

Planning Committee

10am, Thursday, 14 May 2015

Local Development Plan: Action Programme Update

Item number	5.2
Report number	
Executive/routine	
Wards:	All

Executive summary

The purpose of this report is to ask Committee to agree to an update to the Local Development Plan (LDP) Action Programme and to provide an update on strengthened governance arrangements to deliver the Action Programme.

The LDP Action Programme is a statutory requirement of the development plan process. It sets out a list of actions, including infrastructure measures, needed to deliver the policies and proposals in the LDP. The Action Programme is a corporate document and is intended to be used as a mechanism to coordinate development proposals with the infrastructure and services needed to support them. It seeks to align the delivery of the LDP with corporate and national investment in infrastructure.

Links

Coalition pledges	P4 , P8 , P15 , P17 , P18
Council outcomes	CO7 , CO8 , CO16 , CO18 , CO19 , CO22 , CO23
Single Outcome Agreement	SO1 , SO2 , SO3 , SO4

Local Development Plan: Action Programme Update

Recommendations

- 1.1 It is recommended that the Committee:
- Approves the update to the second proposed Action Programme (Appendix 1);
 - Notes the new governance and reporting arrangements for delivering the Action Programme; and,
 - Agrees the addition to the Action Programme of new transport actions.

Background

- 2.1 The 2006 Planning Act requires planning authorities to prepare an Action Programme setting out how their Local Development Plan (LDP) will be implemented. Councils are required to:
- publish an Action Programme within three months of formally adopting the LDP;
 - publish an updated Action Programme at least every two years;
 - set out in the Action Programme a list of actions, including infrastructure measures, needed to deliver the policies and proposals in the LDP;
 - state the timescale for completing each action; and
 - identify who is responsible for carrying out each action.
- 2.2 These infrastructure actions include:
- School capacity increases, including new schools,
 - Traffic management, including junction improvements,
 - Other transport improvements including the Edinburgh Tram and public realm; and,
 - Green infrastructure such as open space and green networks.
- 2.3 In addition to the above statutory requirements, the Action Programme for the Edinburgh LDP will be used:
- as a mechanism to coordinate development proposals with the infrastructure and services needed to support them; and

- to align the delivery of the LDP with corporate and national investment in infrastructure.
- 2.4 For this to be successful, it is important that the Action Programme be prepared and approved as a corporate document. To this end, it was agreed by the Corporate Policy and Strategy Committee, in December 2012, that the first adopted Action Programme and subsequent updates will be reported annually for approval by the Corporate Policy and Strategy Committee as well as by the Planning Committee, on a schedule which would align with the corporate budget setting process. An update to these reporting arrangements is set out below.
- 2.5 The Local Development Plan (LDP) sets out a new approach to developer contributions and infrastructure provision which is linked closely with the Action Programme. To support the new approach, planning guidance on Developer Contributions and Affordable Housing was reviewed in February 2014. An officer group to manage the delivery of the Action Programme was set up in March 2014.
- 2.6 The second proposed Action Programme was approved by Committee with the Second Proposed Local Development Plan, on 19 June 2014.
- 2.7 In order to allow for timely delivery of infrastructure, Committee agreed on 2 October 2014 to use the Second Proposed Action Programme in advance of the adoption of the LDP. This influenced the budget preparation exercise for 2015/16 (see para. 3.8).

Main report

- 3.1 In approving the Second Proposed LDP in June 2014, Committee noted a requirement to have in place sufficient infrastructure to facilitate the level of housing development proposed in the LDP, and that the required infrastructure be identified and costed, with a budget provision identified through the Action Programme.
- 3.2 This report now provides an update to the Action Programme in respect of:
- Strengthened governance arrangements;
 - Costing and financial modelling of actions; and,
 - Progress on early design work.
- 3.3 The opportunity is also taken to update the second proposed Action Programme with new actions which have arisen since its publication in June 2014.
- Governance Arrangements**
- 3.4 The Action Group was initially set up in March 2014 and while progress has been made, it has been considered necessary to strengthen the governance arrangements. The existing Action Group has been replaced with two new groups:

- **Oversight Group** – Chaired by Chief Executive (Chair and Senior Responsible Officer), Director of Services for Communities, Director of Children and Families, Director of Economic Development, NHS Manager (to be invited), Head of Finance and Head of Planning and Building Standards.
- **Programme Board** – Chaired by Head of Service, Planning & Building Standards, with Planning Officer (Project Lead), Children and Families Officer, Transport Officer, Housing and Regeneration Officer, Economic Development Officer, Finance Officer, NHS Officer, and Corporate Property Officer.

3.5 The Programme Board will have 4 key objectives. These are as follows:

- To identify and cost the actions required to deliver the Local Development Plan.
- To identify the level of developer contributions that can be achieved while retaining an effective housing land supply
- To identify the level of shortfall and alternative funding mechanisms.
- To ensure that the risks associated with the delivery of infrastructure are understood and properly managed.

3.6 This strengthened arrangement aims to raise the profile of the project, ensure that adequate resource is allocated to the project, and that the outputs are reported to the Corporate Management Team and relevant committees of the Council. Because of the financial implications of the Action Programme it is intended that future updates be reported to Finance and Resources Committee. This report will be referred to Policy and Strategy Committee on 1 August 2015 to seek approval of these new reporting arrangements.

Costing and financial modelling of actions

3.7 The base capital costs of the actions set out within the Action Programme have been based on cost metrics which have been derived from either national guidance for new primary/secondary school projects or extensions, or from recent Council transport projects. Planning applications are now coming forward for sites within the proposed LDP and cost assumptions in respect of the education actions set out with the Action Programme have had to be made for the purposes of determining developer contributions.

3.8 Whilst this allows applications to proceed it also raises the risk of the cost of actions being understated with the result that the recovery from the developers is, in turn, understated leaving a capital funding gap. This would require to be borne entirely by the Council.

3.9 The Programme Board is tasked with providing a robust appraisal of infrastructure details and costs. Financial models are being prepared for the Contribution Zones within the Action Programme. These models take the base capital costs of school infrastructure, and include:

- current forecasted inflation (covering the life of the project to deliver the actions),
 - short term borrowing costs (to allow infrastructure to proceed in advance of development, if required); and,
 - contingency to cover risks such as a higher than expected level of inflation; a change timescale to deliver the action, abnormalities, or any site specific costs such as remediation or external infrastructure.
- 3.10 This work is at an early stage. Preliminary consideration of the limited information currently available suggests that the total cost of transport and education actions in relation to the LDP site within the Action Programme will be in the region of £217M. The £217M was derived from the estimated costs in the Action Programme but also includes estimates for contingency, land and borrowing. It must be stressed that this is an early estimate. It is anticipated that this level of expenditure would be required over the next 5-10 years, dependant on the rate of housing completions.
- 3.11 Work is also ongoing to determine the level of contributions that can be received from developments, whilst retaining an effective housing land supply. From experience of recent S75 agreements and the viability of land it is anticipated that there will be a funding gap and it is a key task of both the Programme Board and Oversight Group to establish what this may be.

Early Design Work

- 3.12 Whilst the financial models are sufficient to provide a reasonable approximation of costs for determining planning applications, costs can be further confirmed with a degree of certainty by undertaking early design work. This would give cost certainty to both the Council and developers and aid in the agreement process for Section 75 contributions between both parties. Early design work will also provide the necessary lead time in advance of statutory education consultations, more detailed design and construction.
- 3.13 To allow this early design work to progress, £0.905m was included in the corporate budget and borrowings in 2015/16 for the Action Programme. The programme for expenditure of these funds will be managed by the strengthened Action Programme Oversight Group and Programme Board.

New actions to be added to the Action Programme

- 3.14 It is proposed that the following transport actions be added to the second proposed Action Programme
- **Bus Priority Measures on M8 and A89.** This action is identified with in the Rural West Edinburgh Local Plan Alteration June 2011 and the West Edinburgh Transport Appraisal and was not included in the first iteration of the Action Programme.
 - **East Craigs Estate junction at Maybury Drive.** As agreed at Planning Committee 2 October 2014.

- **Craigmillar Transport Interventions** Identified through Transport Assessment for East Edinburgh, 2008.

Measures of success

- 4.1 A measure of success is an efficient and effective approach to land use planning, which ensures that new developments are suitably served by supporting infrastructure.

Financial impact

- 5.1 There is no direct financial impact arising from the approval of this report. However the costs of delivering infrastructure and the potential funding gap identified in Para 3.10 to 3.11 are significant and it is important that the Council addresses this issue.
- 5.2 The staff resources required to deliver the Action Programme are to be provided from within existing capacity. Budget provision of £905,000 has been made in 2015/16 to fund the early design works.

Risk, policy, compliance and governance impact

- 6.1 Preparing an LDP and Action Programme is a statutory process in which the risk of failure to comply with relevant legislation and guidance needs to be managed. It is also an activity for which national policy exists and needs to be taken into account. The collection of developer contributions through legal agreements must follow the tests set out within Scottish Government Circular 3/2012.
- 6.2 The risks associated with this area of work are significant in terms of finance, reputation, and performance in relation to the statutory duties of the Council as Planning Authority, Roads Authority and Education Authority.
- 6.3 The proposed governance arrangements are designed to minimise all of these risks and ensure compliance.
- 6.4 The approval of this report and its recommendations has a positive impact in terms of risk, policy, compliance and governance. The intended corporate role of the action programme has led to new governance arrangements, through the formation of an Oversight Group and Programme Board to lead the implementation and annual reporting of the Action Programme.

Equalities impact

- 7.1 An Equalities and Rights Impact Assessment has been carried out. There is no equalities impact arising from this report.

Sustainability impact

- 8.1 The impact of this report in relation to the Climate Change (Scotland) Act 2009 Public Bodies Duties has been considered for the Action Programme, and the outcomes are summarised below:
- The proposals in this report will have a positive impact on carbon emissions because the Action Programme deals with the application of policy in relation to the Local Development Plan. Development Plans set out policy which aims to reduce carbon emissions from new development (transport, design, open space and education) and the Action Programme implements this.
 - The proposals in this report will have a positive effect on the city's resilience to climate change impacts because the report deals with the application of the Action Programme in relation to the Local Development Plan. Development Plans set out policy which aims to reduce carbon emissions from new development (transport, design, open space and education) and the Action Programme implements this.
 - The Action Programme will help achieve a healthy and resilient economy by ensuring that the housing, economic and mixed use proposals within development plan are delivered.
 - The Action Programme will have no impact directly on natural resources, although it implements development plan policy that aims to use resources efficiently and protect biodiversity.
 - The impacts of this report in relation to the three elements of the Climate Change (Scotland) Act 2009 Public Bodies Duties have been considered, and the outcomes are summarised.

Consultation and engagement

- 9.1 The Action Programme forms part of the Local Development Plan. The main LDP consultation process was carried out in late 2011 / early 2012 at the Main Issues Report stage. The findings informed the first Proposed Plan and the Second Proposed Plan.
- 9.2 The Second Proposed Plan was published for a statutory period of representations from 22 August to 3 October 2014.
- 9.3 The financial approach set out within this report has been discussed and agreed with financial services.

Background reading/external references

Local Development Plan: Aims & Delivery – [Report to Corporate Policy & Strategy Committee 4 December 2012](#)

Proposed Local Development Plan – [Report to Planning Committee 19 March 2013](#)

Developer Contributions and Affordable Housing – finalised version – [Report to Planning Committee 27 February 2014.](#)

Second Proposed Local Development Plan – [Report to Planning Committee 19 June 2014](#) (www.edinburgh.gov.uk/localdevelopmentplan) and [Second Proposed Action Programme](#)

Local Development Plan: Action Programme Update – [Report to Planning Committee 2 October 2014.](#)

Planning Guidance - [Developer Contributions and Affordable Housing](#)

Planning Obligations and Good Neighbour Agreements - [Circular 3/2012](#)

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Links

Coalition pledges

P2 - Hold the maximum P1 class size ratio at 25 and seek to reduce class sizes in line with Scottish Government recommendations

P4 - Draw up a long term strategic plan to tackle both overcrowding and under use in schools

P8 Make sure the city's people are well-housed, including encouraging developers to built residential communities, starting with brownfield sites

P18 Complete the tram project in accordance with current plans

P15 - Work with public organisations, private sector and social enterprise to promote Edinburgh to investors

P17 - Continue efforts to develop the city's gap sites and encourage regeneration

P28 - Further strengthen our links with the business community by developing and implementing strategies to promote and

protect the economic well being of the City

P30 - Continue to maintain a sound financial position including long term financial planning

P8 - Make sure the city's people are well-housed, including encouraging developers to build residential communities, starting with brownfield sites

Council outcomes

CO7 Edinburgh draws in new investment in development and regeneration

CO8 Edinburgh's economy creates and sustains job opportunities

CO16 Well-housed – People live in a good quality home that is affordable and meets their needs in a well-managed neighbourhood

CO18 Green – We reduce the local environmental impact of our consumption and production

CO19 Attractive Places and Well Maintained – Edinburgh remains an attractive city through the development of high quality buildings and places and the delivery of high standards and maintenance of infrastructure and public realm

CO22 Moving efficiently – Edinburgh has transport system that improves connectivity and is green, healthy and accessible

CO23 Well engaged and well informed – Communities and individuals are empowered and supported to improve local outcomes and foster a sense of community

Single Outcome Agreement

SO1 Edinburgh's economy delivers increased investment, jobs and opportunities for all

SO2 Edinburgh's citizens experience improved health and wellbeing, with reduced inequalities in health

SO3 Edinburgh's children and young people enjoy their childhood and fulfil their potential

SO4 Edinburgh's communities are safer and have improved physical and social fabric

Appendices

Appendix 1 – second proposed Action Programme (updated May 2015)

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Appendix 1 – updated Second Proposed Action Programme

Updated May 2015

Contents

The Action Programme is set out in five sections:

1. Introduction

2. How to use the Action Programme

3. City wide transport proposals

- Including Tram, Edinburgh Glasgow Improvement Project (EGIP) and the Orbital Bus route.

