

# **Roslin and Bilston Local Place Plan 2024**

Roslin and Bilston Community Council  
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# Roslin and Bilston Local Place Plan 2024

## Contents

Introduction	3
The area covered by the Roslin and Bilston Local Place Plan	3
Proposal 1 - Active travel, B7006 between Bilston and Roslin	4
Proposal 2 - Active travel to the proposed new high school	4
Proposal 3 - Active travel between Auchendinny and Roslin	4
Proposal 4 - 20 mph speed limits to promote active travel, safety, health and amenity	5
Proposal 5 - Responsible use of routes dedicated to active travel	6
Proposal 6 - Active travel and access to country park	7
Proposal 7 - Safe conditions for mobility-impaired persons	7
Proposal 8 - Protecting the historic environment	8
Proposal 9 - Fostering the natural environment	8
Proposal 10 - Alternatives to regularly-mown grass	9
Proposal 11 - Allotments and community growing spaces	9
Proposal 12 - The existing Roslin Conservation Area	9
Proposal 13 - Extension of Roslin Conservation Area	10
Proposal 14 - New Conservation Area: Bilston	10
Proposal 15 - New Conservation Area: Battle of Roslin and Dryden Estate	11
Proposal 16 - New Conservation Area: Roslin Curling Pond and The Moat	11
Proposal 17 - Infrastructure deficits	11
Proposal 18 - Leisure facilities	12
Proposal 19 - Provision for outdoor activities in Bilston	12
National Planning Framework 4	13
Midlothian Local Development Plan 2017	14
Single Midlothian Plan (2023-27)	15
Reasons why Midlothian Local Development Plan 2017 should be amended	15
Footnotes	16
Appendix 1: Consultation process for the Local Place Plan	17
Appendix 2: Summary of responses to the consultation process	18

# 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"<sup>1</sup>. 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 Bilston<sup>2</sup>. 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 Auchendinny<sup>3</sup>. This has important implications for the Roslin and Bilston area.

Midlothian Council has abandoned its intention to have a new primary school at Auchendinny<sup>4</sup>, 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 soil<sup>5</sup>. Local names attest to this - Kill Burn and Shinbanes Field.

The field north-east of site Hs 18<sup>6</sup> is part of the battle site<sup>7</sup>. 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 sites<sup>7</sup>. 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 use<sup>10</sup>. 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 Act<sup>8</sup>. 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 amended<sup>9</sup>*

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.