected against closure
- Newbattle Pool is much appreciated
- Play-parks in villages are adequate
- Mobile library appreciated

Areas requiring attention:

- While play-parks are adequate some could do with upgrading eg play-park in Carrington is poor and there is no path to it
- Parking problems since Covid at Gladhouse Reservoir
- No facility for football in N.Middleton since school football pitch is not open to the public
- Dogs and dog fouling
- Improved cycle paths

2 Moving Around

Asked to rate their opinion on moving around the area, regardless of age the group came in with a score of 55%



Responses to Moving Around positivity rate of 55%

Comments:

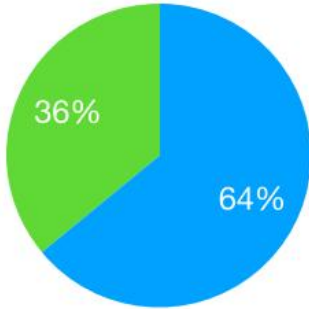
- Dangerous speed of traffic through villages and on main road mentioned over and over again
- Unsafe condition of both roads and pavements because of pot-holes and lack of maintenance
- No pavements between villages
- Lack of cycle ways connecting into the towns
- Poor, or no public transport, making a car essential
- Increased traffic in recent years
- North Middleton residents complain about speed of traffic at A7 junction and the volume of HGV's manoeuvring at the junction.

More positively:

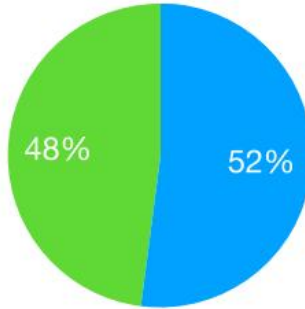
- Bus and train connections to the city from Gorebridge are very good
- Cycling around the countryside is great

3 Transport

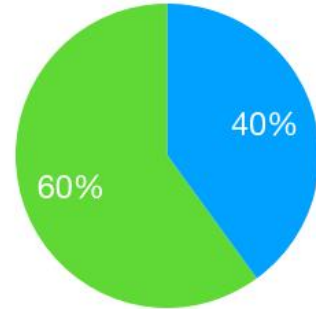
While the overall average positivity was 47%, age range made a clear distinction to responses on this question as shown in these graphs.



under 40's, 64% positive



40 - 59 52% positive



60 and over 40% positive

Comments:

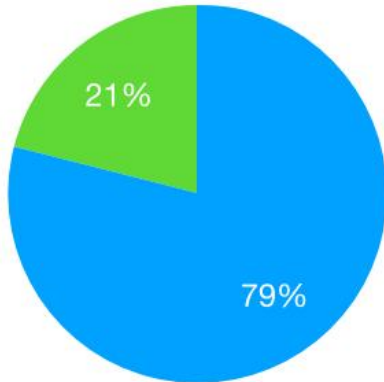
Principal comment being made is that you need a car to live in Moorfoot

Suggestions:

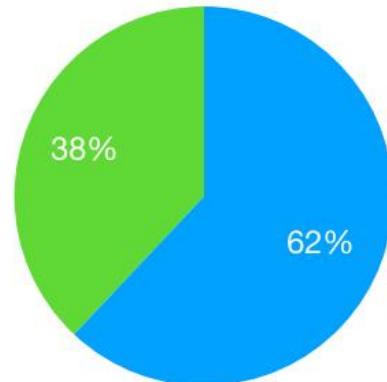
- Use of public transport should be encouraged but will only work with better links across Midlothian
- A shuttle service to Gorebridge (to buses and train station) linking from the villages
- Lothian buses might serve North Middleton, as Border buses are very expensive
- A park-and-ride option on **this** side of Sheriffhall

4 Natural and built environment

This question was looking at how easy it is to regularly enjoy natural space. Overall positivity was 73% but again age made a clear difference to opinion with this response as shown below.