4. Strategic Development Areas

- Proposals within the City Centre, Edinburgh Waterfront, West Edinburgh, and South East Edinburgh.

5. Elsewhere across the city

- Proposals in Queensferry, South West Edinburgh, other housing, economic and school actions, other active travel actions and other greenspace actions

6. Policies

- Actions to deliver the policies set out within the Plan.

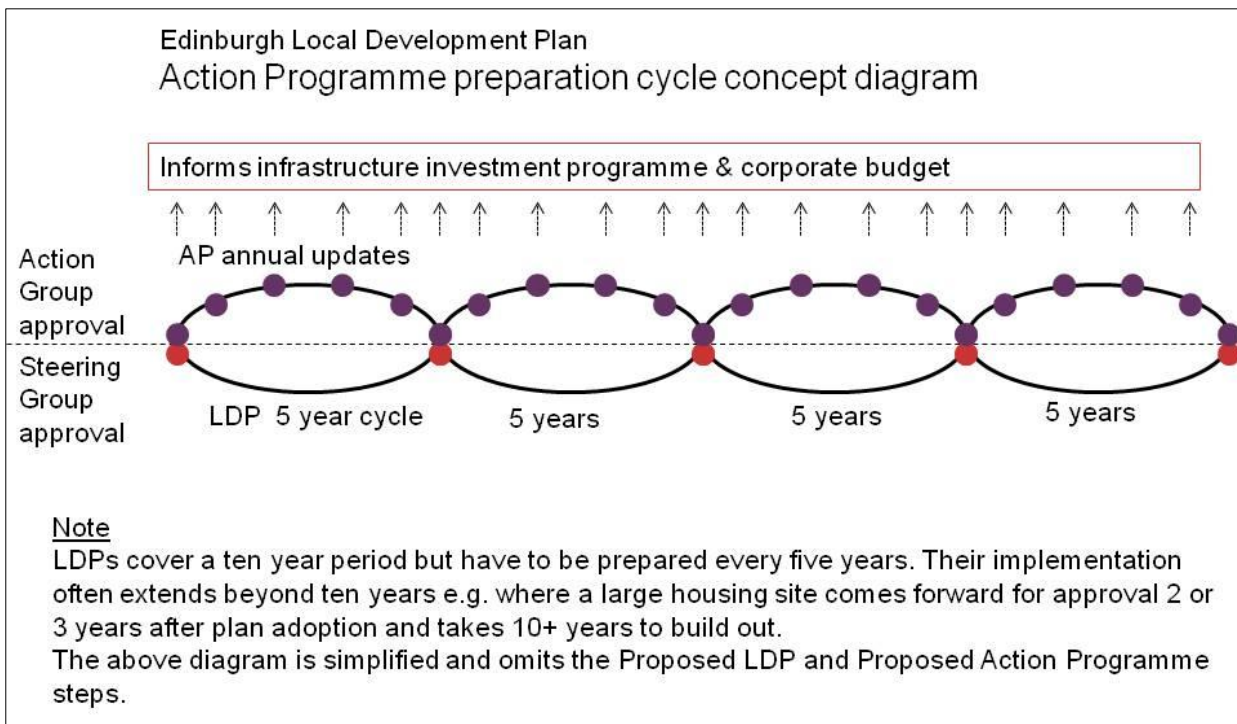
1. Introduction

This is the Second Proposed Action Programme which accompanies the Second Proposed Edinburgh Local Development Plan (LDP). Section 21 of the Planning etc. (Scotland) Act 2006 requires planning authorities to prepare an Action Programme setting out how the authority proposes to implement their LDP. A Proposed version must accompany a proposed plan and the Council must publish the first Action Programme within 3 months of the adoption of the LDP.

The Council recognises that adopting the LDP is not the end of the story; development plans need to be deliverable, not just present good ideas. The challenge in tough economic times is to deliver effective sites, key priorities and developments to support the aims of the Plan.

The Action Programme is intended to help align the delivery of the Local Development Plan with corporate and national investment in infrastructure. It will be used by the Council as a delivery mechanism to lever the best possible outcome for the city and to coordinate development proposals with the infrastructure and services needed to support them.

It is intended that this Action Programme will be a live working document, and will be annually reviewed. Actions, including identified costs set out within this action programme are subject to review and change. The Action Programme will be reported both to the Council’s Planning Committee and also to the Corporate Policy and Strategy Committee for approval on an annual basis.



2. How to use the Action Programme

The Action Programme sets out actions to help mitigate the impact of strategic and planned growth and to deliver the policies and proposals identified within the Proposed Plan.

Local Development Plan Policies Del 1 (Developer Contributions) and Policy Del 2 (Retrospective Developer Contributions) set out the Council's approach to the provision of infrastructure and improvements associated with development, taking account of current economic conditions.

Further guidance is also available in the Council's non-statutory guidance on Developer Contributions and Affordable Housing.

Strategic Infrastructure Actions

The Action Programme identifies strategic road, tram, school and public realm infrastructure improvements which are needed to support development across a wide area. Where multiple developments will need to fund the delivery of these actions, Contribution Zones have been established within which legal agreements will be used to secure developer contributions.

* denotes estimated costs

Site-specific Actions

For each of the development sites identified within the Plan, the Action Programme identifies site specific transport, shopping and greenspace actions which are required to mitigate the impact of the development.

3. City Wide Transport Proposals

Action

Delivery

Edinburgh Tram (T1)

- The Plan safeguards long term extensions to the network connecting with the waterfront and to the south east.

Who: CEC
Timescale: TBC
Cost: TBC
Funding: CEC / Scottish Government/ Collect tram contributions

Edinburgh Glasgow Improvement Project (EGIP) (T2)

- The Edinburgh Glasgow Improvement Programme (EGIP) is a comprehensive package of improvements to Scotland's railway infrastructure.
- Within Edinburgh, the LDP identifies three long term safeguards to support the project:
 - To support wider development to the West of Edinburgh adjacent to the airport, a new station will be established at Gogar.
 - The Almond Chord to the south of Dalmeny will allow Glasgow and Dunblane services to access Edinburgh Gateway Station and will increase public transport accessibility to West Edinburgh from West and Central Scotland.
 - Part of the Abbeyhill branchline to the east of the city centre is needed for new turnback facilities to allow reversing of trains.

Who: Network Rail
Timescale: 2019 onwards
Cost: Part of a £650m package
Funding: Transport Scotland

Rail Halts at: Portobello, Piershill and Meadowbank (T3)

- LDP Safeguard. Required to ensure development does not prejudice future re-use of existing abandoned halts. Re-introduction of passenger services is not currently considered viable by the rail authority but this may change.

Who: Network Rail
Timescale: No timescale for delivery
Cost: Not identified
Funding: Not identified

South Suburban halts (T3)

- LDP Safeguard. Required to ensure development does not prejudice future re-use of existing abandoned halts. Re-introduction of passenger services is not currently considered viable by the rail authority but this may change.

Who: Network Rail
Timescale: No timescale for delivery
Cost: Not identified
Funding: Not identified

Orbital Bus Route (T3)

- The Orbital Bus Route will create an east-west public transport link across the city. A disused railway line between Danderhall and the City Bypass at Straiton is safeguarded in the LDP for appropriate public transport use or use as a cycle / footpath.

Who: SEStran, CEC, Midlothian, East Lothian, Transport Scotland

Timescale: No timescale for delivery

Cost: Not identified

Funding: Not identified

4a. City Centre Strategic Development Area

The proposed plan provides support for four major development opportunities in the City Centre (Proposals CC1 – CC4). With the exception of Quartermile where development is well underway, the plan sets out key development principles to guide any new or revised proposals on these important sites.

Site-specific Actions

Action

Delivery

St James Quarter (CC 1)

- 04.06.2009 - Outline planning permission was granted for the redevelopment and refurbishment of the St James Quarter including retail, leisure and culture, hotel, offices, food and drink, residential, and other related ancillary uses and the refurbishment of the existing department store.
- Detailed approval of siting and maximum height of building blocks, points of vehicular access and egress and location of pedestrian routes has also been given (Application reference – 08/03361/OUT).

Who: Henderson Global Investors

Timescale: The final approval of matters specified in conditions relating to the permission is expected in June 2015. CPO hearings September 2015.

Caltongate (CC 2)

- 27.03.2014 – Planning permission was granted for the redevelopment/demolition/erection of buildings for mixed use development comprising hotels, retail and commercial, business, community uses, leisure, landscaping/public realm and other associated works (Application reference – 13/03407/FUL). This permission relates to land adjacent to New Street, Canongate and East Market Street.
- 27.03.2014 – Planning permission was granted for the redevelopment/erection of buildings for mixed use development including offices, retail and commercial, non-residential institutions, leisure and other associated uses, landscaping/public realm and other associated works (Application reference – 13/03406/FUL). This permission relates to land adjacent to New Street.

Who: Artisan REI

Timescale: Under construction.

Fountainbridge(CC 3)

- 22.09.2011 – Planning permission was granted for the proposed erection of student residence (117 flats) with student centre and associated ancillary facilities, access, infrastructure and landscaping, a retail unit, a community facility (with ancillary cafe) and a public park (Application reference – 11/00123/FUL).
- 09.04.2014 – Planning permission was granted for a proposed new

Who: The EDI Group Limited

Timescale: student flats completed. PAN for mixed use development submitted 24.01.2014.

secondary school, associated facilities and ancillary development (Application reference – 13/05207/AMC).

- 24.01.2014 – Planning applications have been submitted for planning permission in principle for mixed use development comprising retail, financial services, food and drink, office/light industrial, hotel, housing, community use, leisure, public house (non-classified use) and associated parking, open space, infrastructure and public realm works (14/02814/PPP)

Quartermile (CC 4)

- Cycle facilities £34,000
- Signalised crossing £55,000
- School contribution £219,320

Who: Moorfield
Timescale: under construction
Cost/ Funding: S75 contributions collected

4b Edinburgh Waterfront Strategic Development Area

The proposed LDP continues to support the regeneration of Granton Waterfront and part of Leith Waterfront for housing and other uses. In addition, to meet national renewable energy targets, a new opportunity has emerged in the northern and eastern parts of Leith Waterfront (Leith Docks) for the construction and servicing of wind turbines and other equipment.

Leith and Granton Waterfront

Transport Actions

Edinburgh Waterfront Promenade (T8)

- New and upgraded sections of waterfront promenade at Granton, Leith and Portobello

Who: CEC / Developers

Timescale: up to 2038, some sections at complete

Cost: TBC

Funding: CEC / Developer

Leith Waterfront

Transport Actions

New street in Leith Docks (T15)

- LDP Safeguard. Required to support development of Leith Waterfront (EW1b, c, d, e). Extension to Ocean Drive. Route identified within Leith Docks Development Framework and NETAP. Currently subject to review as part of the current masterplan and technical feasibility study of the Port of Leith.

Who: CEC / Forth Ports / developers

Timescale: With dvpt

Cost: £15m

Funding: Tax Incremental Finance (TIF)

Craightinny – Leith Links Cycle link. (Leith to Portobello) (T8)

- LDP Safeguard

Who: CEC / Developers

Timescale: TBC

Cost: TBC

Funding: TBC

Salamander Cycle Link (T8)

- LDP Safeguard

Who: CEC / Developers

Timescale: TBC

Cost: TBC

Funding: TBC

Couper Street – Citadel Place (T8)

- LDP Safeguard

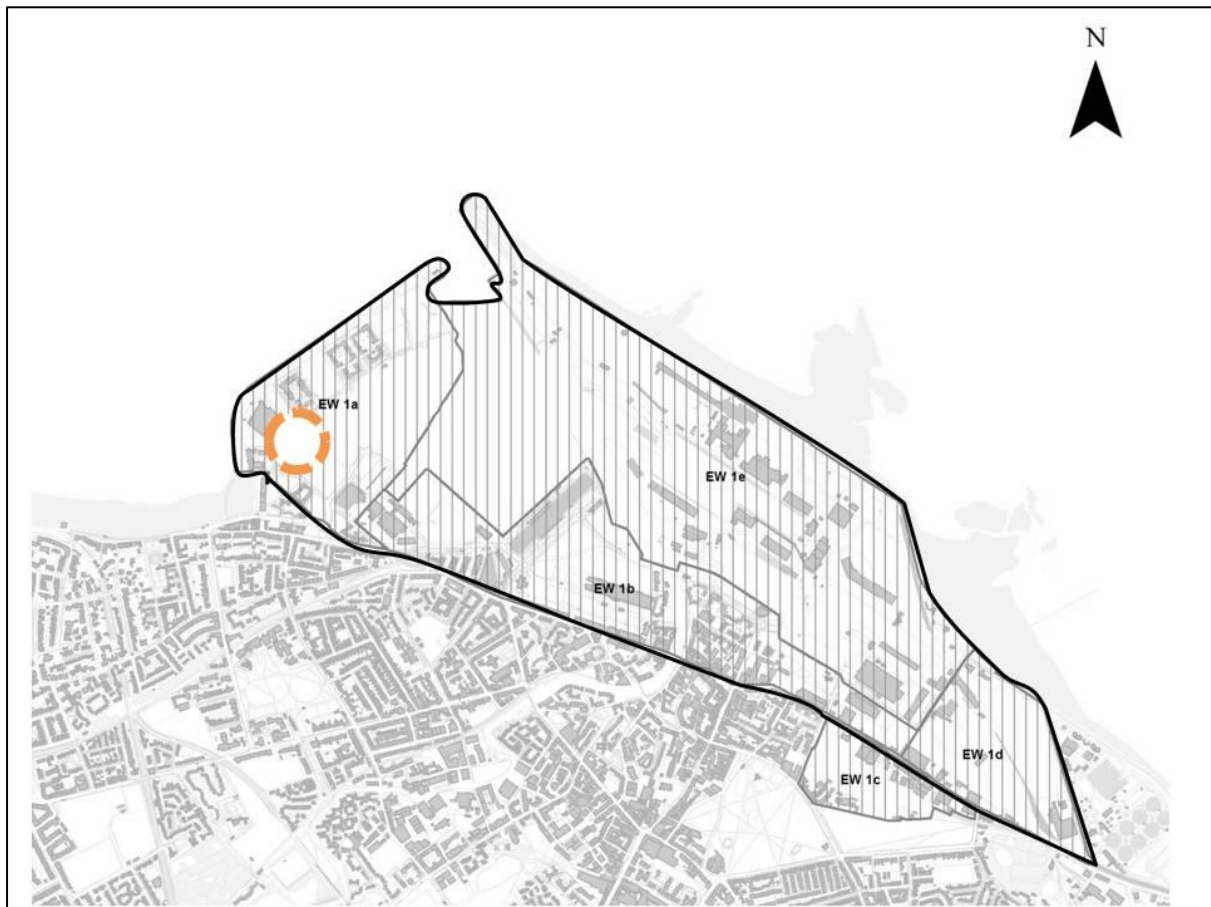
Who: CEC / Developers

Timescale: TBC

Cost: TBC

Funding: TBC

Education Actions



New Western Harbour ND primary school (SCH 5)

