

Planning Committee

10am, Monday, 15 June 2015

Strategic Development Plan Main Issues Report 2

Item number	5.1
Report number	
Executive/routine	Executive
Wards	All

Executive summary

SESPlan has prepared a Main Issues Report (MIR2) as the first stage in the preparation of the second Strategic Development Plan for Edinburgh and south east Scotland (SDP2). The MIR2 sets out options for long term development in the SESplan area and is the main opportunity for everyone to engage in the plan preparation process. The SESplan Joint Committee approved the MIR2, the supporting Monitoring Statement, Interim Environmental Report and Equalities and Human Rights Impact Assessment for public consultation at its meeting on 29 May 2015. Each member council has been invited to formally ratify this decision. It is recommended that Committee endorses the MIR2 and supporting documents for consultation. The public consultation period will run from 21 July to 15 September 2015.

Links

Coalition pledges	P8, P17, P50
Council outcomes	CO7, CO8, CO9, CO10, CO16, CO18, CO19, CO22, CO23
Single Outcome Agreement	SO1, SO2, SO4

Strategic Development Plan Main Issues Report 2

Recommendations

- 1.1 It is recommended that Committee:
- 1) Ratifies the decision of the SESplan Joint Committee at its meeting on 29 May 2015 to approve Main Issues Report 2 and the supporting Monitoring Statement, Interim Environmental Report and Equalities and Human Rights Impact Assessment for public consultation.
 - 2) Notes the proposals for engagement and consultation on Main Issues Report 2 and the supporting documents considered by the SESplan Joint Committee on 29 May 2015.
 - 3) Agrees that minor editorial changes of a non-policy nature to Main Issues Report 2 and the supporting documents are delegated to the SDP Manager in consultation with the Head of Planning, SESplan Project Board Chair and Joint Committee Convener.
 - 4) Notes the accompanying Background Documents:
 - Background Document 1 - Spatial Strategy Technical Note;
 - Background Document 2 - Economy Technical Note;
 - Background Document 3 - Minerals Technical Note;
 - Background Document 4 - Waste Technical Note;
 - Background Document 5 - Housing Land Technical Note; and
 - Background Document 6 - Green Network Technical Note.

Background

- 2.1 SESplan is the Strategic Development Planning Authority for Edinburgh and South East Scotland. It covers the council areas of the City of Edinburgh, East Lothian, Fife (part), Midlothian, Scottish Borders and West Lothian. The Town and Country Planning (Scotland) Act 1997, as amended, requires these councils to work together to prepare and keep under review a Strategic Development Plan (SDP) for south east Scotland.
- 2.2 The first SDP was approved by Scottish Ministers on 27 June 2013. The purpose of the SDP is to set out a vision for the long term development of the

city region and deal with cross boundary issues such as housing and transport. There is a requirement to review the SDP within four years of its approval. SESplan has prepared a Main Issues Report (MIR2) and this is the first stage at which the public and organisations can get involved in preparing the second SDP (SDP2).

Main report

- 3.1 The MIR2 sets out options for strategic development within the SESplan area. It sets out a proposed vision and three themes which it is proposed shape the plan – a place to do business, a place for communities and a better connected place. It sets out options to address each issue and identifies preferred options. Key questions include the scale and direction of development over the next 20 years and how the infrastructure and services needed to support that development can be provided.

Preferred Vision

- 3.2 The MIR2 sets out a preferred vision - “The south east Scotland region is a thriving, successful and sustainable area in which all forms of deprivation and inequality are reduced and the region is internationally recognised as an outstanding place to live, work and do business. We will build on the strengths of all parts of the region and identify opportunities for growth and development while conserving and enhancing the natural and built environment.”

Spatial Strategy

- 3.3 Three options are set out for the spatial strategy for the SESplan area.
- Option 1 (Concentrated Growth) - additional growth is focused in the city and areas adjoining Edinburgh's urban area.
 - Option 2 (Distributed Growth) - a continuation of the approach of SDP1.
 - Option 3 (Growth Corridors) - focused on the city with additional growth close to Edinburgh's urban area and along corridors with good public transport access.
- 3.4 Option 3 is identified as the preferred option. It represents an evolution of the strategy set out in SDP1. It is focused on the city with additional growth located close to Edinburgh's urban area and along corridors with good public transport access. This option allows for ready access to sustainable transport options.
- 3.5 There is already a significant amount of land committed for development within the city and there are limited opportunities for strategic scales of development which have not already been identified. Where there are opportunities, new development will be primarily located on brownfield land, reusing derelict land and supporting regeneration objectives. Even with this, and the delivery of committed development land allocated in current Local Development Plans, land will need to be identified outwith the urban area but close to the city. This will

mean areas of the Edinburgh green belt being identified for development. The areas that should be the focus of development of strategic scale are to the west and south east of the city. This is based on previous landscape assessments, it allows for accessibility to Edinburgh's key strategic employment areas (city centre and to the west and south east of the city) and takes advantage of existing and planned improvements in public transport infrastructure.

- 3.6 This option would require land to be released from the green belt with the remaining areas managed and protected for the longer term. This will offer opportunities to add to the strategic green network.
- 3.7 Growth would be focused on public transport corridors which provide good access to the city. Travel by sustainable modes would be encouraged by focusing development on settlements within a 60 minute public transport journey time to key employment areas in and around Edinburgh. This strategy would take into consideration the environmental capacity of these areas, the availability of other forms of infrastructure and existing levels of planned development.

Housing Land

- 3.8 Three options are set out for the basis of deriving housing supply targets and housing land requirements.
 - Option 1 (Steady Economic Growth) - Based on a steady upturn in the economy following the recent downturn and lower immigration to the SESplan area than Options 2 and 3.
 - Option 2 (Increasing Economic Activity with more High and Low Skilled Jobs) - Assumes that wealth is distributed more widely across the SESplan area than Options 1 and 3 with increasing economic activity.
 - Option 3 (Strong Economic Growth) - Based on much stronger growth than Options 1 and 2 with the SESplan area becoming one of the fastest growing regions of the UK in population terms, drawing in workers from other places.
- 3.9 Option 1 is identified as the preferred option. Option 1 is considered to be a more realistic scenario, since it is some 11% above the SESplan ten year average completion rate.
- 3.10 The key challenge to meeting the preferred option for housing land is identified as accommodating the need and demand generated by the City of Edinburgh (59,700 homes / 3,300 homes per year over the period to 2029). Three options have been identified.
 - Option 1 - The City of Edinburgh meets all of its own housing need and demand.
 - Option 2 - The City of Edinburgh meets a significant proportion of its own housing need and demand.