Under 60's 79% positive



60 and over 62% positive

Positive comments:

- Peaceful villages
- Lovely community
- Beautiful landscape
- Public buildings and spaces are well kept and looked after, considering current financial constraints
- Regular litter picks by volunteers keep the villages tidy
- Village halls are hugely valued

Wish List:

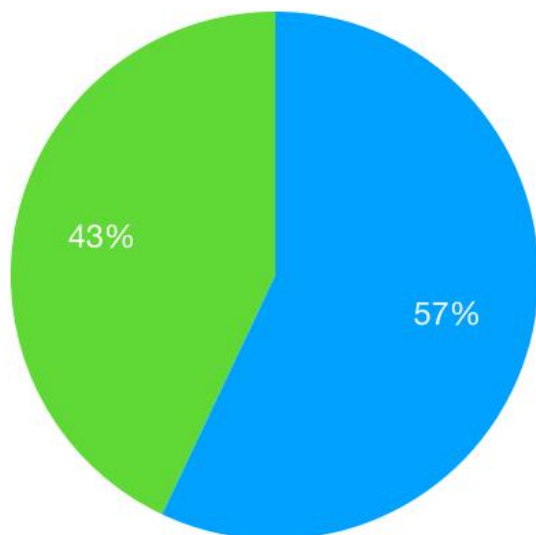
- Better maintenance of paths, handrails and steps on local path network
- A village shop or cafe to sit in (N Middleton)
- A swimming-pool closer to this part of Midlothian

Please do not:

- close the public library
- lose any more countryside to building over with houses
- build a wind-farm on the Moorfoot escarpment

5 Services and Facilities

Asked about how facilities and services meet the needs of Moorfoot residents led to the following result. Regardless of age range the positivity level came in at 57%



Average score on this question was 57% positive

Looking at the comments, this question very much showed up, that living rurally you can only access facilities easily with a car, and therefore there is a balance between enjoying rural life and the restrictions this brings.

Comments:

Things that work well (albeit with a car):

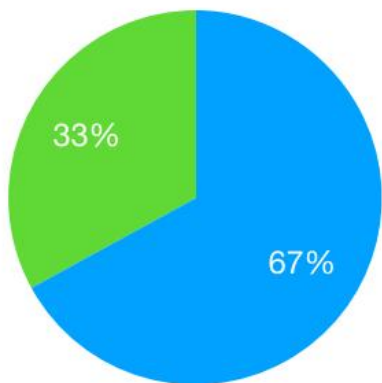
- Library
- Dentist
- Train
- Broadband
- Re-cycling facilities

Things that are missing - or need upgrading:

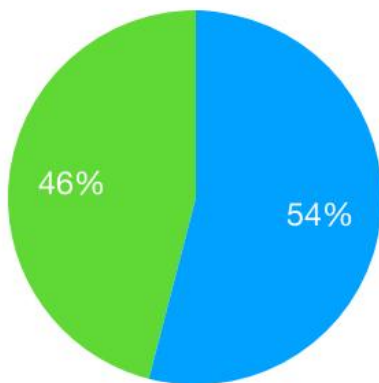
- High School and its integrated facilities - this had been promised
- Doctor's facilities - very difficult to get appointments
- Supermarket in Gorebridge (current facilities expensive and poor quality of fresh food)
- Food re-cycling
- More for children, especially teenagers, to do locally
- Village shop in N Middleton
- An after- school club
- Breakfast club

6 Work and the Local Economy

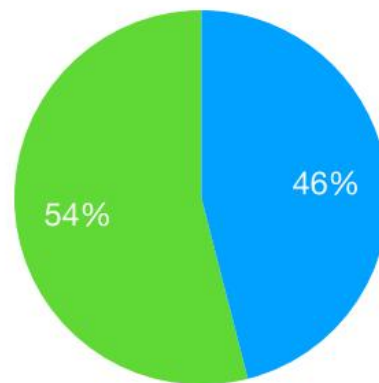
Asking about opportunities for work, volunteering and training led to a mean score of 57% with clear differences across the age range, though a number felt unable to comment.



Under 40's 67% positive



40-59 54% positive



60 and over 46% positive

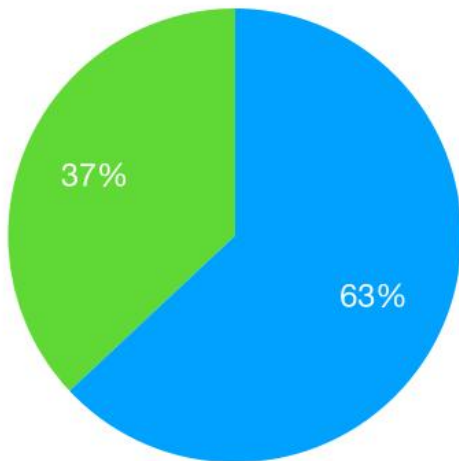
Comments:

- No problem with employment providing you are prepared to travel
- Very good tradesmen in vicinity
- Job and training opportunities are all out-with the villages
- Need more local apprenticeships for school leavers

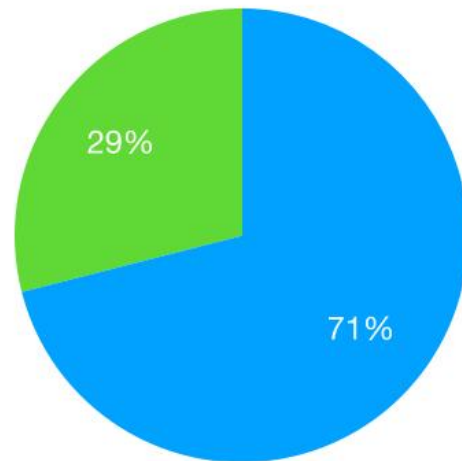
- A number commented that there were lots of volunteering opportunities

7 Social

Asked about meeting and spending time with others led to a very positive average of 70%, (slightly lower with under 40's, 63%, and higher with 40's and over, 71%)



Under 40's 63% positivity



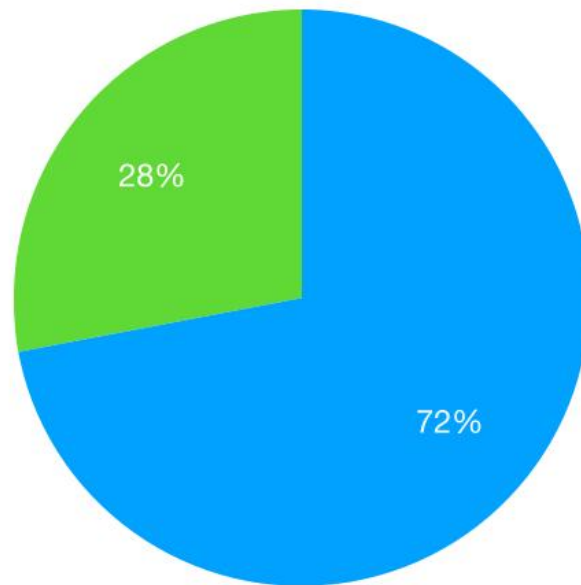
40 and over 71% positivity

Comments:

- Nearly all the comments mentioned the local village halls run by volunteers, and were all positive.
- Other positive comments mentioned the social events held in Gorebridge and church youth group
- School allows networking opportunities

8 Identity and Belonging

This question led to a very positive average score of 72% with similar results across the age range



Sense of belonging 72% positivity

Comments arising:

Looking at the positive - villages described as very welcoming, great, amazing, supportive

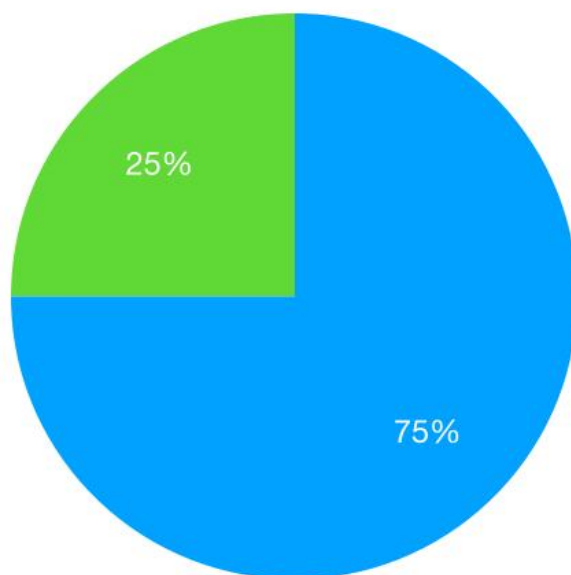
But some comments are more negative:

- Rural identities being eroded by incomers
- Newcomers don't identify with the area
- Rural Midlothian is increasingly treated by Midlothian Council as the urban fringe, and so is losing identity

A few made the point that they were happy to be anonymous

9 Feeling Safe

This question drew a very positive response from all across the age range. From a top score of 6, most people responded 5 or 6, giving a positivity rate of 75%