- New primary school to be provided as part of major housing-led regeneration proposals at Leith Waterfront

Who: Leith developers
 Timescale: TBC
 Cost: TBC
 Funding: TBC

Western Harbour (EW 1a)

Site-specific Actions

Action

- Leith Western Harbour Central Park (GS2)
- New local centre (S3)

Delivery

Who: Barratt East Scotland + Ashfield Land Ltd / Port Of Leith/ A B Leith Ltd
Timescale: TBC
Cost: TBC
Funding: TBC

Central Leith (EW 1b)

Transport Actions

Action

Central Leith site specific transport actions

- Tram - £663,000
- Transport Infrastructure - £412,153
- TRO - £5,000

Delivery

Who: Forth Ports
Timescale: with dvpt
Cost / Funding: S75 contributions collected

Salamander Place (EW 1c)

Transport Actions

Action

Salamander Place site specific transport actions

- City Car Club - £16,500
- Improvements to vehicular and pedestrian movements in the vicinity of the development and the surrounding road network - £434,000
- Transport Action Plan - £9,091
- TRO - £2,000
- Tram - £928,740

Delivery

Who: Teague Developments
Timescale: with dvpt
Cost / Funding: S75 contributions collected

Education Actions

- St Mary's RC Primary - £31,460
- Leith Academy - £228,400
- Holyrood RC - £28,550

Who: Teague Developments
Timescale: with dvpt
Cost / Funding: S75 contributions collected

Greenspace Actions

Leith Links Seaward Extension (GS3)

- New Park - Southern section to be delivered as part of mixed use development (07/03238/FUL)

Who: Teague Developments (1st phase)
Timescale: with dvpt
Cost: To be established
Funding: S75

Seafield Industrial Area (EW 1d)

Action

- Waste management / combined heat and power safeguard (RS3)

Delivery

LDP Safeguard only

Northern and Eastern Docks (EW 1e)

Action

- Industrial / renewable energy

Delivery

LDP Safeguard only

Granton Waterfront

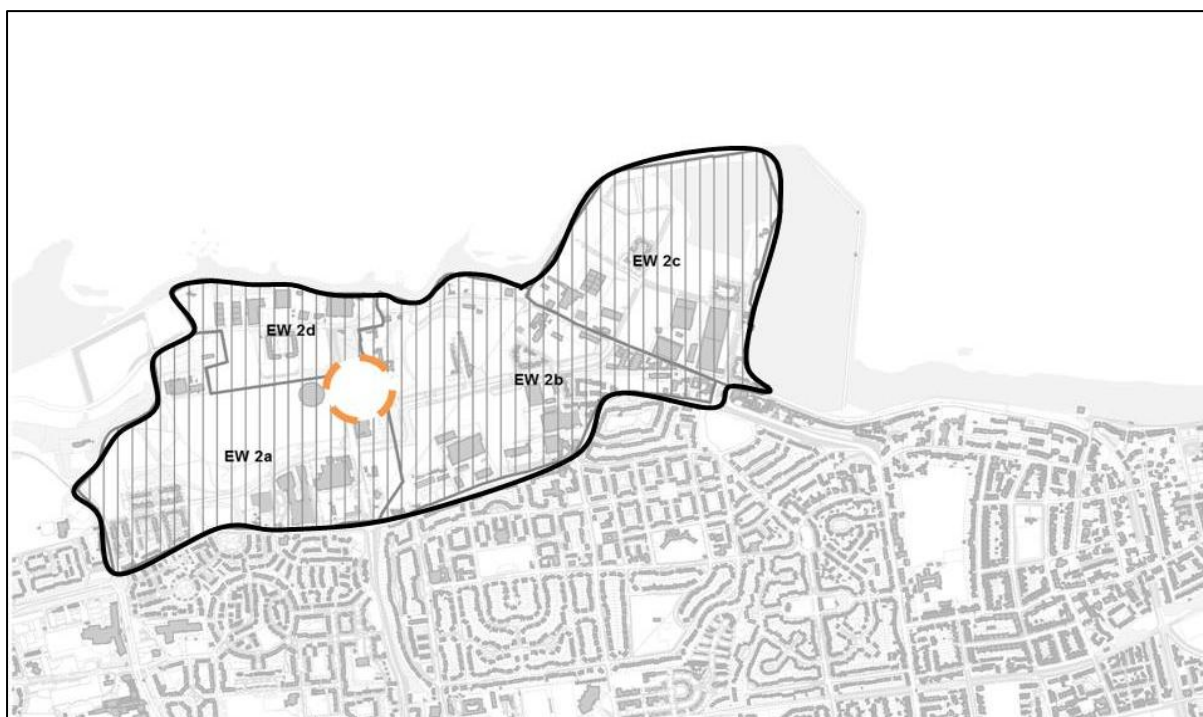
Transport Actions

Waterfront Avenue to Granton Rail path link (T8)

- LDP Safeguard for active travel.

Who: CEC / Developers**Timescale:** TBC**Cost:** £100,000**Funding:** TBC

Education Actions

**New Waterfront Avenue (ND) Primary School.**

- New primary school to be provided as part of major housing-led regeneration proposals at Granton Waterfront

Who: CEC / Developers**Timescale:** TBC**Cost:** TBC**Funding:** TBC

Shopping Actions

New Granton Local Centre

- Creation of a new local centre at Granton Waterfront.

LDP Safeguard only

Forth Quarter (EW 2a)

Action

- LDP safeguard for housing led mixed use development. Nearly 800 homes already built along with offices, superstore and a new park

Delivery

Who: Forth Ports
Timescale: Under construction
Cost / Funding: S75 collected

Central Development Area (EW 2b)

Action

- LDP safeguard for housing led mixed use development. Some housing completed along a new avenue.

Delivery

Who: CEC
Timescale: under construction
Cost / Funding: S75 contributions collected

Granton Harbour (EW 2c)

Action

- LDP safeguard housing –led mixed use development. Some housing development in accordance with an approved master plan.

Delivery

Who: CEC
Timescale: under construction
Cost / Funding: S75 contributions collected

North Shore (EW 2d)

Action

- LDP safeguard. Opportunity for housing-led mixed use development. Implementation of this proposal unlikely to come forward in the short term.

Delivery

Who: CEC
Timescale: TBC
Cost / Funding: S75

4c West Edinburgh Strategic Development Area

West Edinburgh currently includes a number of major existing uses such as the Airport, the Royal Highland Centre, RBS at Gogarburn, the Gyle shopping centre, and the business and industrial areas of Edinburgh Park, South Gyle and Newbridge. The Proposed LDP also supports housing development on two greenfield sites at Maybury and Cammo and as part of business led mixed use proposals in the International Business Gateway (IBG) and Edinburgh Park/South Gyle.

Edinburgh Airport, Royal Highland Centre, IBG, RBS Gogarburn

Transport Actions



West Edinburgh Transport Contribution Zone (WETCZ)

Action

Eastfield Road and Dumbells junction (T9)

- Land for additional carriageway to be provided on land to east of existing road line
- Existing dumbbells to be replaced by signalised roundabout with two bridges carrying A8 over the roundabout and a 3 lane capacity
- Widening on A8 approaches to and possibly through junction to provide bus priority.

Delivery

Who: Edinburgh Airport, IBG, RHSG

Timescale: With dvpt

Cost: Not identified

Funding: WETCZ

Gogar Link Road (T10)

- Largely single carriageway through IBG with some widening to allow public transport priority.

Who: Edinburgh Airport, IBG, RHSG

Timescale: With development

Cost: £37.2m

Funding: WETCZ

A8 additional junction (T11)

- New junction on A8 west of dumbbells to serve RHC development north and, in the future, south of the A8.

Who: Edinburgh Airport, IBG, RHSG

Timescale: 2014-2017

Cost: £1.8m

Funding: WETCZ

Improvements to Newbridge Roundabout (T12)

- Improvements to provide public transport priority and/or enhanced lane capacity on M9 and A8.

Who: Edinburgh Airport, IBG, RHSG

Timescale: Evaluation of options by 2013

Cost: £5m

Funding: WETCZ

Improvements to Gogar Roundabout (T13)

- Likely to include extra lane on inside of existing roundabout. May also require some widening of approaches.

Who: Edinburgh Airport, IBG, RHSG

Timescale: 2014-2017

Cost: £0.3m

Funding: WETCZ / Action also applies to Edinburgh Park / South Gyle

Greenspace Actions**Action****Gogar Burn (GS7)**

- Proposed diversion of the Gogar Burn as shown on the Proposals Map.

Delivery

Who: Edinburgh Airport / SEPA / CEC / SNH

Timescale: 2018-2022

Cost: £22m

Funding: Edinburgh Airport / SEPA / CEC / SNH

International Business Gateway (IBG) (Emp 6)**Transport Actions****Action****IBG Site specific transport actions**

- New footpath / cycle path along A8 Glasgow Rd
- Upgrade bus facilities along A8 Glasgow Road
- Bus only access via Edinburgh Gateway Station, tram interchange
- Tram stop within Development

Delivery

Who: IBG Developers

Timescale: With development

Cost: Not identified

Funding: Not identified

Greenspace Actions

Action

IBG Open Space (GS6)

- The West Edinburgh Landscape Framework (approved in December 2011) identifies strategic landscape design and open space requirements. Three main areas of open space are proposed as key elements of the International Business Gateway:
 - 1) along A8 corridor
 - 2) central parkland and
 - 3) archaeology park.

Delivery

Who: New Ingliston Ltd / Murray Estates / FSH Frogmore / CEC

Timescale: PPP & masterplan expected March/April 2014

Cost: 2m

Funding: Not identified

Edinburgh Park / South Gyle (Del 5) Maybury (HSG 19) and Cammo (HSG 20)

Transport Actions



Barton Maybury Transport Contribution Zone 2 (BMT CZ)

Action

Maybury Junction (T17)

- Increase junction capacity, including consideration of access from Turnhouse Road, and efficiency of traffic signals.

Delivery

Who: Maybury/Cammo/ South Gyle

Timescale: with dvpt

- Provide bus priority and better provision for pedestrians and cyclists.

Cost: £1,500,000*
Funding: BMT CZ

Craigs Road Junction (T18)

- Improvements to Craigs Road and increased junction capacity/bus priority at junction with Maybury Road.
- New signalised cross roads allowing bus, pedestrian and cycle access to and from Craigs Road.

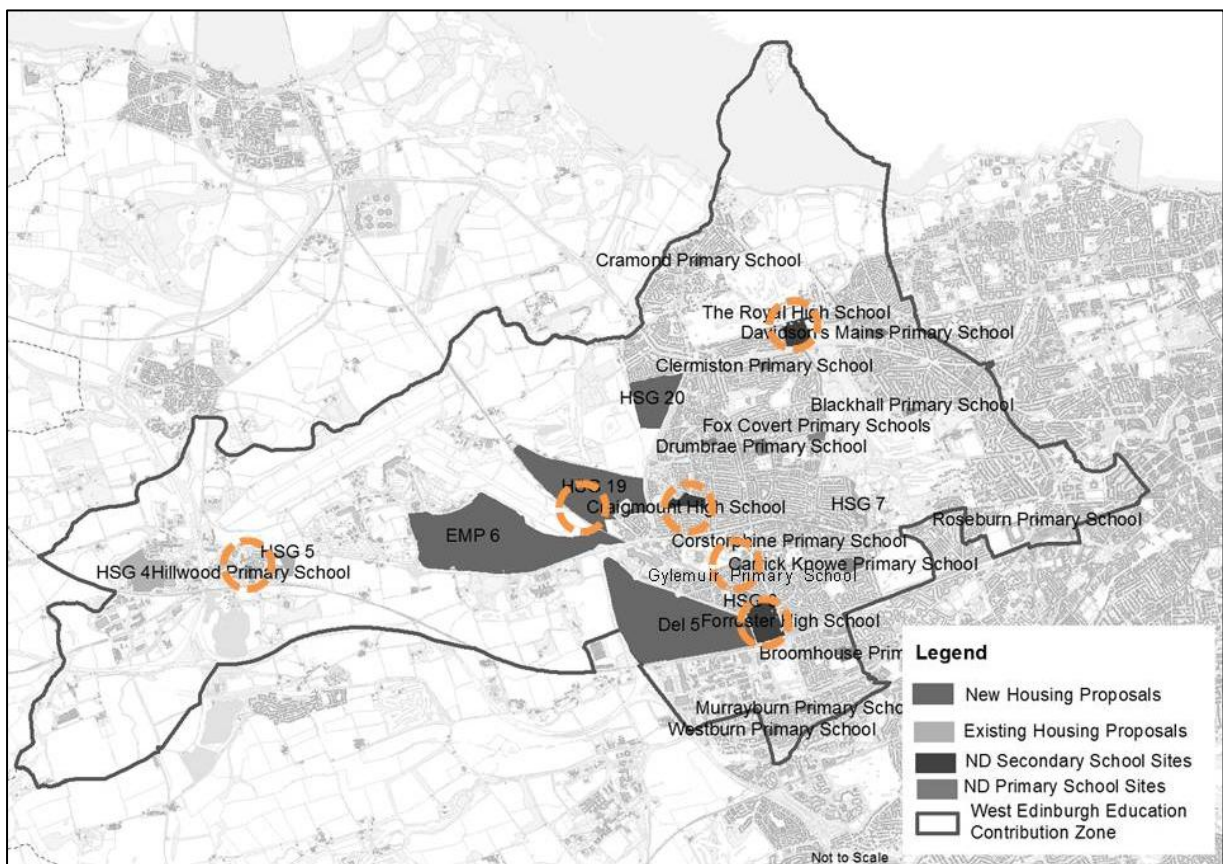
Who: Maybury / Cammo / South Gyle
Timescale: with dvpt
Cost: £500,000*
Funding: BMT CZ

Barnton Junction (T19)

- Increase junction capacity based on increasing the efficiency of the traffic signals through installation of MOVA (Microprocessor Optimised Vehicle Actuation)

Who: Maybury/Cammo / South Gyle
Timescale: with dvpt
Cost: £500,000*
Funding: BMT CZ

Education Actions



West Edinburgh Education ND Contribution Zone (WEECZ) with actions

Action

Delivery

New Maybury (ND) primary school (SCH6)

- A 21 class (three stream) primary school. Located towards the eastern end of the Maybury housing site, to the south of Turnhouse Road. Land requirements to be established. Catchment area to be established and taken from greenfield sites

Who: Sites within WEECZ
Timescale: with dvpt
Cost: £11.92m*
Funding: WEECZ

and existing catchments of Cramond and Corstophine primary schools.