- Option 3 - The City of Edinburgh meets a lower level of its own housing need and demand than Options 1A and 1B, similar to that set out in SDP1 and the Supplementary Guidance on Housing Land.
- 3.11 The preferred option is Option 2, with a significant proportion of Edinburgh's need and demand for housing met within the City of Edinburgh administrative area (potentially around 41,790 new homes over the period to 2029 or an average of 2,320 homes per year). There is land already committed for around 18,790 houses over the period to 2029, with a further 18,000 houses identified in the emerging LDP, committed on land which is considered to be constrained or a likely contribution from windfall sites. Additional housing sites have already been identified in the context of SDP1 and there is limited capacity for additional development. It is not considered that the allocation of additional land will result in the delivery of additional housing. The remaining Edinburgh need and demand of around 17,910 homes / 1,000 homes per year over the period to 2029 will be directed outwith the city in accordance with the preferred spatial strategy.
- 3.12 To provide for a generous supply of housing land a preferred option is set out which would set a 10% generosity allowance and allow LDPs to exceed this to recognise local circumstances.
- 3.13 The MIR2 recognises that there is a significant need for affordable housing. In addition it recognises a gap between this demand and the supply of affordable housing by the public sector or a reasonable and achievable requirement for provision on market led sites. SDPs are limited to providing a framework for the delivery of affordable housing within the context of national planning policy. The construction and funding of such accommodation lies with other bodies, including this Council. The key issue identified in the MIR2 is how and what level of affordable housing SDP2 should seek to deliver. The preferred option set out is for SDP2 to direct LDPs that the level of affordable housing required within a market site should, as a minimum, be 25% of the total number of houses. LDPs will have the flexibility to vary the affordable housing requirement, where there is a clear justification to meet local needs.
- 3.14 A preferred option for assessing the five year land supply required by national policy is set out which will direct LDPs to calculate the five year housing land supply using a common set of measures.

Green Networks

- 3.15 A preferred option is set out for green networks. SDP2 will identify spatial priority areas for green network safeguarding, enhancement and creation and key areas of cross-boundary working identified at the regional level. LDPs will be required to reflect the green network priorities identified, add detail as appropriate on local level green network priorities and work toward delivery through LDP action programmes.

Transport

- 3.16 A preferred option is set out for LDP transport policy. This is to retain part of the existing SDP1 Policy 8 and amend to better direct development to accessible locations and to promote travel by walking, cycling and public transport over private car journeys.
- 3.17 A preferred option is also set out for strategic transport infrastructure. This will seek to prioritise already identified and emerging strategic transport infrastructure to ensure delivery of key projects to maximise economic potential, enable planned development and increase accessibility by sustainable transport networks.

Delivery

- 3.18 To deliver infrastructure at a strategic scale a preferred option is set out to investigate the establishment of a strategic infrastructure fund.
- 3.19 A regional transport study will be used to inform what development should contribute towards the transport interventions required as a result of development. There are options for collecting contributions. The preferred option is to work towards developing sub-regional development contributions frameworks which will pool contributions towards funding multi-modal transport infrastructure. Contributions will be required to mitigate impacts on the transport network, including cumulative impacts, where they cannot be accommodated satisfactorily within existing capacity. Contributions maybe required from developments in local authority areas other than where the transport infrastructure improvement is located.

Business

- 3.20 The SDP is required to identify significant business clusters. The preferred option is to identify significant business clusters using criteria which reflect the differing nature of the economies of the city, towns and rural areas of the region.
- 3.21 The SDP is required to identify locations for nationally and regionally significant tourism and recreational developments. The preferred option identifies locations which LDPs will be directed to safeguard.
- 3.22 In relation to mineral extraction, the preferred option is for SDP2 to continue the approach of SDP1 and direct LDPs to identify areas of search for aggregate minerals and surface coal mining areas, or, where appropriate, specific sites having regard to national guidance and other SDP2 objectives. SDP2 will not provide any spatial guidance on the location of onshore oil or gas installations.

Process

- 3.23 The SESplan Joint Committee approved the MIR2 and supporting documents for public consultation at its meeting on 29 May 2015. The SDP Manager's report to the Joint Committee is at Appendix 1. It sets out the process and background,

summarises the MIR's main points, sets out proposals for consultation and engagement and explains the next steps. Appendix 1 of the SDP Manager's report contains the MIR2. The Monitoring Report, Interim Environmental Report and Equalities and Human Rights are also set out as Appendix 2, Appendix 3 and Appendix 4 respectively. The documents are also available at [SESplan's web site](#) as are the technical notes which form the MIR2's evidence base (see Background Papers).

- 3.24 As required by the SESplan Constitution, each member council has been invited to formally ratify the MIR and supporting documents for consultation. Following ratification, the MIR2 will be published for an eight week consultation period from 21 July to 15 September 2015 when the public and other stakeholders can comment.

Measures of success

- 4.1 Awareness in Edinburgh of the consultation on the MIR2 is high and the public consultation exercise engages a wide range of people and organisations in the statutory process for planning the strategic development of the Edinburgh city region.

Financial impact

- 5.1 There are no financial implications arising from this report.

Risk, policy, compliance and governance impact

- 6.1 Failure to ratify the decision of the SESplan Joint Committee will result in delay to the process of SDP2 preparation. This could result in failure to meet the statutory requirement to prepare and review SDPs and submit to Ministers within four years of approval of the existing plan.

Equalities impact

- 7.1 An equalities and human rights impact assessment has been prepared by SESplan. No negative impacts were identified. Positive impacts were identified for many of the identified equality groups.

Sustainability impact

- 8.1 The MIR2 was subject to Strategic Environmental Assessment. The Environmental Report focuses on the assessment of the spatial strategy options in the MIR.

8.2 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 below. Relevant Council sustainable development policies have been taken into account.

- The proposals in this report will increase carbon emissions because it sets out options for development and this impact is addressed by setting out a preferred option which minimises emissions by encouraging active travel and public transport, supports decentralised energy and re-use of heat and encourages higher densities resulting in building forms with less external surface area.
- The proposals in this report will increase the city's resilience to climate change impacts because new developments could incorporate natural drainage solutions and a preferred option is set out which is best placed to avoid flood risk areas and retain natural flood defences.
- The proposals in this report will help achieve a sustainable Edinburgh because the options set out are intended to achieve the proposed SDP2 vision of a successful and sustainable Edinburgh and south east Scotland.