Asked to rate how safe a person feels in Moorfoot, the response was 75% positive

Comments expressed:

On policing:

- A few commented that they feel completely safe while some would like to see more police presence, especially around hot spots
- A request to see community police attending Community Council meetings
- This depends on the time of day because there can be a heavy presence of youths and anti-social behaviour in the evenings

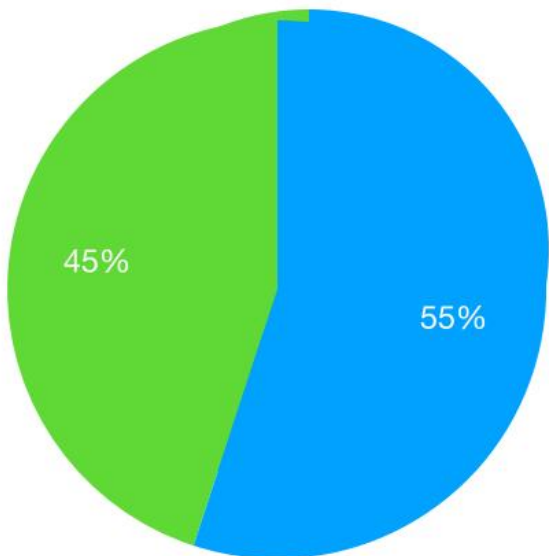
Safety on roads - we need:

- Speed restrictions around villages
- Speed restriction on A7 at North Middleton
- Better road surfaces and no potholes
- to make rural roads safer for walkers and cyclists

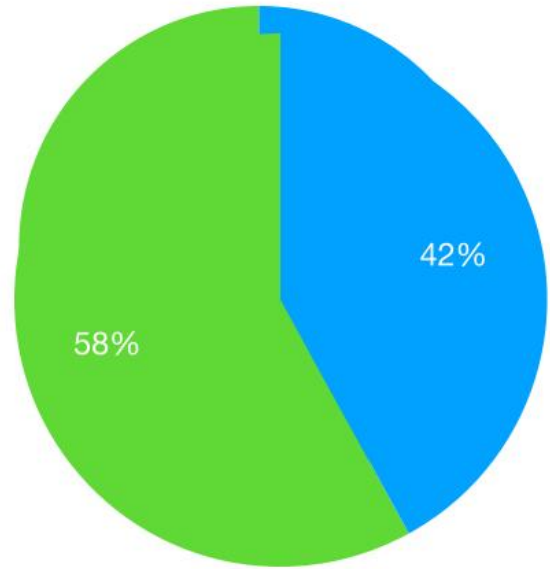
10 Care and Maintenance

On this question, asking about how well our area is looked after, regardless of age and where folk lived the positivity ratings were low with an average score of 57%

Under 60's were more positive at 58% compared with the 60 and over group at 43%



under 60's scored 55% positive
58%



Under 60's scored 60 and over scored 43%
60 and overs scored 42% positive

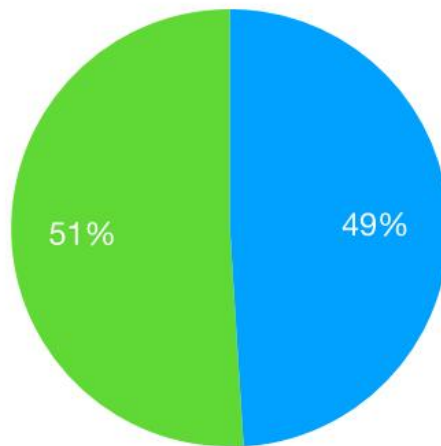
Comments:

- Poor road maintenance including
 - blocked drains
 - pot holes
 - litter and leaf clearing
 - flooding
 - hedges
 - grass cutting and weed control
- Large land owners not looking after stone walls
- Factors and the Council could do better
- There is a lot of dog fouling
- Poor response to complaints

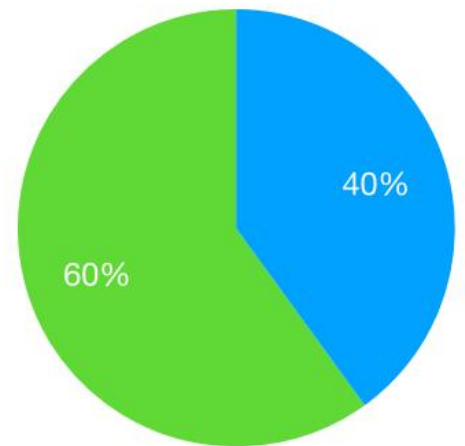
On a positive note:

- Village residents look after the village
- Local volunteers do their best with litter clearing

- Comments from school pupils about liking 'Green' spaces



40 - 60's scored 49%



60's and over scored

11 Influence and a Sense of Control

This question was asking about how well a resident is listened to and whether they feel included in decision making. There was a clear divide on this question between the 60's and over, compared with the under 60's

Comments being expressed:

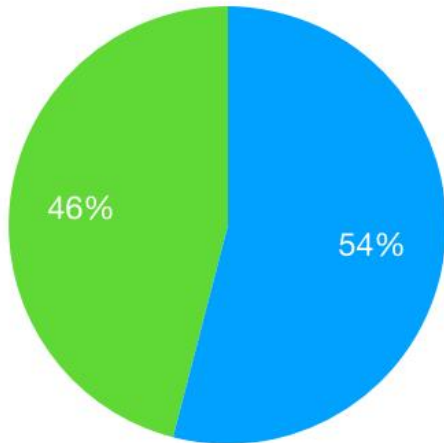
- A feeling of powerlessness when making objections to planning.
- A lack of confidence in Midlothian Council in dealing with Health, Education
- A High School in Gorebridge had been promised but was no longer in the pipeline.
- Living rurally leads to a feeling of being at the mercy of the urban majority

More positively:

- Local Councillors were rated well especially in responding to queries
- Community Council seems to be better at becoming involved in planning matters
- Villages have good means of communication

12 The Future

This question was asking about how positive we feel about the future and the overall average score was 47%. Again there was a clear difference between the 60's and over compared with the under 60's



under 40's scored

Comments Expressed:

- Continuing cutbacks both at local and national level give little hope of improvements
- Many were concerned about the continuing spread of housing with increasing population, leading to increased traffic and services struggling to cope.
- Villages should not be allowed to coalesce
- Proliferation of wind farms is a concern

More positively

- Our beautiful rural landscapes must be valued and protected
- Village life and community is highly valued
- More people recognising the importance of nurturing the rural environment

Appendix D: Validation and Registration Assessment of Local Place Plans

Report to 4 June 2024 Planning Committee:

Midlothian Local Development Plan 2 – Registration of Local Place Plans

Community Council												
Final LPP Submission Requirement Checklist	Circular 1 (2022) (LPPs) relevant paragraphs	01	03	05	06	08	09	11	12	13	14	
		Bonnyrigg	Damhead	Eskbank	Gorebridge	Loanhead	Mayfield	Newtongrange	Penicuik	Rosewell	Roslin	
		1	A copy of the finalised Local Place Plan	28 March	30 March	27 March	22 March	03 April	29 March	31 March	26 March	25 March
	MLC acknowledge receipt of Local Place Plan	02 April	30 March	02 April	25 March	03 April	16 April	03 April	02 April	04 April	18 March	
The Local Place Plan (LPP) should contain the following elements												
2	A statement identifying the Community Body that has prepared the plan and its written constitution.	Paragraphs 12-17, 37, 40	Front cover	Front cover Annex 5.1	Page 3	Page 3	Page 2	Front cover	Page 5		Front cover	Page 3

Community Council												
Final LPP Submission Requirement Checklist	Circular 1 (2022) (LPPs) relevant paragraphs	01	03	05	06	08	09	11	12	13	14	
		Bonnyrigg	Damhead	Eskbank	Gorebridge	Loanhead	Mayfield	Newtongrange	Penicuik	Rosewell	Roslin	
		3	Map of the Boundary of the Local Place Plan	Paragraphs 37, 41-45	Page 4	Page 12 Map 1	Page 4	Page 5		CC Map at App 6.5	CC Map	
4	A statement of the Community Body's proposals.	Paragraphs 18-21, 41-45, 46-48	Pages 10-13	Pages 17-36	Pages 15-24	Pages 13-30	Pages 5-12	Pages 10-14	Pages 13-32	Pages 2-5	Pages 15-25	Pages 4-12
5	An additional Map identifying specific sites/ locations detailed in the Community Bodies proposals.	Paragraphs 41-45	Page 12	Maps 7-9, 11 and My Maps	App	Pages 14-17		App 6.14 and LPP Prop Map	Page 21 and My Maps		Figs 6-10 and My Maps	Map 2
6	A statement explaining how the Local Place Plan has regard to: - MLDP 2017	Paragraphs 25-31, 68-69	Page 4	Pages 3-9, 14-15,	Page 19	Pages 13-20, 29-30		Pages 4, 8, 11-12	Pages 8, 11-12		Pages 26-31 and	Pages 13-15