Extension to Gylemuir (ND) Primary School

- Four class extension. Additional land requirement to be established. Catchment area for Gylemuir Primary to be extended.

Who: Maybury / Cammo / South Gyle/ WEECZ
Timescale: with dvpt
Cost: £831,000*
Funding: WEECZ

Extension to Hillwood (ND) Primary School

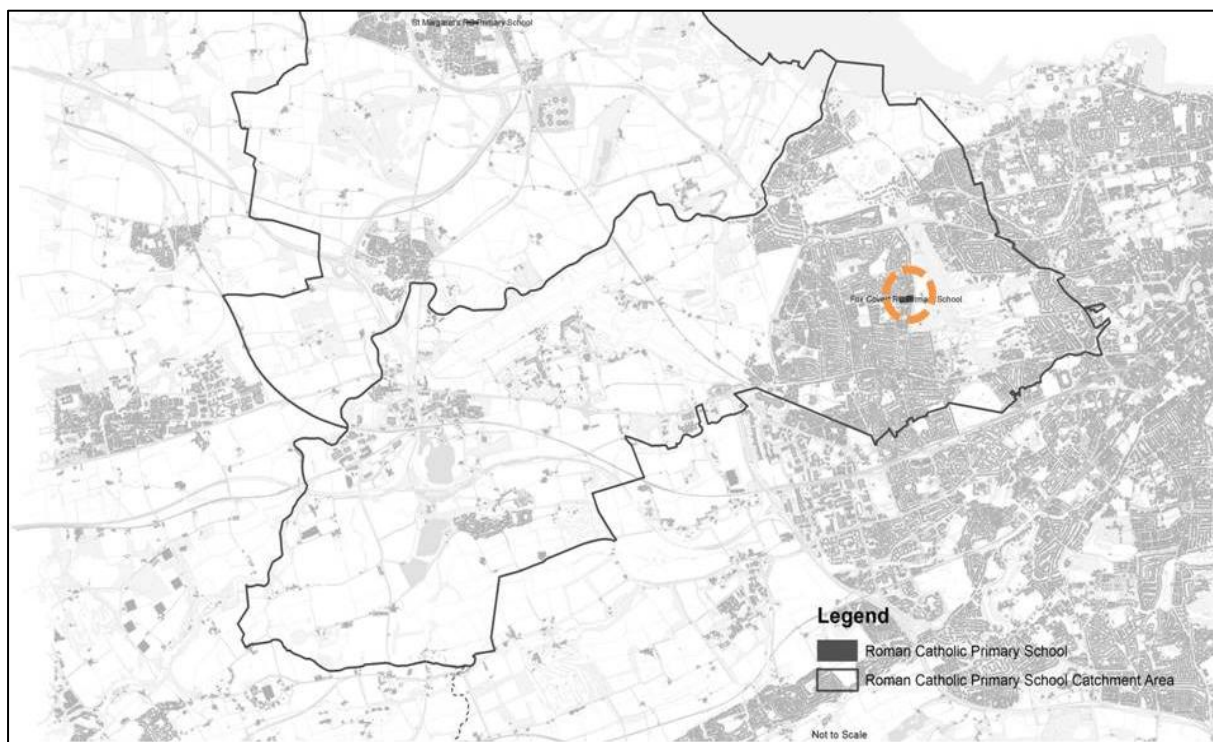
- Three class extension. Additional land requirement to be established. Catchment area for Hillwood Primary to be extended.

Who: Maybury / Cammo / South Gyle/ WEECZ
Timescale: with dvpt
Cost: £679,000*
Funding: WEECZ

High School Extension (ND)

- Extension to West Edinburgh High Schools (Forrester High School/Craigmount High School/The Royal High) sufficient to accommodate 441 additional pupils from new LDP sites plus other pupil growth assumptions. Feasibility studies will determine how this is best provided.

Who: Maybury / Cammo / South Gyle/ WEECZ
Timescale: with dvpt
Cost: £11.025m*
Funding: WEECZ

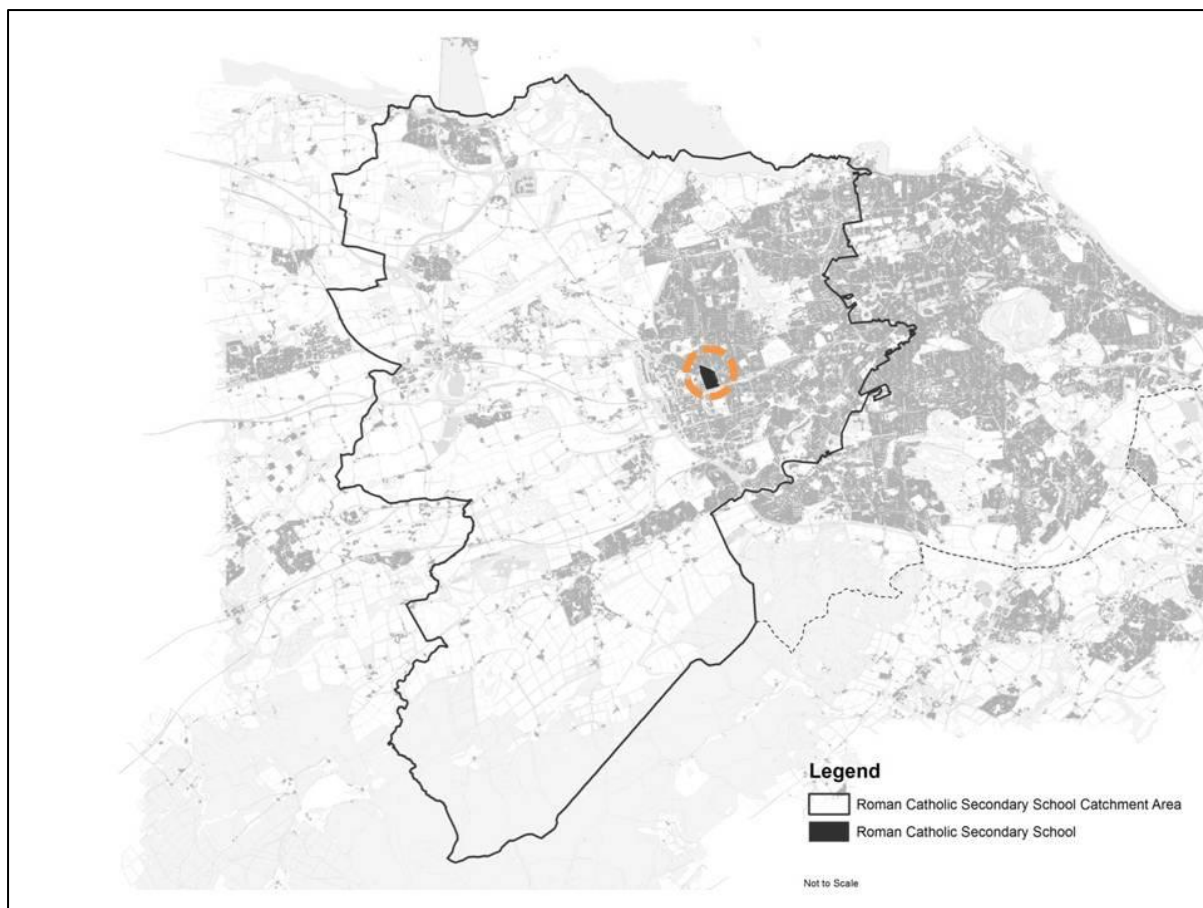


West Edinburgh Education RC Primary Contribution Zone (WEERCZ) with actions

Extension to Fox Covert (RC) Primary

2 class extension to accommodate additional RC pupils. Additional land requirements to be established.

Who: Maybury / Cammo / South Gyle/ WEECZ
Timescale: with dvpt
Cost: £573,000*
Funding: WEECZ



West Edinburgh Education RC Secondary Contribution Zone (WEERCCZ) with actions

Extension to St Augustines (RC) High School

- Extension to St Augustine’s to a new capacity sufficient to accommodate 94 additional pupils from new LDP sites plus other pupil growth assumptions. (Shared action with Queensferry Assessment Area).

Who: WEECZ / QECZ

Timescale: with dvpt

Cost: 2.35m*

Funding: WEECZ

Edinburgh Park / South Gyle (Del 5)

Transport Actions

Action

Edinburgh Park / South Gyle site specific transport actions

- Edinburgh Park – Gogarburn pedestrian cycle link
- Adoptable roads to be brought up to standard.
- Bus infrastructure - provide new facilities on internal roads.
- Internal CPZ, integrated parking/traffic management.

Note – also required to contribute to Gogar roundabout.

Delivery

Who: Edinburgh Park / South Gyle

Timescale: with dvpt

Cost: Not identified

Funding: Developer

Maybury (HSG 19)

Transport Actions

Action

Maybury site specific transport actions

- Maybury Edinburgh Gateway Station pedestrian / cycle route
- South-west side of Turnhouse Road pedestrian cycle path
- TRO for lower speed limit along Turnhouse Road
- Bus route Craigs Road/Turnhouse Rd
- Upgrade bus infrastructure on Turnhouse Rd
- New footway/cycleway along south-west side of Turnhouse Road
- 3no. crossing facilities Turnhouse Rd and Craigs Rd at Maybury Rd

Delivery

Who: Maybury
Timescale: with dvpt
Cost: Not identified
Funding: Developer

Greenspace Actions

Action

- **Cammo Walk link (south)** - New Green Corridor between proposed pedestrian cycle bridge and south end of Cammo Walk.
- Other new greenspaces with masterplan, includes semi-natural Greenspace along northern edge of site

Delivery

Who: Maybury
Timescale: with dvpt
Cost: Not identified
Funding: Developer

Cammo (HSG 20)

Transport Actions

Action

Cammo site specific transport actions

- TRO for lower speed limit along Maybury Road
- Bus infrastructure on Maybury Road / peak period bus capacity
- Pedestrian crossing facilities on Maybury Road /pedestrian cycle connections to east.
- **Cammo Walk link (north)** – Cammo to Craigs Road section

Delivery

Who: Cammo
Timescale: with dvpt
Cost: Not identified
Funding: Developer

4d South East Edinburgh Strategic Development Area

The proposed LDP incorporates a number of existing housing developments at Greendykes, mixed use regeneration at Craigmillar and life sciences related business development at Edinburgh BioQuarter. The proposed LDP allocates a number of additional housing sites; two sites along the Burdiehouse corridor, three sites along Gilmerton corridor, three sites at Newcraighall and one site on Council owned open space at Moredunvale Road.

South East Edinburgh Actions

Transport and Greenspace Actions



South East Edinburgh Transport and Greenspace actions

Action

Sherrifhall Junction Upgrade (T14)

- Grade separation

Delivery

Who: To be established at SDP level.

Timescale: TBC

Cost: Not identified

Funding: Strategic contribution zone

West of Fort Kinnaird Road to the Wisp (T16)

- LDP Safeguard for new link road between The Wisp and Newcraighall Road to improve traffic conditions on the approaches to Fort Kinnaird retail park.

Who: CEC
Timescale: with dvpt
Cost: Not identified
Funding: Not established

South East Wedge Parkland (GS4)

- Land around Craigmillar/Greendykes retained in the green belt will be landscaped to provide multi-functional parkland, woodland and country paths linking with parallel developments in Midlothian.