Consultation and engagement

9.1 Consultation has taken place with other Council services during the development of the MIR2. The public and other stakeholders will have an opportunity to make representations on the MIR2 during the public consultation period, as described in the appended report.

Background reading/external references

[SESplan MIR2 Spatial Strategy Technical Note](#)

[SESplan MIR2 Economy Technical Note](#)

[SESplan MIR2 Minerals Technical Note](#)

[SESplan MIR2 Waste Technical Note](#)

[SESplan MIR2 Housing Land Technical Note](#)

[SESplan MIR2 Green Network Technical Note](#)

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Coalition pledges	<p>P8 Make sure the city's people are well-housed, including encouraging developers to build residential communities, starting with brownfield sites</p> <p>P17 Continue efforts to develop the city's gap sites and encourage regeneration</p> <p>P50 Meet greenhouse gas targets, including the national target of 42% by 2020.</p>
Council outcomes	<p>CO7 Edinburgh draws in new investment in development and regeneration</p> <p>CO8 Edinburgh's economy creates and sustains job opportunities</p> <p>CO9 Edinburgh residents are able to access job opportunities</p> <p>CO10 Improved health and reduced inequalities</p> <p>CO16 Well-housed – People live in a good quality home that is affordable and meets their needs in a well-managed neighbourhood</p> <p>CO18 Green – We reduce the local environmental impact of our consumption and production</p> <p>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</p> <p>CO22 Moving efficiently – Edinburgh has transport system that improves connectivity and is green, healthy and accessible</p> <p>CO23 Well engaged and well informed – Communities and individuals are empowered and supported to improve local outcomes and foster a sense of community</p>
Single Outcome Agreement	<p>SO1 Edinburgh's economy delivers increased investment, jobs and opportunities for all</p> <p>SO2 Edinburgh's citizens experience improved health and wellbeing, with reduced inequalities in health</p> <p>SO4 Edinburgh's communities are safer and have improved physical and social fabric</p>
Appendices	<p>Appendix 1 : SDP Manager's report to 29 May 2015 SESplan Joint Committee</p> <p>*</p>



For Decision	✓
For Information	

ITEM 6 – MAIN ISSUES REPORT 2

Report by: Ian Angus, SDP Manager

Purpose

This Report seeks Committee approval of Main Issues Report 2 (MIR) and supporting documents for ratification by the member authorities and thereafter for public consultation.

Recommendations

It is recommended that the SESplan Joint Committee:

1. Approves Main Issue Report 2 and the supporting Monitoring Statement, Interim Environmental Report and Equalities and Human Rights Impact Assessment as set out in Appendices 1, 2, 3 and 4 for public consultation.
2. Notes that Member Authorities will be required to ratify the approval of Main Issues Report 2 and the supporting Monitoring Statement, Interim Environmental Report and Equalities and Human Rights Impact Assessment as set out in Appendices 1, 2, 3 and 4 for public consultation at Recommendation 1 of this Report.
3. Notes the proposals for engagement and consultation on Main Issues Report 2 and the supporting documents.
4. Agrees that minor editorial changes of a non-policy nature to Main Issues Report 2 and the supporting documents are delegated to the SDP Manager in consultation with the Project Board Chair and Joint Committee Convener.
5. Notes the accompanying Background Documents:
 - Background Document 1 - Spatial Strategy Technical Note;
 - Background Document 2 - Economy Technical Note;
 - Background Document 3 - Minerals Technical Note;
 - Background Document 4 - Waste Technical Note;
 - Background Document 5 - Housing Land Technical Note; and
 - Background Document 6 - Green Network Technical Note.

Resource Implications

As set out below.

Legal and Risk Implications

All risks are detailed in the SESplan Risk Register and reported to Joint Committee on an annual basis.

Policy and Impact Assessment

No separate impact assessment is required.

1. Background

- 1.1 The Strategic Development Plan Authority (SDPA) Designation Order of 2008 established the South East Scotland SDPA - SESplan. SESplan and the six Member Authorities (City of Edinburgh, East Lothian, Fife, Midlothian, Scottish Borders and West Lothian) are required to prepare and keep up to date a Strategic Development Plan (SDP) for the Edinburgh and South East Scotland region.
- 1.2 The SDP is intended to set out a vision statement as the SDPA's broad view on the future development of the area, along with a spatial strategy on future development and land use. The SDP is to take into account:
- National Planning Framework (NPF3) and Scottish Planning Policy (SPP);
 - the resources available for carrying out the policies and proposals in the plan;
 - any approved or proposed SDP for a neighbouring SDP area;
 - any adopted national marine plan or regional marine plan relating to areas adjoining the plan area;
 - any regional transport strategy, approved flood risk management plan or local housing strategy relating to the area;
 - the national waste management plan; and
 - issues arising out of the European directive on the control of major accident hazards involving dangerous substances.
- 1.3 Scottish Ministers expect SDPs to be concise visionary documents that set clear parameters for subsequent Local Development Plans (LDPs) and inform decisions about strategic infrastructure investment. Vision statements within the SDP are to set a view on 20 years hence, and a context for the spatial strategy of the plan. The spatial strategy should provide clear direction for new development up to year 12 from plan approval, with a broad indication of the scale and direction of growth up to year 20.

- 1.4 The principal topics for SDPs are expected to be land for housing, business, shopping and waste management development, strategic infrastructure (including transport, water supply and waste water) and strategic greenspace networks (including green belts).
- 1.5 SDP1 was approved by Scottish Ministers in June 2013, with Supplementary Guidance on Housing Land adopted in November 2014. SDP2 is required to be submitted to Scottish Ministers within four years of the approval of SDP1 i.e. no later than June 2017. Development Plan Scheme 7 (DPS7) sets out SESplan's programme for preparing and reviewing the SDP (<http://www.sesplan.gov.uk/>).

