

Item No: 5.1

Report Title: Local Development Plan

1. Committee agrees the recommendations at paragraph 1.1 of the above report, with minor clarifications and adjustments, as per the text of the Motion below.
2. Committee notes that, provided parties who made representations on the first proposed plan (LDP1) resubmit representations as appropriate on the second proposed plan (LDP2), the Committee will have an opportunity to consider all such representations at the next stage in a meaningful way and in the context of the Strategic Development Plan's increased housing land requirement.
3. Committee instructs the Acting Head of Planning and Building Standards to inform all those who made representations to the first Proposed Plan (LDP1) that they need to resubmit their representations, as required by legislation, and offer any assistance that they may require.
4. Committee further notes that, notwithstanding the requirement on the Development Management Sub-Committee to determine planning applications, for any assessment of Greenfield or existing open space housing sites, prematurity shall be a material consideration in any such determination.
5. Committee further instructs the Acting Head of Planning and Building Standards to re-assess the site referred to as 'East of Milburn Tower' on the following basis:
 - a. The proposed site lies predominantly within the West Edinburgh Strategic Development Area. The strategic development plan states that there is a policy presumption for directing any new housing releases to SDA's;
 - b. The site has good accessibility to existing public transport. There are four easily accessible Tram stops (Edinburgh Park Station, Edinburgh Park Central, Gyle Centre and Gogarburn) and there are existing bus services that serve Edinburgh, Gyle Centre and the RBS headquarters. It would also be feasible to route a bus through the site. Mainline train stations also afford the area additional public transport opportunities. The southern part of the site has access to Hermiston Park & Ride facility. Direct pedestrian access to Edinburgh Park can be provided through the existing under pass and path next to the culvert;
 - c. A clear and defensible green belt boundary can be formed by dense and mature woodland along Gogar Station Road at the western edge of the site. The southern part of the site is more open but already partly developed and the existing tree belt could be extended. The M8 motorway provides a clear edge to the site at the southern and south western end;
 - d. The site integrates well with existing centres of employment, retail and existing public transport. The eastern boundary is aligned with Edinburgh Park and the northern boundary would afford greater integration with the proposed International Business Gateway (IBG);

- e. The site is contained and not visible from most surrounding areas. Although the site is visible from the north on Glasgow Road this is generally by vehicular travellers who are passing quickly and through an area that will change significantly as the International Business Gateway (IBG) is developed. The ground level of the site is below the road and important views to the Pentland Hills can be preserved.
6. Committee instructs the Acting Head of Planning and Building Standards to report back to the Committee on his re-assessment of the “east of Milburn Tower” site, including a revised Transport Appraisal and Education Appraisal which will set out the infrastructure requirements to achieve high settlement integration and a sustainable community, when Committee considers representations received on the second proposed plan.
7. Committee notes the requirement to have in place sufficient infrastructure to facilitate the level of housing development, and the associated community needs (health, transport, education, retail, community hub, etc). These should be identified and costed, with a budget provision identified through the Corporate Action Programme, and have an agreed implementation date before housing development is initiated.
8. Committee reaffirms its commitment to protecting as much of the Green Belt as possible; and notes that 74% of the homes within the Plan are expected to be built on Brownfield sites.
9. In response to the representations to the Plan and recent communications, Committee agrees to continue to explore the prioritisation of building houses on Brownfield sites, including further information on possible housing densities and the requisite parking standards before releasing land in the Green Belt.
10. Granton Waterfront Central Development Area (EW 2b) should continue to be developed as a housing led-mixed use development creating a sense of place and community. The section relating to EW 2b of the Granton Waterfront Development Principles should have added “The potential to enhance employment and a ‘destination’ through existing and new commercial, tourist and retail opportunities should be expressly encouraged”.

Moved by

Seconded by