Who: CEC
Timescale: TBC - Currently at Feasibility Stage
Cost: Not identified.
Funding: CEC/ Scottish Enterprise /Developers

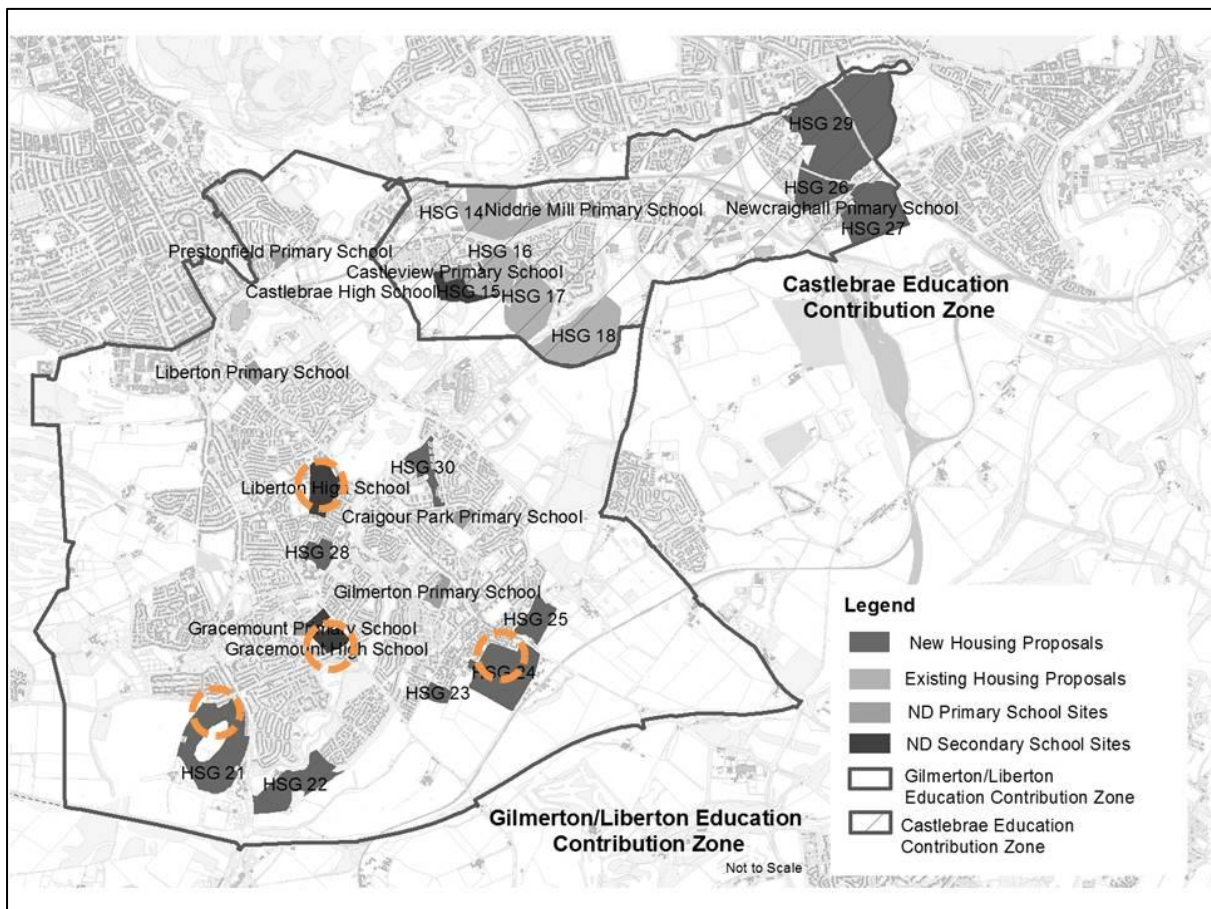
Niddrie Burn Parkland (GS5)

- River restoration and public transport link. Further landscaping may be required.

Who: CEC
Timescale: 2010-2015 Basic engineering works underway
Cost: £1,000,000
Funding: S75 / developers

South East Edinburgh housing sites

Education Actions – Option 1



Gilmerton / Liberton Education Contribution Zone Option 1 (GLECZ01)

Action

New Gilmerton (ND) primary school (SCH 7)

A 7 class (single stream) primary school. Land requirements to be established.

New Broomhill (ND) primary school (SCH 8)

A 9 class primary school. Land requirements to be established.

Extension to South East Edinburgh High Schools

Extension to Gracemount or Liberton High Schools to a new capacity sufficient to accommodate 260 additional pupils from new LDP sites plus other pupil growth assumptions. Feasibility studies will determine how this is best provided.

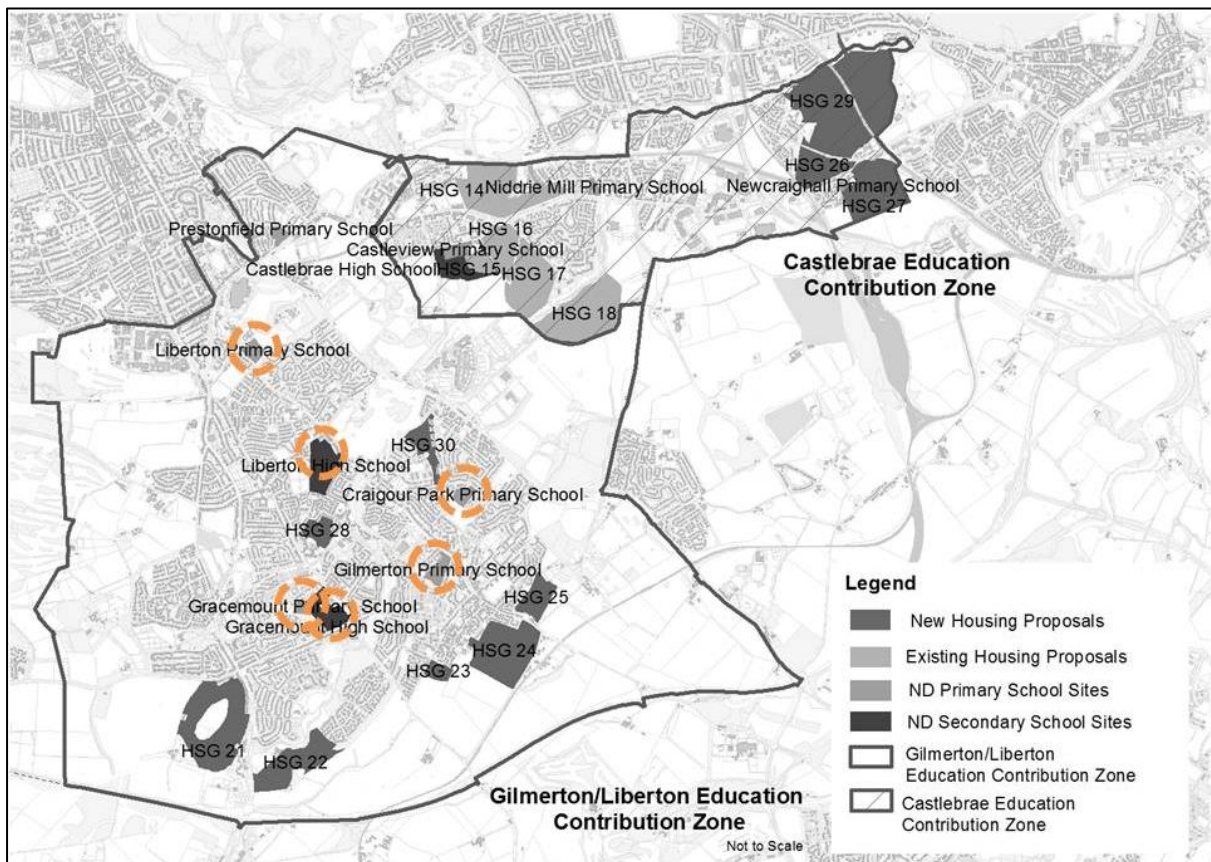
Delivery

Who: Developer
Timescale: with dvpt
Cost: £5.934million*
Funding: GLE CZ01

Who: Developer
Timescale: with dvpt
Cost: £7.077m*
Funding: GLE CZ01

Who: WEECZ / QECZ
Timescale: with dvpt
Cost: 6.5m*
Funding: GLE CZ01

Education Actions – option 2



Gilmerton / Liberton Education Contribution Zone Option 2 (GLECZ)

Extension to Gilmerton (ND) primary school

Extend Gilmerton Primary School to 4 stream

Who: Developer
Timescale: with dvpt

Cost: tbc through feasibility study
Funding: GLE CZ02

Extension to Gracemount (ND) primary school

Extend Gracemount Primary School to 4 stream.

Who: Developer
Timescale: with dvpt
Cost: tbc through feasibility study
Funding: GLE CZ02

Extension to Liberton and Craighour Park if required due to catchment changes

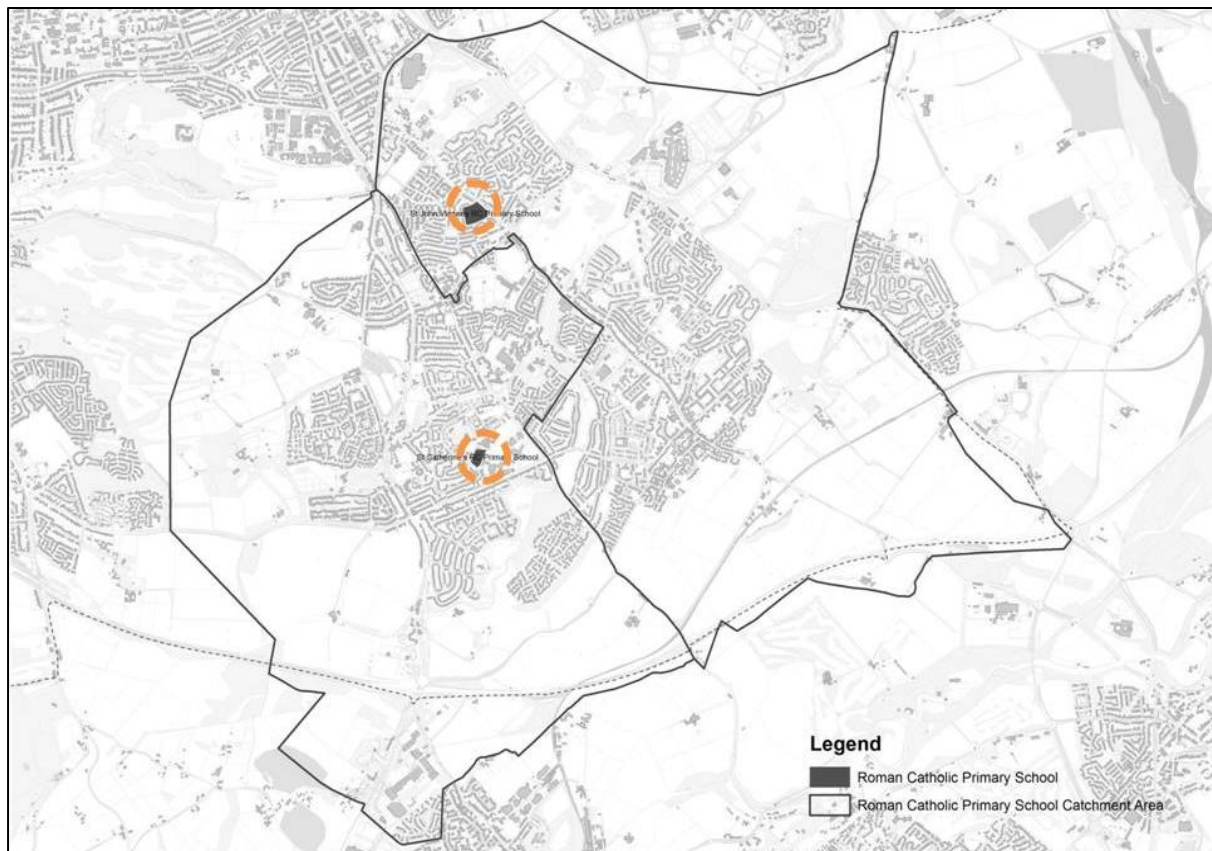
Who: Developer
Timescale: with dvpt
Cost: tbc through feasibility study
Funding: GLE CZ02

Extension to South East Edinburgh High Schools

Extension to Gracemount or Liberton High Schools to a new capacity sufficient to accommodate 260 additional pupils from new LDP sites plus other pupil growth assumptions. Feasibility studies will determine how this is best provided.

Who: WEE CZ / QECZ
Timescale: with dvpt
Cost: 6.5m*
Funding: GLE CZ02

Education Actions – RC



SE Edinburgh Education RC Primary Contribution Zone (SEERC CZ) with actions

Extension to St John's Vianney (RC) Primary School

1 class extension to accommodate additional RC pupils. Additional land requirements to be established.

Who: Developers

Timescale: with dvpt

Cost: £300,000*

Funding: GLE CZ

Extension to St Catherine's (RC) Primary School

3 class extension to accommodate additional RC pupils. Additional land requirements to be established.

Who: Developer

Timescale: with dvpt

Cost: ££679,000*

Funding: GLE CZ

Broomhills (HSG 21) Burdiehouse (HSG 22)

Transport Actions

**Action****Burdiehouse Junction (T21)**

- Reconfiguration of junction to ease congestion for north to south traffic

Delivery

Who: CEC / developer

Timescale: With dvpt

Cost: £500000*

Funding: SEETCZ1

Broomhills (HSG 21)

Action

Broomhills site-specific transport actions

- Secure pedestrian and cycleway access from Old Burdiehouse Road linking to Burdiehouse Burn path [Broomhills Road]
- Secure pedestrian and cycleway access from Old Burdiehouse Road linking to Broomhills Road
- Street improvements to Burdiehouse Road
- Upgrade bus stops on Burdiehouse Road

Delivery

Who: Barrats / David Wilson Homes

Timescale: With dvpt

Cost: TBC

Funding: Broomhills

Greenspace Actions

Action

Broomhills Park (GS9)

- New Park

Delivery

Who: Barrats / David Wilson Homes

Timescale: With dvpt

Cost: TBC

Funding: Broomhills

Burdiehouse (HSG 22)

Transport Actions

Action

Burdiehouse site-specific transport actions

- (T8) Cycleway safeguard (A720 underpass – Burdiehouse Burn path link) -off-site multi user path connection to link the site with path networks in Midlothian via Straiton Pond Street improvements and pedestrian crossing on Burdiehouse Road
- Pedestrian cycleway access across site from Straiton path to Burdiehouse Burn at both the east and west edges of the site
- Upgrade bus stops on Burdiehouse Rd and Frogston Rd East. Enhance peak capacity.
- Bus route through site and bus gate.

Delivery

Who: Hallam Land Management / Barrats

Timescale: With dvpt

Cost: TBC

Funding: Burdiehouse

Gilmerton Dykes Road (HSG 23) Gilmerton Station Road (HSG 24) Drum (HSG 25)

Transport Actions



Action

Gilmerton Crossroads (T20)

Reconfiguration of junction with access and parking strategy for Drum Street to alleviate congestion caused by parked cars close to the junction.