2. Main Issues Report 2

- 2.1 With a view to facilitating and informing the preparation of SDP2, the SDPA is required to prepare an MIR. The MIR is expected to set out the general proposals for development in the SDP area and in particular proposals as to where development should and should not occur. MIR2 as set out in Appendix 1 considers:
- **The SESplan Vision** - Edinburgh and South East Scotland is the hub of the Scottish economy and home to 1.25 million of the country's 5.3 million people. NPF3 recognises that the region '*supports many of our most important economic assets*' and that it will be a focus for economic growth and regeneration. SDP2 will help meet the ambitions of NPF3 and deliver the goals of business and communities across SESplan.
 - **The SESplan Strategy** - The spatial strategy sets out to deliver the vision for SDP2. It must support the creation of outstanding and high quality places to do business, places for successful and thriving communities and a better connected place where constraints are addressed and barriers removed. The spatial strategy must also contribute to community planning outcomes. Three options for the spatial strategy are identified (Concentrated Growth, Distributed Growth and Growth Corridors). The preferred option of Growth Corridors is a balanced option which looks to bring development close to where need arises (see Figure 2.4). The main impact would be in Edinburgh and the areas closest to the city. This option allows for strategic scale development to be located away from the city but within a proximity that supports sustainable travel patterns. This would be supported in the wider region by small scale development where required.
 - **A Place to do Business** - Edinburgh and South East Scotland is at the heart of the Scottish economy and has strengths in all the key growth sectors identified by the Scottish Government. The challenge is to realise the potential that this brings, address inequalities in employment opportunities and support business growth in the city, towns and rural area.

Identifying strategic opportunities for investment, improving connectivity, delivering infrastructure and promoting sustainable places where communities enjoy a high quality environment will support the development of the city region as a growing low carbon economy. Issues C – E considers options for locations for growth and investment comprising significant business clusters and the visitor economy and the management of resources comprising energy generation, resource extraction and waste.

- **A Place for Communities** - Creating successful, thriving and sustainable places for communities is not just about providing homes. Communities should enjoy a high quality built and natural environment with good access to healthy town centres and well managed greenspace. A planned approach is required to ensure development is located close to strategic employment locations, avoids any impact on protected areas and makes the best use of existing infrastructure including public transport connections. Issues F – J considers options for housing land across SESplan and in Edinburgh, a generous supply of housing land and affordable housing provision, town centres and strategic green networks.
- **A Better Connected Place** - Improving connectivity, addressing network constraints and removing barriers will support a low carbon South East Scotland as a place to do business and a place for communities. While parts of the region enjoy good access to transport, infrastructure and digital networks, others are less well served and there are significant constraints and major issues to be addressed. In order to deliver the preferred spatial strategy and achieve the Vision, these networks need to be improved to increase connectivity. Issues K - L considers options for transport, infrastructure, regional walking and cycling networks and digital connectivity and utilities infrastructure.
- **Delivery** - Development either cumulatively or individually will impact on available infrastructure capacity. The approach to delivery and how sites are delivered on the ground is key to achieving the overall vision and spatial strategy of SDP2. Issues M – O considers options for infrastructure delivery, funding transport infrastructure and assessing the five year effective housing land supply.

2.2 The Monitoring Statement, Interim Environmental Report and Equalities and Human Rights Impact Assessment as set out in Appendices 2, 3 and 4 are statutory requirements as part of the production of SDP2, and have been produced alongside MIR2 to inform the process. The Interim Environmental Report will require to be submitted to the SEA Gateway for consideration following ratification.

3. Ratification

- 3.1 The Member Authorities are required to ratify the decision of the SESplan Joint Committee to approve MIR2 and the supporting Monitoring Statement, Interim Environmental Report and Equalities and Human Rights Impact Assessment as set out in Appendices 1, 2, 3 and 4 for public consultation.
- 3.2 Paragraph 12.2 of the approved SESplan Constitution sets out that all major decisions, for example about the content of the SDP but with the exception of submission of the Proposed Plan to Ministers when no modifications are proposed, will require to be ratified by each of the six constituent member authorities. The ratification process is anticipated to be completed by the end of June 2015. However if any of the six member authorities do not ratify the decision of the SESplan Joint Committee, MIR2 and all supporting documents will require to be brought back to SESplan Joint Committee for further consideration and the process of ratification restarted. An update on the ratification process will be brought to the meeting of the SESplan Joint Committee in June 2015.

4. Consultation

- 4.1 Circular 6/2013 (Development Planning) sets out the following statutory requirements for engagement at the MIR stage of the SDP preparation:
- To publish a notice in one or more local newspapers circulating in the SDP area and on the internet setting out:
 - That the document has been prepared and where and when it can be viewed;
 - A brief description of the context and purpose of the document;
 - Details of how further information may be obtained; and
 - A statement of how representations may be made, to whom and by when they should be made.
 - Send this information to:
 - Key agencies;
 - Adjoining planning authorities / SDPAs; and
 - Community councils within the SDP area.
 - Make a copy available at the planning offices of each member authority plus publication on the internet;
 - Ensure that anyone that may be expected or want to comment on the MIR are made aware that they can do so, and are given the opportunity;
 - Send a copy of the report and Monitoring Statement to Scottish ministers; and
 - Ministers also expect authorities to employ a range of innovative methods to meaningfully engage with stakeholders and communities.

4.2 DPS7 contains the SESplan Participation Statement. This includes information on engagement as follows:

- SESplan will raise awareness of strategic development planning while engaging and involving key stakeholders throughout the plan making process;
- Develop awareness of SESplan through communication and promotion;
- Seek ways to engage with and involve key stakeholders throughout the whole process of producing the SDP;
- Make information available as early as possible;
- Produce information in an easy to use format;
- Ensure that arrangements for participation are as inclusive and open as possible; and
- Offer the opportunity to be involved to as many groups as possible.

4.3 SESplan will use a number of tools to reach as wide an audience as possible and within means which are practical and available to us. In particular we will:

- Make extensive use of electronic communication including our website, social media, consultation portal and those of our member authority partners, to promote plan awareness and encourage engagement;
- Build upon and develop existing partnerships and working relationships, for example with key agencies and regional economic groups, to facilitate greater input; and
- Develop individual strategies on how best to engage with key stakeholders; recognising the limitations of a one size fits all approach.

4.4 SESplan will aim to exceed the minimum requirements as set out in legislation. To facilitate this we will:

- Look to guidance, such as the National Standards for Community Engagement and other resources, when completing and assessing engagement plans and actions;
- Consult on engagement plans and monitor their implementation to ensure they are working for everyone involved;
- Ensure consultation material is written in clear, plain English with attractive graphics; and
- Communicate throughout the consultation process and provide updates as the plan progresses.

4.5 The formal MIR consultation phase will run for 8 weeks from 21 July 2015 to 15 September 2015. Representations on the MIR will be accepted during the formal consultation period.

4.6 Prior to the start of the formal consultation phase, the documents are available on the SESplan website as Appendices to this Report. However the decision of the SESplan Joint Committee to approve the MIR and supporting documents for consultation is required to be ratified by all SESplan Member Authorities. Responses cannot therefore be accepted until this process has been concluded and the formal consultation period commenced.