Community Council												
Final LPP Submission Requirement Checklist	Circular 1 (2022) (LPPs) relevant paragraphs	01	03	05	06	08	09	11	12	13	14	
		Bonnyrigg	Damhead	Eskbank	Gorebridge	Loanhead	Mayfield	Newtongrange	Penicuik	Rosewell	Roslin	
		<ul style="list-style-type: none"> - NPF4 2023 - any applicable Locality Plans. 		Single Mid Plan	23-36, 39	App – Ev Info			Apps and Extra Info			Extra Info
7 A statement explaining how the proposals in the LPP align with, or differ from, the relevant policies and development proposals in: <ul style="list-style-type: none"> - MLDP 2017 - NPF4 2023 - any applicable Locality Plans. and why it considers that MLDP 2017 should be amended in light of this.	Paragraphs 32-35, 70	Pages 8, 10-13 Single Mid Plan	Pages 3-9, 14-15, 23-28, 29-36, 39	Page 19 App – Ev Info	Pages 13-20, 29-30		Pages 4, 8, 11-12 Apps and Extra Info – page 5	Pages 8, 11-12		Pages 26-31 and Extra Info	Pages 13-15	
Evidence of compliance with the requirements of Regulation 4												

Community Council												
Final LPP Submission Requirement Checklist	Circular 1 (2022) (LPPs) relevant paragraphs	01	03	05	06	08	09	11	12	13	14	
		Bonnyrigg	Damhead	Eskbank	Gorebridge	Loanhead	Mayfield	Newtongrange	Penicuik	Rosewell	Roslin	
		8	A copy of the pre-submission Information Notice evidencing of compliance with the required contents.	Paragraphs 54-58	App Page	App 1 App 2	Info Note Doc	Info Note Doc		Extra Info – pages 2 and 22	App	
9.	Records of when and to whom the Information Notice was sent (required local councillors and community councils). <i>(Note: The date range noted opposite is the 28-day minimum consultation period)</i>	Paragraphs 49-53	09 Feb	18 Feb	02 March	16 Feb		12 Feb	16 Feb		22 Feb	05 Feb
			08 March	18 March	30 March	16 March		11 March	16 March		24 March	04 March
Additional information that needs to be submitted												
10	Documents confirming the status of the Community Body,	Paragraphs 61-65	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

Community Council												
Final LPP Submission Requirement Checklist	Circular 1 (2022) (LPPs) relevant paragraphs	01	03	05	06	08	09	11	12	13	14	
		Bonnyrigg	Damhead	Eskbank	Gorebridge	Loanhead	Mayfield	Newtongrange	Penicuik	Rosewell	Roslin	
		and a statement showing compliance with the definition of a Community Body.							Extra Info – pages 7-11			
11	Evidence of level of community support for the Local Place Plan and how the Community Body reached that view.	Paragraphs 71-73	Pages 3, 5-6, 9-10, 13 App Pages 14-16	Pages 9, 15-16, 39, 44-45	Page 3 App – Ev Info	Pages 10-12 Engage Docs		Pages 5, 8, 10 App 6.2a, 6.2b, 6.11 Extra Info	Pages 6, 10-11		Pages 4, 8-14, App A1 Extra Info	Page 3 App 1 App 2
12	Copies of additional relevant documents as appropriate.	Paragraphs 74-76	Survey Info (PDF)		Survey Survey Web Link	Engage Docs			Engage Paper		Engage Docs	Cllr Info Engage Docs

Community Council												
Final LPP Submission Requirement Checklist	Circular 1 (2022) (LPPs) relevant paragraphs	01	03	05	06	08	09	11	12	13	14	
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							Place Stand Docs SVDLS					

Validation Check – Summary

Key

Meets Final requirements

More detail in Final recommended

Local Place Plan (FINAL)

Develop the Draft material to Final