Delivery

Who: CEC / developer

Timescale: With dvpt

Cost: £500,000*

Funding: SEETCZ1

Gilmerton Station Road (HSG 24) and Drum (HSG 25)

Transport Actions

Action

Gilmerton Rd / Drum Street Junction capacity upgrade

- Junction improvement.

Delivery

Who: developer

Timescale: With dvpt

Cost: TBC

Funding: Drum/
Gilmerton Station Road

Access and parking strategy for Drum Street

- Junction improvement.

Who: developer**Timescale:** With dvpt**Cost:** TBC**Funding:** Drum/
Gilmerton Station Road**Gilmerton Dykes Road (HSG 23)****Transport Actions****Action****Gilmerton Dykes Road site-specific transport actions**

- Cycle link – Gilmerton Road to Laswade Road
- Upgrade bus stops on Laswade Rd/Gilmerton Rd
- Enhance peak period bus capacity on Gilmerton Road
- New footway along Gilmerton Dykes Road.

Delivery**Who:** Cruden Homes**Timescale:** With dvpt**Cost:** TBC**Funding:** Gilmerton Dykes
Road**Gilmerton Station Road (HSG 24)****Transport Actions****Action****Gilmerton Station Road site-specific transport actions**

- Drum Street cycle pedestrian crossing and connecting cycle pedestrian path through site to link to Mutli-user path to Straiton
- TRO for lower speed limit on Gilmerton Station Road
- Upgrade bus stops and peak capacity on Gilmerton Road
- Safeguard land along Gilmerton Road frontage for potential bus priority scheme
- New footway along Gilmerton Station Rd
- Pedestrian crossing facilities on Gilmerton Rd

Delivery**Who:** Mactaggart &
Mickel**Timescale:** With dvpt**Cost:** TBC**Funding:** Gilmerton
Station Road

Drum (HSG 25)

Transport Actions

Action

Drum site-specific transport actions

- Cycle link – Gilmerton Road to Lasswade Road
- Cycle link - Drum Street to SE Wedge Parkland
- Upgrade bus stops and enhance peak capacity on Gilmerton Road

Delivery

Who: South East Edinburgh Development Company
Timescale: With dvpt
Cost: TBC
Funding: Drum/Gilmerton Station Road

Ellen's Glen Road (HSG 28)

Transport Actions

Action

Ellen's Glen Road site-specific transport actions

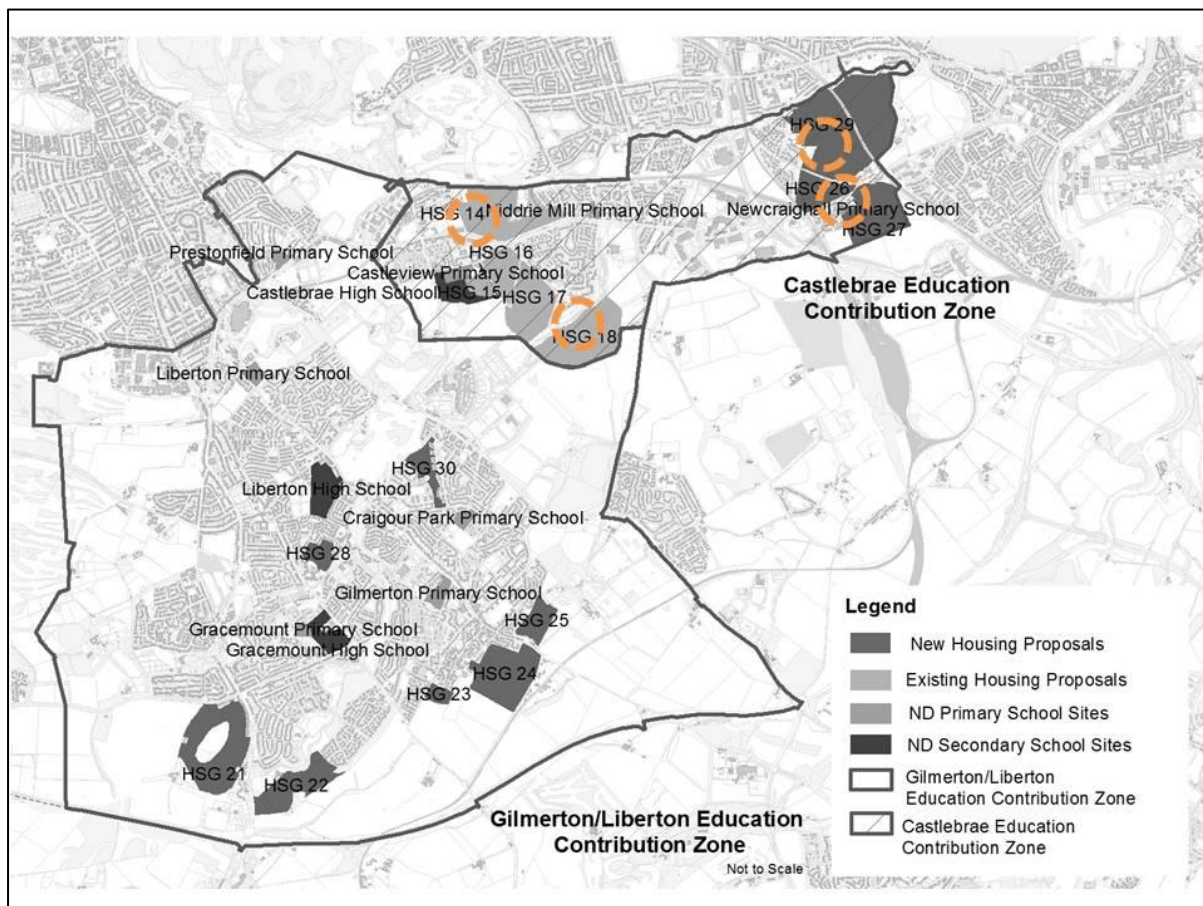
- Upgrade existing bus stops in Lasswade Road.
- Upgrade existing S/B bus stop and provide new N/B bus stop in Gilmerton Road.
- New footway along east boundary frontage of site.
- Widening and upgrade of existing footway along Ellen's Glen Road

Delivery

Who: NHS Lothian
Timescale: With dvpt
Cost: TBC
Funding: Ellen's Glen Road

Newcraighall (HSG 26 / 27) Brunstane (HSG 29) Craigmillar and Greendykes (HSG 14 -18)

Education Actions 1



Action

Option 1 - New Brunstane (ND) Primary School (SCH 9)

- A new 14 class (two-stream) primary school. LDP Safeguard.

Delivery

Who: CEC (safeguarding)

Timescale: with dvpt

Cost: £9m*

Funding: CEZ

Option 2 – As option 1, but additional 2 class extension to Newcraighall (ND) Primary School

- Including all weather pitch

Who: CEC (safeguarding)

Timescale: with dvpt

Cost: £573,000*

Funding: Newcraighall applications. S75 contributions - share of £830,000

New Greendykes (ND) Primary School (SCH 3)

- A new 14 class (two-stream) primary school. LDP Safeguard.

Who: CEC (safeguarding)

Timescale: with dvpt

Cost: £8.7m*
Funding: CEC / PARC / S75 / developers / CECZ

Extension to Castlebrae High School

- Extension to Castlebrae High to accommodate 255 additional pupils from new LDP sites plus other pupil growth assumptions.

Who: CEC (safeguarding)
Timescale: with dvpt
Cost: £6.375m*
Funding: CECZ

Replacement Castlebrae High School (SCH 2)

- Replace the existing school on a new site at Niddrie Mains Road.LDP Safeguard.

Who: CEC (safeguarding)
Timescale: No timescale for delivery.
Cost: TBC
Funding: CEC / PARC / S75 / developers

*estimated costs

Newcraighall (HSG 26 / 27) Brunstane (HSG 29)

Transport Actions

Action

Gilberstoun link (T8)

- LDP Safeguard for active travel.

Delivery

Who: CEC (safeguarding)
Timescale: with dvpt
Cost: Not established
Funding: S75 / developers

Newcraighall East (HSG 27)

Transport Actions

Action

Newcraighall to QMUC public transport link (T7)

- LDP Safeguard for appropriate public transport or active travel. Land not prejudiced by development or consent.
- Note, site to contribute towards delivery of Fork Kinnaird to QMUC link

Delivery

Who: CEC (safeguarding)
Timescale: 2010-2015
Cost: Not established
Funding: S75 / developers

Brunstane (HSG 29)

Transport Actions

Action

Brunstane site-specific actions

- Improve pedestrian/cycle crossing facilities on Milton Road East and Newcraighall Road.
- Safeguard for link under the Newcraighall railway line.
- Increase cycle parking at Brunstane and Newcraighall Stations.
- Upgrade existing bus stops on Milton Road East.
- Increase frequency of direct city centre service and also to key local facilities, to achieve PT mode share.
- Review operation of A1/Newcraighall Road junction and help provide improvements, if deemed necessary.

Delivery

Who: CEC (safeguarding)
Timescale: with dvpt
Cost: Not established
Funding: S75 / developers

Craigmillar / Greendykes

Transport Actions

Action

Greendykes Public Transport Link (T6)

- LDP Safeguard for public transport. Contained within proposals for new Greendykes (HSG18) and Niddrie Burn Parkland (GS5) and ERI and BioQuarter (EMP2).

Delivery

Who: CEC
Timescale: Under construction
Cost: Burn restoration - £8.5M. PTL £2.3M
Funding: S75 / developers

Craigmillar Transport Actions

- Peffer Place / Duddingston Road West New Signalised Junction
- Greendykes Road / Niddrie Mains Road New Signalised Junction
- Craigmillar Castle Avenue / Niddrie Mains Road New Signalised Junction
- Duddingston Road West / Niddrie Mains Road Upgrade of Junction
- Harewood Road/ Peffer Place closed/stopped up
- Craigmillar Town Square Pedestrian Improvements
- Wauchope Square Bus Stops
- East of Town Centre Bus Stops
- West of Town Centre Bus Stops
- Duddingston Rd West crossroads to Greendykes Rd Bus Priority Scheme
- Greendykes Road / The Wisp Bus Priority Scheme
- Greendykes Road Bus Priority Scheme
- Upgrade to National Cycle Route

Part 14/03416/PPP

Part 14/03416/PPP

Part 14/03416/PPP

Part 14/03416/PPP

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Part 14/03416/PPP

Part 14/03416/PPP

Part 14/03416/PPP

Shopping Actions

Action

Niddrie Mains Road, Craigmillar (S1)

- Redevelopment and enhancement of local centre at Niddrie Mains Road.

Delivery

Who: CEC (safeguarding)

Timescale: with dvpt

Cost: TBC

Funding: CEC / PARC / S75 / developers

Niddrie Mains (HSG 14)

Site-specific Actions

Action

- LDP allocates land for housing

Delivery

Who: Parc / Castle Rock Edinvar Association

Timescale: TBC

Greendykes Road (HSG 15)

Site-specific Actions

Action

- LDP allocates land for housing

Delivery

Who: Parc / Castle Rock Edinvar Association

Timescale: TBC. Site will become available if Castlebrae High School closes.

Thistle Foundation (HSG 16)

Site-specific Transport Actions

Action

- Bus infrastructure improvements in the vicinity of the development - £8500

Delivery

Who: Castlerock Edinvar
Timescale: 38 units complete.

Cost / Funding: S75 transport contribution collected

Greendykes (HSG 17)

Site-specific Transport Actions

Action

- Transport - £500 per unit

Delivery

Who: PARC
Timescale: TBC
Cost: £28,500 - S75 contribution collected

New Greendykes (HSG 18)

Site-specific Transport Actions

Action

- Public Transport Link and Niddrie Burn £1,250,000
- Bus infrastructure improvements £340,547
- Education - New Greendykes primary £1,070,000
- Landscaping £500,000
- Open space £800,000

Delivery

Who: Persimmon Homes
Timescale: with dvpt
Funding / Cost: S75 contributions collected

Moredunvale (HSG 30)

Transport Actions

Action

- Direct Link to Moredunvale Road (T8)

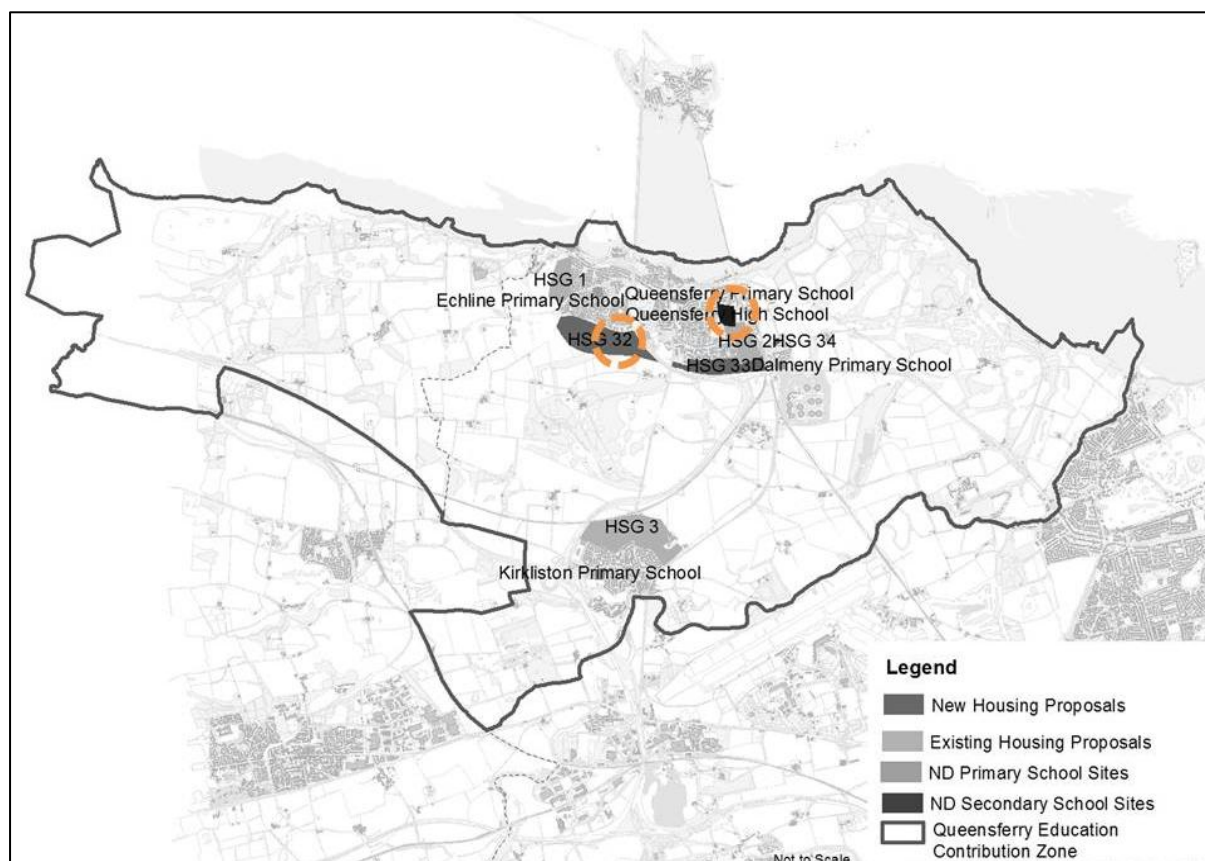
Delivery

Who: developer
Timescale: With dvpt
Cost: TBC
Funding: CEC / Developer

5a Queensferry

Queensferry Housing Sites

Education Actions



Queensferry Education Contribution Zone

Action

New Builyeon Road (ND) Primary School (SCH 10)

- A new 14 class (two-stream) primary school. LDP Safeguard.