4.7 Stakeholder and engagement activities that will be undertaken throughout the formal consultation period are detailed in Table 1 below. Coordinated press releases, website and social media will also be utilised throughout the process.

Table 1 - Engagement Activities

Stakeholder	Engagement	Date
The Public	Social media, electronic communication, easy read leaflet, press releases, touring exhibition, drop in sessions	25 May – 15 September
Young people	University visit, secondary school visits, youth parliament	25 May – 15 September
Community councils	An event in each Member Authority area	21 July – 15 September
Community planning partnerships	Joint event between the six Member Authorities	21 July – 15 September
Key agencies	Notify to comment, involvement in preparation of the MIR	Ongoing
House Builders / Developers	A Place for Communities event, article / press release in industry magazines	25 May – 15 September
Economic forums	A Place to do Business event. South East Scotland Economic Community discussion, article / press release in industry magazines	25 May – 15 September
Local Planning Teams	Presentations and Q and A in each Local Authority	21 July – 15 September
Elected Members	Workshop in each Member Authority area	21 July – 15 September
Key Theme Events	A Place for Communities, A Place to do Business and A Better Connected Place events	21 July – 15 September

5. Next Steps

5.1 Subject to approval of MIR2 and all supporting documents, an update on the ratification process and consultation will be brought to the next meeting of the Joint Committee.

Appendices

Appendix 1	Main Issues Report 2
Appendix 2	Monitoring Statement
Appendix 3	Interim Environmental Report
Appendix 4	Equalities and Human Rights Impact Assessment

Background Documents

Background Document 1 - Spatial Strategy Technical Note

Background Document 2 - Economy Technical Note

Background Document 3 - Minerals Technical Note

Background Document 4 - Waste Technical Note

Background Document 5 - Housing Land Technical Note

Background Document 6 - Green Network Technical Note

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Report Agreed By: Ian Angus, SDP Manager

Author Name: Alice Miles, Lead Officer

Jobs, Homes and Investment. Where, Why and How. Main Issues Report



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Foreword

Our area is central to the success of Scotland itself. At its heart is Edinburgh, a leading European city and Scotland's capital. SESplan and its member authorities, West Lothian, Scottish Borders, Midlothian, Fife, East Lothian, and City of Edinburgh Councils, have an ambitious vision for the area. The first Strategic Development Plan (SDP1), approved in 2013, set this vision, alongside a strategy to ensure that the area is recognised internationally as an outstanding place in which to live, work and do business. The six authorities are now preparing Local Development Plans (LDP), setting out how the first SDP will be implemented at local level.

To ensure that the plan is up to date, we must review the SDP within four years of its approval, by 2017. The Main Issues Report (MIR) is the first stage in preparing SDP2. It reflects updated [Scottish Planning Policy](#) (SPP) and the [National Planning Framework](#) (NPF3) which set policy on nationally important planning matters. The SDP and LDPs also need to be more closely integrated with community planning processes and reflect close working with Community Planning Partnerships. We need to consider how the SDP can best help to deliver the future sought by communities, the local authorities and community planning partners. The MIR is not a draft plan but sets out options for development including where it should and shouldn't be located and invites your comments on these. Key questions include the scale and direction of development over the next twenty years and beyond and how the infrastructure and services needed to support that development can be provided.

The MIR is the main opportunity for everyone to engage in the plan preparation process. It is a key stage in influencing the second Strategic Development Plan (SDP2) through a discussion of the main issues and potential solutions. The document is available online via the [SESplan Consultation Portal](#), in all libraries within the region and at all member authorities planning offices. Further information on the consultation is available in the [Development Plan Scheme](#) (DPS) Participation Statement and on the [SESplan website](#).

SESplan encourages you to 'have your say', to respond to this MIR and to work with SESplan, its members and partners to help shape the future of Edinburgh and South East Scotland.

1 A Vision for Edinburgh and South East Scotland

1 A Vision for Edinburgh and South East Scotland

Edinburgh and South East Scotland is the hub of the Scottish economy and home to 1.25 million of the country's 5.3 million people. NPF3 recognises that the region 'supports many of our most important economic assets' and that it will be a focus for economic growth and regeneration. The second Strategic Development Plan (SDP2) will help meet the ambitions of NPF3 and deliver the goals of business and communities across SESplan.

1.1 Significant infrastructure investment will be needed to enable sustainable growth and to improve the region's competitiveness nationally and internationally. This is a major challenge. The role of SDP2 is to prioritise limited

resources. The plan will also provide a framework within which to align investment plans of the key agencies and others and help to deliver the outcomes sought by community planning partnerships across the area.

Around Edinburgh and South East Scotland

The majority of the SESplan population live in and around Edinburgh, in communities along the M8 corridor or in larger towns in Fife but many live in smaller settlements across the region. More than half of the area is rural. Rural industries are vital, particularly in the Scottish Borders and East Lothian.

Edinburgh, as Scotland's capital and the core of the region, has a vibrant economy which attracts visitors from around the world. The new Queensferry Crossing is under construction connecting Edinburgh to Fife and beyond to the north and east. The city has seen the introduction of the trams linking Scotland's busiest airport with the city centre.

East Lothian covers the majority of the eastern part of the region, with the A1 and the East Coast Main Line providing linkages to the Scottish Borders and beyond to England. East Lothian has a mixture of historic towns and villages with low unemployment.

In Fife, strategic centres are identified at Dunfermline, Kirkcaldy and Glenrothes. The Fife Energy Corridor including Energy Park Fife and Rosyth will continue to be promoted as centres of excellence in the renewable energy sector.

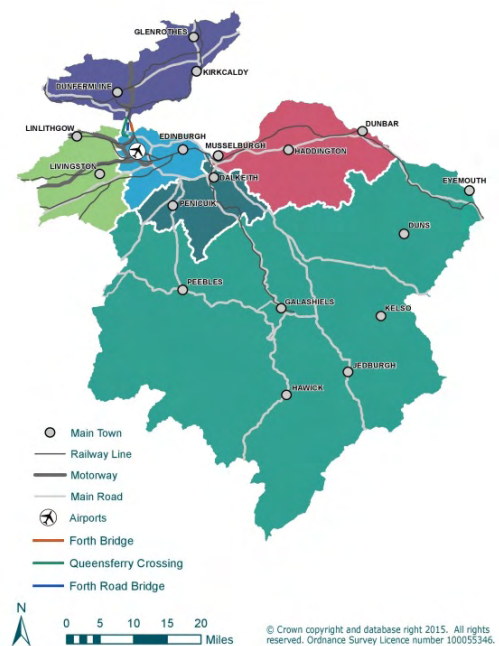
Midlothian has close links with Edinburgh. The north Midlothian towns are established as attractive and accessible locations for development and the area includes the Midlothian campus of the Edinburgh Science Triangle. The Borders Rail link will further enhance the area's connectivity.

The Scottish Borders experiences the challenges of fewer job opportunities, lower wages and out-migration of young people. The Borders Rail link will improve connectivity and widen the labour market. Further investment is needed to continue to improve transport and digital connectivity in the wider rural area of Scottish Borders.

West Lothian has good transport connections to Glasgow as well as Edinburgh, making the area a prime location for growth. It is highly accessible by road and rail and this is set to be further enhanced with the new rail station at Winchburgh and improved connectivity over the Firth of Forth. The Glasgow - Edinburgh rail route is currently being upgraded to increase capacity. Livingston is identified as a strategic town centre.

Most of the region shares a coast with the Firth of Forth. The ports of the area including Rosyth and Leith attract substantial freight and passenger traffic while there are opportunities for the development of offshore renewable energy.

Figure 1.1 The SESplan Region



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A Vision for Edinburgh and South East Scotland 1

1.2 The vision of SDP1 is that *'by 2032, the Edinburgh City Region is a healthier, more prosperous and sustainable place which continues to be internationally recognised as an outstanding area in which to live, work and do business.'* The proposed vision for SDP2 (as detailed in Figure 1.2 below) is consistent with this, but aims to be more specific to the area. It also gives an indication of what success would look like under each of

three themes which it is proposed shape the plan - A Place to do Business, A Place for Communities and A Better Connected Place. The proposed vision recognises the natural environment as a valued asset which forms the foundation of the spatial strategy and is essential to sustainable economic growth and healthy communities.

Figure 1.2 Proposed Vision for SDP2

The Vision for SDP2: *"The south east Scotland region is a thriving, successful and sustainable area in which all forms of deprivation and inequality are reduced and the region is internationally recognised as an outstanding area to live, work and do business. We will build on the strengths of all parts of the region and identify opportunities for growth and development while conserving and enhancing the natural and built environment."*



1 A Vision for Edinburgh and South East Scotland

Issue A

The Vision

Preferred Option

The preferred option for the vision of SDP2 is set out in Figure 1.2 above. The vision aims to build on the strengths of Edinburgh and South East Scotland, address its challenges and set a clear direction for its future growth.

Alternative Option

An alternative option is to maintain the SDP1 vision as set out in paragraph 1.2 above.

Question 1

The Vision

Do you support the preferred option? If not, do you support the alternative option? Please set out your reasons why. If you do not support either the preferred or alternative option, please set out your reasons why and suggest any amendments which you consider appropriate.

A Strategy for Edinburgh and South East Scotland 2

2 A Strategy for Edinburgh and South East Scotland

The spatial strategy sets out to deliver the vision for SDP2. It must support the creation of outstanding and high quality places to do business, places for successful and thriving communities and a better connected place where constraints are addressed and barriers removed. The spatial strategy must also contribute to community planning outcomes.

Monitoring SDP1 and the Considerations and Challenges for SDP2

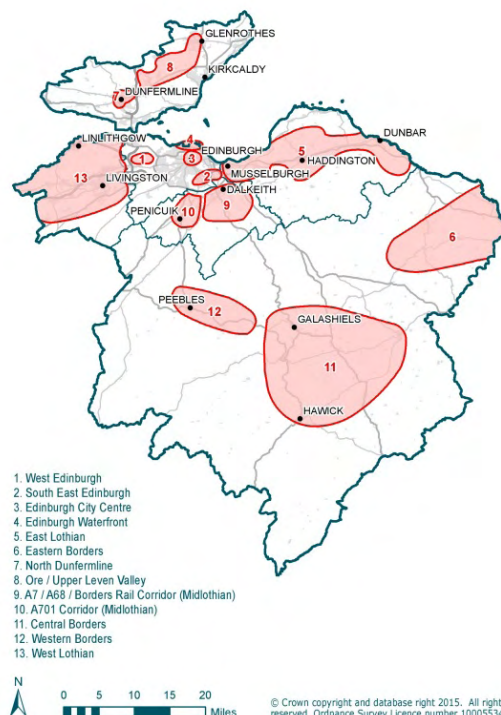
SDP1 was based on unprecedented growth assumptions and identified thirteen Strategic Development Areas (SDA) across Edinburgh and South East Scotland where further growth should be directed. The six Local Development Plans (LDP) currently in preparation are planning to deliver that growth.

Sufficient employment land offering a range and choice of sites is available across the region. The challenge is to ensure that the land is in a serviced state and well connected to infrastructure networks including broadband to increase its attractiveness to investors.

There is also a significant supply of housing land across the SESplan area. Because of economic conditions since 2008 and the challenges these have presented to the development industry, a number of opportunities identified through existing plans remain unrealised. Acknowledging that the SDP1 strategy extends over a 20 year period to 2032 and the commitment made by the public and private sector to the delivery of these existing sites, it is appropriate for SDP2 to give continued support to these. The challenges for SDP2 in setting out an aspirational but deliverable spatial strategy are:

- Facilitating the maintenance of an effective housing land supply;
- Directing investment to areas where there is existing transport, educational and other community infrastructure capacity. There is a legacy of undelivered transport infrastructure and there are severe infrastructure challenges particularly around the city and other main towns. In many cases solutions have been identified but funding remains an issue;
- Maintaining and enhancing the area's high quality environment and quality of life;
- Presenting an ambitious but realistic proposition for the area as a place to invest and to do business. The spatial strategy should be aligned with economic strategies in the city, the towns and the rural areas as well as [Scotland's Economic Strategy](#);
- Avoiding the prejudicing of planned development and infrastructure by identifying a disproportionate number of sites in one area; and
- Promoting a pattern of development that reduces the need for travel and encourages walking, cycling and public transport use.

Figure 2.1 Strategic Development Areas as set out in SDP1



2 A Strategy for Edinburgh and South East Scotland

The Spatial Priorities for SDP2

2.1 All parts of Edinburgh and South East Scotland play a role in the region's success. To achieve the Vision, the strategy must realise the potential of the area as a whole. The largest concentrations of economic activity and anticipated growth in employment are in and around Edinburgh. At the same time, the latest assessment of housing need and demand highlights a significant unmet demand for housing generated by the city. The central issue for SDP2 is therefore the degree to which Edinburgh could or should accommodate its own development needs.