Delivery

Who: CEC (safeguarding)

Timescale: with dvpt

Cost: £9m*

Funding: QECZ

Extension to Queensferry (ND) High School

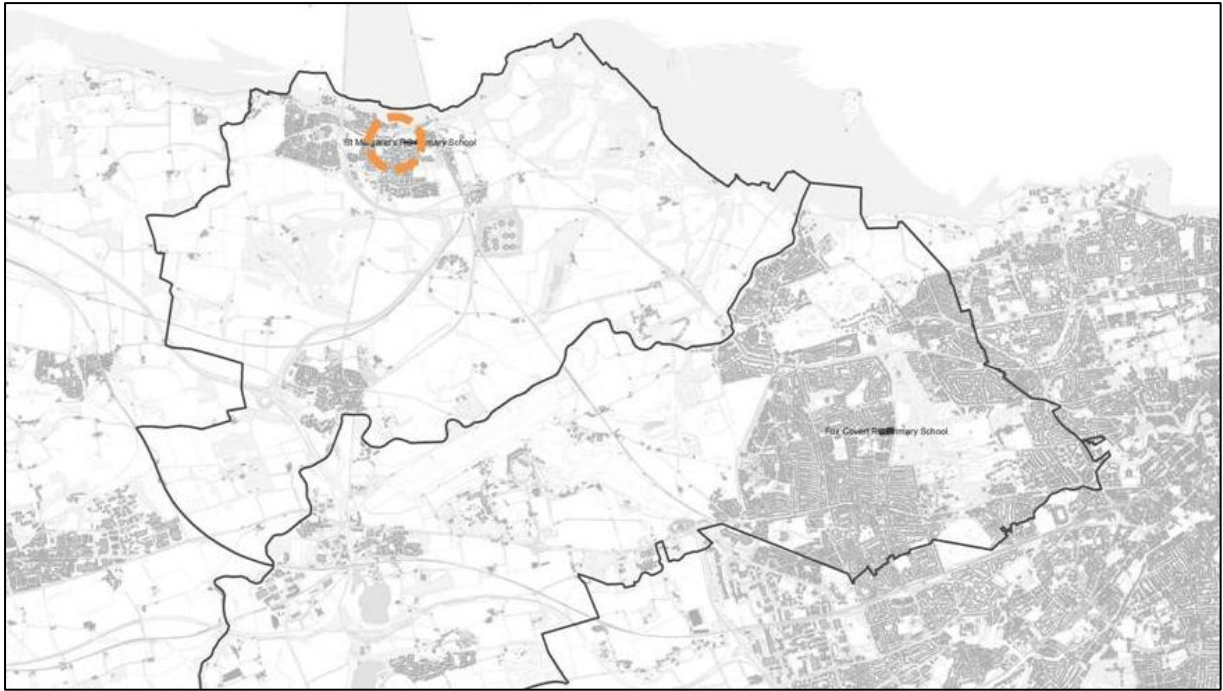
- Extension to Queensferry High School to a new capacity sufficient to accommodate 232 additional pupils from new LDP sites plus other pupil growth assumptions.

Who: CEC (safeguarding)

Timescale: with dvpt

Cost: £5.8m*

Funding: QECZ



2 class extension to St Margaret's (RC) Primary School

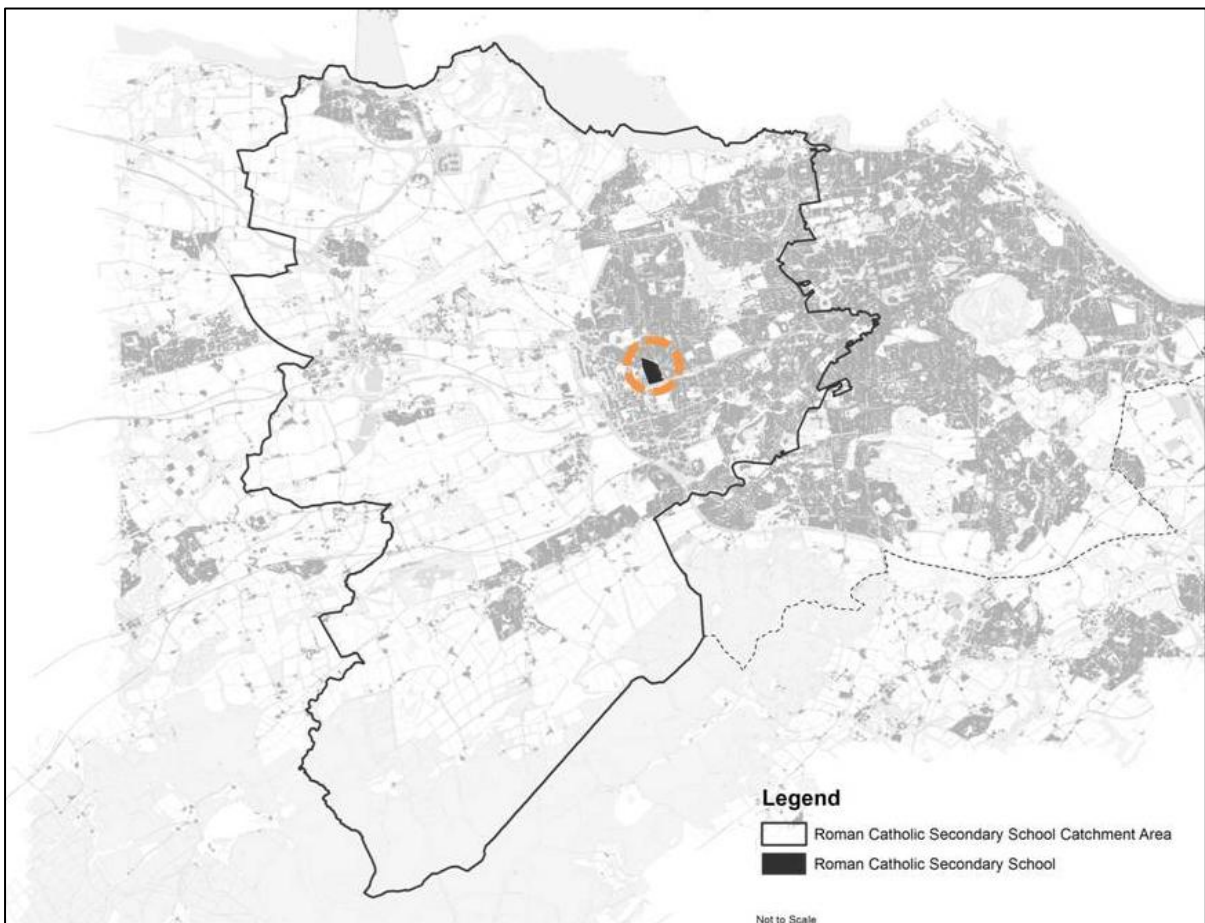
- LDP Safeguard.

Who: CEC (safeguarding)

Timescale: with dvpt

Cost: £573,000*

Funding: CZ



Extension to St Augustines (RC) High School

- Extension to St Augustine's to a new capacity sufficient to accommodate 94 additional pupils from new LDP sites plus other pupil growth assumptions. (Shared action with West)

Who: QECZ / WEECZ**Timescale:** with dvpt**Cost:** 2.35m***Funding:** QECZ / WEECZ

*estimated costs

Water and Drainage Actions

South Queensferry Waste Water Treatment Works

- Upgrade to WWTW to accommodate new development

Who: TBC**Timescale:** with dvpt**Cost:****Funding:****Springfield (HSG 1)****Site-specific Actions**

Action

- LDP allocates land for housing.
- Opportunity to create a link road from Bo'ness Road to Society Road should be investigated.

Delivery**Who:** Scottish Government**Timescale:** TBC**Agilent (HSG 2)****Site-specific Actions**

Action

- LDP allocates land for housing.

Delivery**Who:** Ediston Properties Ltd + West Register (Realisations) Ltd.**Timescale:** Planning permission granted

Builyeon Road (HSG 32)

Site-specific Transport Actions

Action

- New footway and cycle path along frontage of site on south side of Builyeon Road.
- Provide pedestrian/cycle crossing facilities on Builyeon Road.
- Upgrade of existing external pedestrian/cycle routes, in particular a high quality pedestrian/cycle route to Dalmeny Station including a new route crossing the A90.
- Upgrade existing bus infrastructure facilities and provide new stops on Builyeon Road. Additional bus capacity and increased frequency of direct city centre service and also to key local facilities.
- Improved cycle parking at Dalmeny Station
- Enhanced car parking capacity at Dalmeny Station by adding new level.
- Implement TRO and physical measures for reduced speed limit on Builyeon Road.

Delivery

Who: Mrs M Bowlby
1992 Trust
Timescale: TBC
Cost: TBC
Funding: Developer

South Scotstoun (HSG 33)

Site-specific Transport Actions

Action

- High quality east/west cycle route through site to allow realignment of existing NCR running nearby.
- Additional cycle parking at Dalmeny Station.
- Enhanced car parking capacity at Dalmeny Station by adding new level.
- Upgrade existing bus stop facilities on Kirkliston Road, Scotstoun Avenue and in Dalmeny. Additional capacity and increased frequency of direct city centre service and also to key local facilities.

Delivery

Who: Taylor Wimpey
Timescale: TBC
Cost: TBC
Funding: Developer

Dalmeny (HSG 34)

Site-specific Transport Actions

Action

Delivery

5b South West Edinburgh

South West Edinburgh Housing Sites

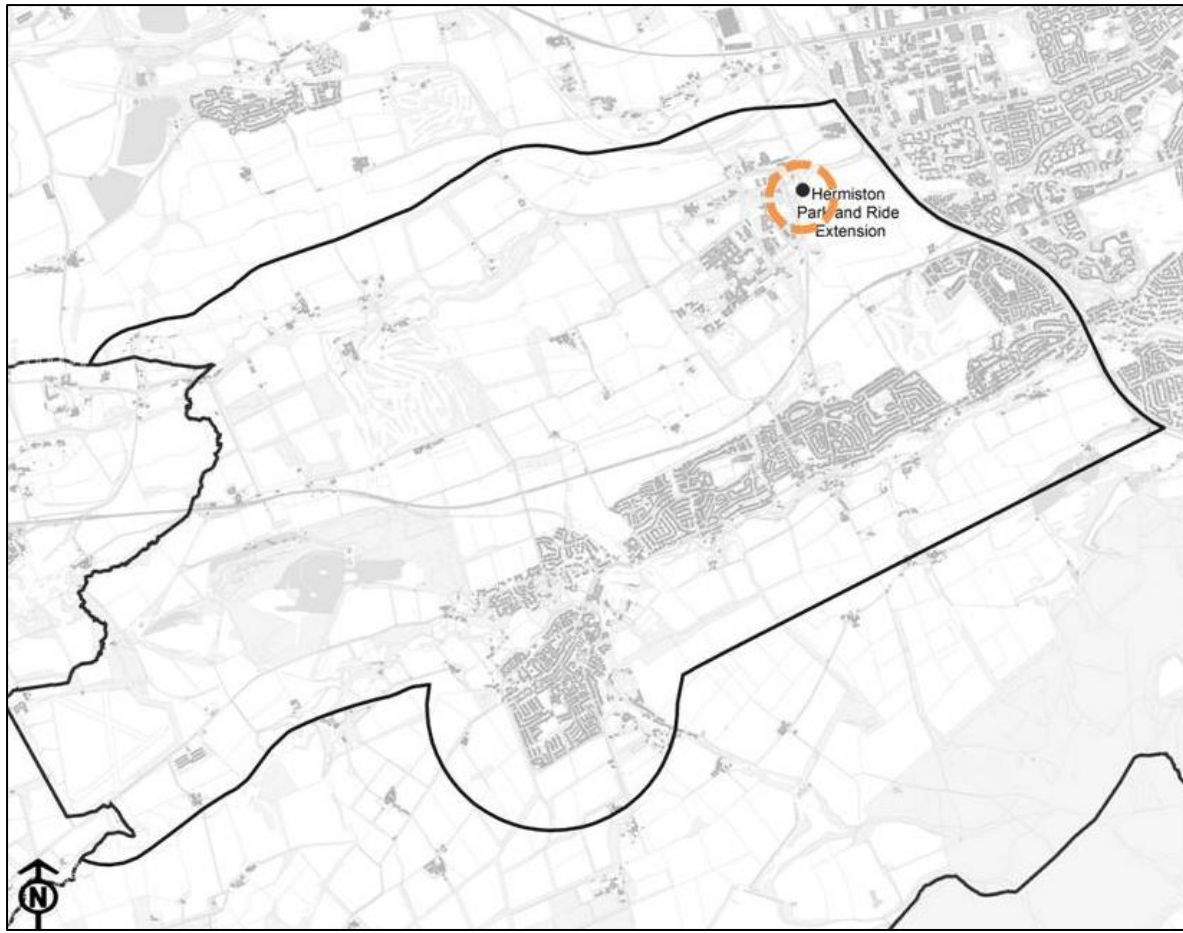
Transport Actions



Gillespie Crossroads

- Increase junction capacity based on increasing the efficiency of the traffic signals through installation of MOVA (Microprocessor Optimised Vehicle Actuation)