2.2 The approach to development demand within the city will have an impact on the wider region as any demand for land that cannot be met within the city will need to be met elsewhere. Both East and West Lothian have travel corridors which can provide good access to the city and the wider region, but there are some capacity issues and limitations. Many parts of east East Lothian

have poor accessibility, are rural in character and have a limited scope to accommodate additional strategic levels of development that serves a wider regional market. The west of West Lothian does not currently experience high levels of demand but, following the completion of the Airdrie - Bathgate rail link, has long term growth potential. Much of Midlothian lies within a 60 minute public transport travel time from Edinburgh. However, this area has large areas of land already identified for development and any additional growth around settlements in the area would need to be considered carefully.

2.3 Public transport improvements associated with the Queensferry Crossing will add to the connectivity of Fife. The Borders Rail link will improve accessibility to and from the Central Borders and the proposed commuter service from Berwick to Edinburgh will provide improved accessibility for the Berwickshire area. However, there is limited scope in the short to medium term to provide for major additional development in these areas.

Issue B

A Strategy for Edinburgh and South East Scotland

Three reasonable options for the SDP2 spatial strategy have been identified:

- **Option 1 (Concentrated Growth)** - additional growth is focused in the city and areas adjoining Edinburgh's urban area.
- **Option 2 (Distributed Growth)** - a continuation of the approach of SDP1.
- **Option 3 (Growth Corridors)** - focused on the city with additional growth close to Edinburgh's urban area and along corridors with good public transport access.

The three options are illustrated on Figures 2.2, 2.3 and 2.4. For further details see the accompanying Technical Notes on the Spatial Strategy, Economy, Housing Land and Green Network.

	Option 1	Option 2	Option 3
Comparison to Approved SDP1 Strategy	- City focused.	- Similar distribution to SDP1.	- More focused on the city and its close vicinity than Option 2.
Strategic Spatial Impact of Option	- Significant green belt releases around the city to accommodate development. - Could lead to significant change to character of Edinburgh.	- Spatial pattern which the current green belt promotes as it restricts development close to the city. - Limited green belt release to the west and south east of the city (includes areas in Midlothian).	- Green belt release focused to the west and south east of the city. - Strategic allocations to settlements within surrounding areas close to Edinburgh's urban area along public transport corridors from strategic employment locations.

A Strategy for Edinburgh and South East Scotland 2

	Option 1	Option 2	Option 3
	- Some small scale allocations required across rest of region although in many places sufficient supply of land will already be available.	- Strategic and local scale allocations to many settlements across the region irrespective of their distance from Edinburgh.	- Some small scale allocations required across rest of region although in many places sufficient supply of land will already be available.
Summary of Assessment	The main impact would be felt in and around Edinburgh (see Figure 2.2). This option is not preferred due to the environmental impact of major green belt loss, which could change the character of the city. It is also unlikely that infrastructure in the Edinburgh area could accommodate such levels of development without significant additional investment.	This option could have a major impact on all parts of the SESplan area (see Figure 2.3). It directs development to areas away from where need and demand is generated, resulting in increased journey times to Edinburgh. It does not realise growth potential of the city. Large scale growth would be in areas which do not have the supporting services, creating significant investment requirements. A continuation of this strategy is unlikely to be achievable as demand around the city would be unmet and development to meet that is likely to be pursued outwith a plan led process.	This is a balanced option which looks to bring development close to where need arises (see Figure 2.4). The main impact would be in Edinburgh and the areas closest to the city. This option allows for strategic scale development to be located away from the city but within a proximity that supports sustainable travel patterns. This would be supported in the wider region by small scale development where required. THIS IS THE PREFERRED OPTION

Preferred Option - Option 3 Growth Corridors

The preferred option as illustrated on Figure 2.4 represents an evolution of the strategy set out in SDP1. It is focused on the city with additional growth located close to Edinburgh's urban area and along corridors with good public transport access. This option allows for ready access to sustainable transport options.

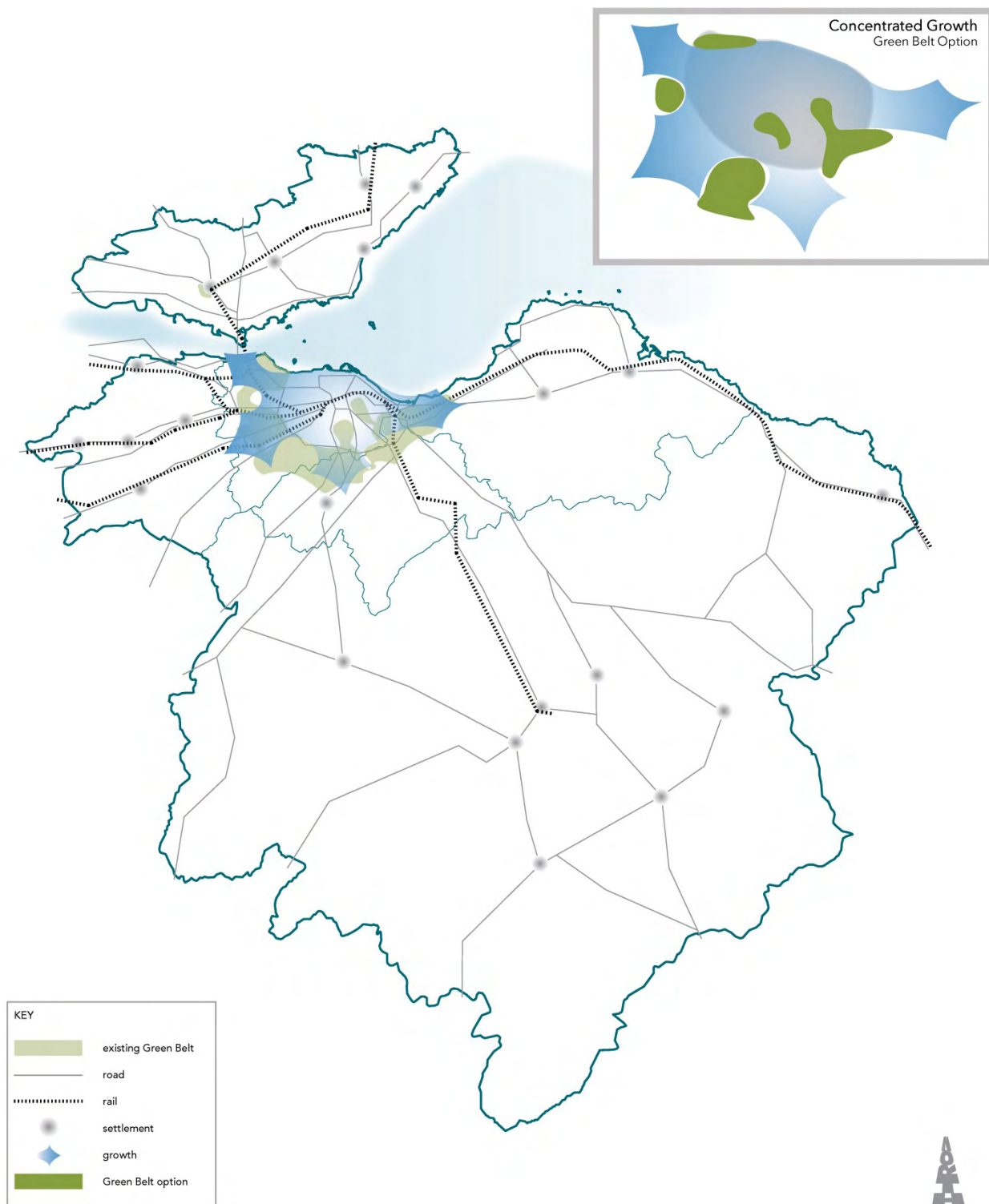
There is already a significant amount of land committed for development within the city and there are limited opportunities for strategic scales of development which have not already been identified. Where there are opportunities, new development will be primarily located on brownfield land, reusing derelict land and supporting regeneration objectives. Even with this, and the delivery of development on areas allocated in current plans, further land will need to be identified outwith the urban area but close to the city. This will mean areas of the Edinburgh green belt being identified for development.