Who: South West Edinburgh Housing sites
Timescale: with dvpt
Cost: £500,000 (est)
Funding: BMT CZ

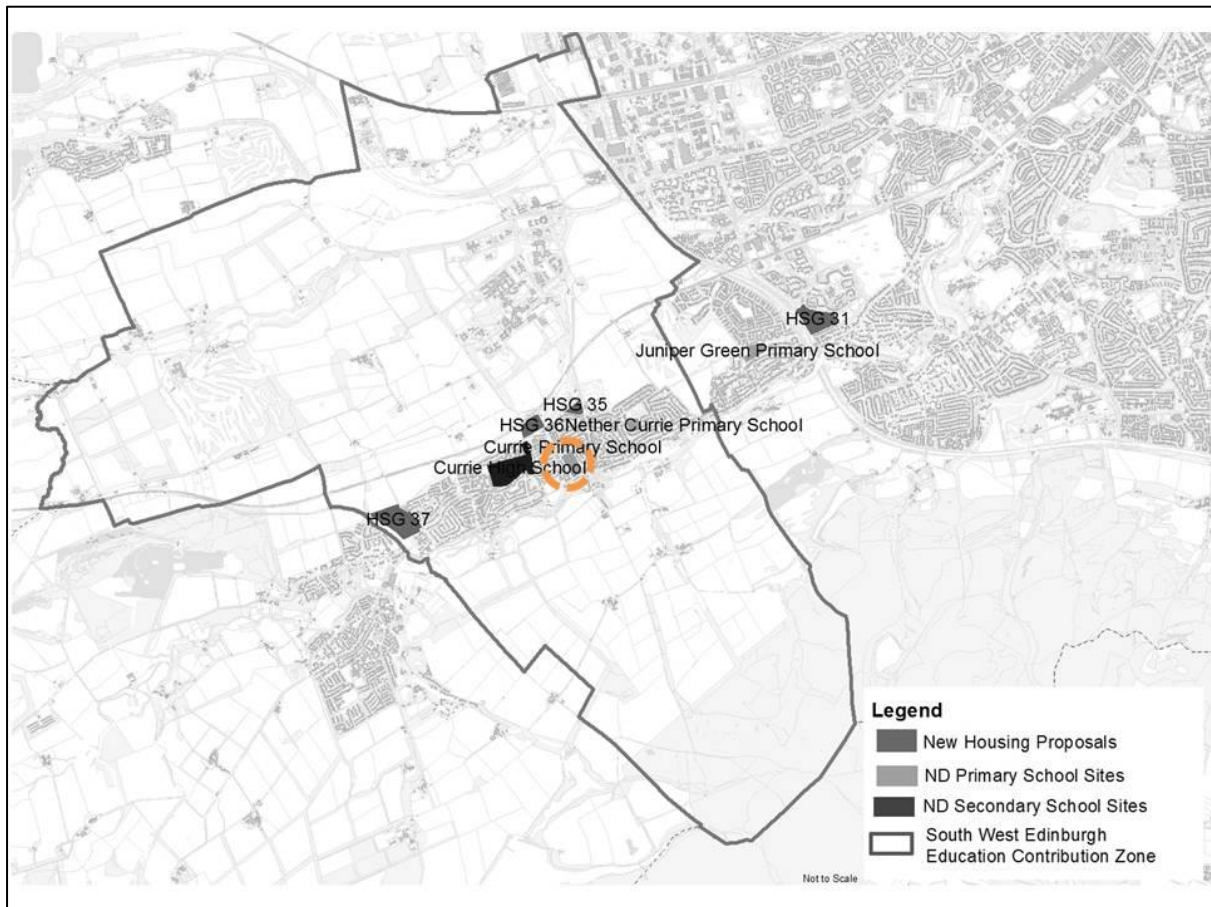


Hermiston Park & Ride

- Extension to Hermiston Park and Ride

Who: South West
Edinburgh Housing sites
Timescale: with dvpt
Cost: £tbc
Funding: HPRCZ

Education Actions



South West Edinburgh Education Contribution Zone

Action

5 class extension to Currie (ND) Primary School (SCH10)

- LDP Safeguard.

Delivery

Who: CEC (safeguarding)

Timescale: with dvpt

Cost: £966,000*

Funding: SWECZ

Riccarton Mains Road (HSG 35) only

Site-specific Transport Actions

- TRO and movement of 40mph speed limit zone on Riccarton Mains Road

Who: Sudlow Trust

Timescale: TBC

Curriehill Road, Currie (HSG 36)

Site-specific Transport Actions

- Provide new footway along east boundary frontage (Curriehill Road) to link with existing footway network.
- Improve high quality pedestrian/cycle link to Curriehill Station (may involve upgrading existing link).
- Help provide additional cycle parking at Curriehill Station.
- Upgrade existing bus stop facilities in Riccarton Avenue.

Who: Cala Homes
Timescale: TBC

Newmills, Balerno (HSG 37)

Site-specific Transport Actions

- New footway along east frontage boundary
- Improved pedestrian/cycle crossing facilities on A70, in vicinity of Newmills Road junction – may be requirement for signal control.
- Upgrade cycle routes between Newmills Road and Curriehill Station.
- Provide additional cycle parking at Curriehill Station
- Provide new bus stop facilities on A70, in vicinity of Newmills Road.
- Train - extended car park at Curriehill Station.

Who: Cala Homes
Timescale: TBC

Site-specific Greenspace Actions

- **Newmills Park GS11** - 3 hectare linear park

Curriemuirend (HSG 31)

Site-specific Greenspace Actions

- Clovenstone Drive open space upgrade (GS10)

Who: CEC
Timescale: TBC

3c Other housing sites

North Kirkliston (HSG 3)

Site-specific Transport Actions

- Traffic calming £110,000
- Road capacity £40,000
- Traffic signals maintenance £10,000
- Traffic signals £1,500
- Bus enhancement £100,000
- Bus re-routing £100,000
- Public realm £280,000
- Safer routes to school £30,000
- Forrester High cycle link (T8)

Who: Walker Group
Scotland
Timescale: Planning permission granted and development underway.

Site-specific Education Actions

- New School S75 contribution: £4,900,000

West Newbridge (HSG 4)

Site-specific Actions

- LDP allocates land for housing. Opportunity for housing-led regeneration in heart of Newbridge.
- Environmental concerns such as the proximity of the site to industrial uses and impact of aircraft noise must be addressed through a comprehensive master plan for the whole site.

Who: TBC
Timescale: TBC

Hillwood, Ratho Station (HSG 5)

Site-specific Actions

- LDP allocates land for housing. Opportunity for housing development and community facilities (either provided on site or elsewhere in Ratho Station).

Who: TBC
Timescale: TBC

South Gyle Wynd (HSG 6)

Site-specific Actions

- Housing opportunity on site adjacent to Forrester's and St Augustine's High Schools.
- Forrester High cycle link (T8)

Who: Persimmon Homes
Timescale: TBC

Edinburgh Zoo (HSG 7)

Site-specific Actions

- LDP allocates land for housing. Land on the western edge of the zoo which is no longer required for zoo purposes. **Who:** Edinburgh Zoo
Timescale: TBC

Telford College, North Campus (HSG 8)

Site-specific Transport Actions

- Transport (including bus shelter) £22,000 **Who:** Miller Homes
Timescale: TBC

Site-specific Education Actions

- School contribution £33,801

Telford College, North Campus (HSG 8)

Site-specific Transport Actions

- Link to Ferry Road Path (T9) **Who:** Link Group Ltd And J Smart + Co (Contractors) Plc
Timescale: Planning permission granted and development underway.

City Park (HSG 9)

Site-specific Actions

- LDP allocates land for housing **Who:** TBC
Timescale: TBC

Fairmilehead Water Treatment Plant (HSG 10)

Site-specific Transport Actions

- Tram £525,000
 - Traffic signals £66,585
 - Safer routes to school £8,877
 - Cycling £44,389
 - City car club £6,500
- Who:** BL Developments Ltd
Timescale: Planning permission granted for the redevelopment of the former Scottish Water treatment works. The

existing tanks have been decommissioned to make the site suitable for housing use.

Site-specific Education Actions

- School contribution £19,269
-

Shrub Place (HSG 11)

Site-specific Actions

- LDP allocates land for housing.

Who: TBC

Timescale: TBC

Lochend Butterfly (HSG 12)

Site-specific Transport Actions

- City car club - £18,000
- Public transport and footway improvements in the vicinity of the development £45,000
- Permanent strengthening of the existing rail bridge on Easter Road at the junction of Easter Road and Albion Road and (two) in assiting with the provision of a new pedestrian bridge over the railway from the south development site and Moray Park Terrace in the event that the railway line is reinstated for use. £227,000
- TRO contribution £2,500
- Lochend Butterfly cycle link with new bridge (T8) - £2,500

Who: Places for People

Timescale:

Site-specific Education Actions

- School contribution £32,042

Eastern General Hospital (HSG 13)

Site-specific Transport Actions

- Upgrading of the existing signal controlled junction at Seafield Street / Seafield Road - £110,000
- Craightinny – Leith Links cycle link (T8)

Who: East & Midlothian NHS Trust

Timescale: Proposals to retain three existing buildings (two of which

are listed). Planning permission granted for housing including 64 affordable units and a care home. The affordable housing is complete and comprises a mix of tenures.

Site-specific Education Actions

- School contribution £8,483

Riccarton University Campus and Business Park (Emp 3)

- There is currently 20.28 hectares of undeveloped land available within Riccarton Research Park. Update Heriot Watt University Masterplan (2001)
Who: Heriot Watt University
Timescale: TBC

Replacement Portobello High School (SCH 1)

- Replacement Portobello High School
Who: CEC (safeguarding)
Timescale: TBC
Cost: TBC
Funding: CEC

5e Other Active Travel Actions (T8)

Action	Delivery
• West Approach cycle link	LDP Safeguard for active travel
• Family Cycle Network Link along railway viaduct (multiple bridges required)	LDP Safeguard for active travel
• North Meggetland – Shandon Link (includes bridge over railway)	LDP Safeguard for active travel
• Donaldson cycle link	LDP Safeguard for active travel
• Inglis Green cycle link, new Water of Leith Bridge	LDP Safeguard for active travel
• Westfield Road – City Centre	LDP Safeguard for active travel
• Gordon Terrace – Robert Burns Drive link path	LDP Safeguard for active travel
• Barnton Avenue crossing	LDP Safeguard for active travel
• To King’s Buildings and Mayfield Road	LDP Safeguard for active travel
• Astley Ainslie Hospital	LDP Safeguard for active travel
• Pilrig Park – Pirrie Street	LDP Safeguard for active travel
• Off road alternative NCR 75	LDP Safeguard for active travel
• Ramped access from Canal to Yeoman Place	LDP Safeguard for active travel
• Morningside to Union Canal link	LDP Safeguard for active travel
• Fork Kinnaird to QMUC link	LDP Safeguard for active travel
• Wisp to Fort Kinnaird link	LDP Safeguard for active travel

5f Other Greenspace

Dalry Community Park (GS1)

Action

- Improve to standard and park realignment, to be delivered as part of development adjacent to park

Delivery

Who: CEC
Timescale:
Cost: £30,000
Funding: CEC / S75

Inverleith Depot (GS8)

Action

- Conversion of service depot into green space

Delivery

Who: CEC
Timescale: Awaiting outcome of review of depots and other service requirements.
Cost: TBC
Funding: CEC / S75

6 Policies

Del 1, 2 and Hou 6 & 10	Maintain and update non-statutory planning guidance: <ul style="list-style-type: none"> • Developer Contributions and Affordable Housing
Del 3, 4, 5	Implement through LDP
Des 1 - 5, and 7 - 11 Hou 2 - 6	Maintain and update non-statutory planning guidance: <ul style="list-style-type: none"> • Edinburgh Design Guidance • Guidance for Householders • Guidance for Businesses
Des 6	Maintain and update Sustainability Form (S1) in line with current Scottish Building Standards and other relevant policy and legislation.
Env 1 – 9	Maintain and update non-statutory planning guidance: <ul style="list-style-type: none"> • Listed Buildings and Conservation Areas
Env 10 – 22	Maintain and update statutory guidance: <ul style="list-style-type: none"> • Countryside and Green Belt development
Emp 1	Implement through LDP
Emp 2	Maintain and update supplementary guidance: <ul style="list-style-type: none"> • Edinburgh BioQuarter and SEW Parkland
Emp 3 – 10	Implement through LDP
Hou 1, 7 and 9	Implement through LDP
Hou 8	Maintain and update non-statutory planning guidance: <ul style="list-style-type: none"> • Student Housing
Ret 1, 2	Maintain and update supplementary guidance for 9 town centres
Ret 3 – 10	Implement through LDP
Tra 1 – 9	Maintain and update non-statutory planning guidance: <ul style="list-style-type: none"> • Street design guidance • Parking Standards
Tra 10 -11	Implement through LDP
RS 1 – 6	Implement through LDP
RS 7	Maintain and update non-statutory planning guidance: <ul style="list-style-type: none"> • Communications Infrastructure