Based on previous landscape assessments, allowing for accessibility to Edinburgh's key, strategic employment areas (city centre and to the west and south east of the city) and taking advantage of existing and planned improvements in public transport infrastructure, the areas that should be the focus of development of strategic scale are to the west and south east of the city. This would require land to be released from the green belt with the remaining areas managed and protected for the longer term. Such development will offer opportunities to add to the strategic green network.

Growth would be focused on public transport corridors which provide good access to the city. Travel by sustainable modes would be encouraged by focusing development on settlements within a 60 minute public transport journey time to key employment areas in and around Edinburgh. This strategy would take into consideration the environmental capacity of these areas, the availability of other forms of infrastructure and existing levels of planned development.

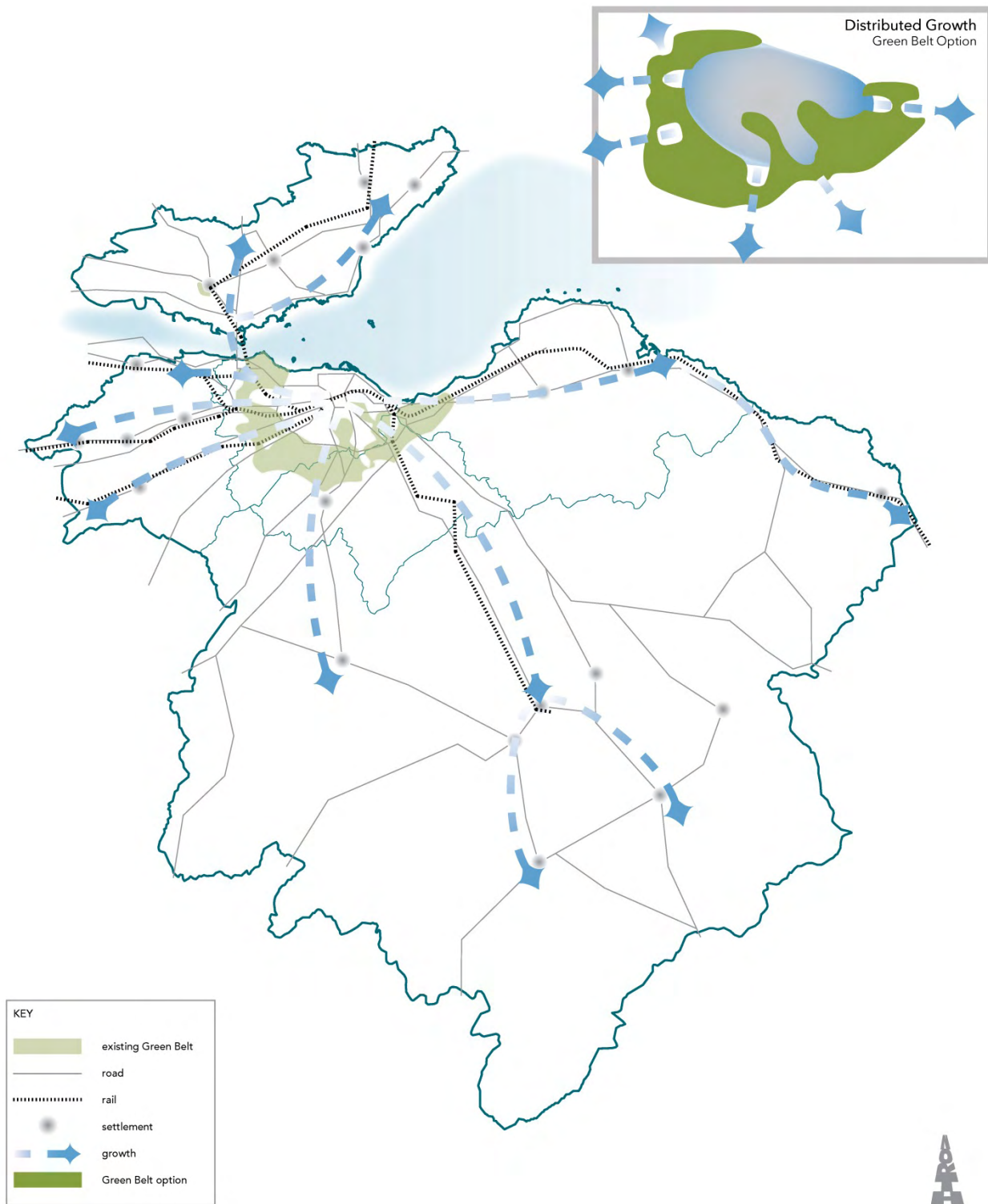
2 A Strategy for Edinburgh and South East Scotland

Figure 2.2 Option 1 Concentrated Growth - Alternative Option



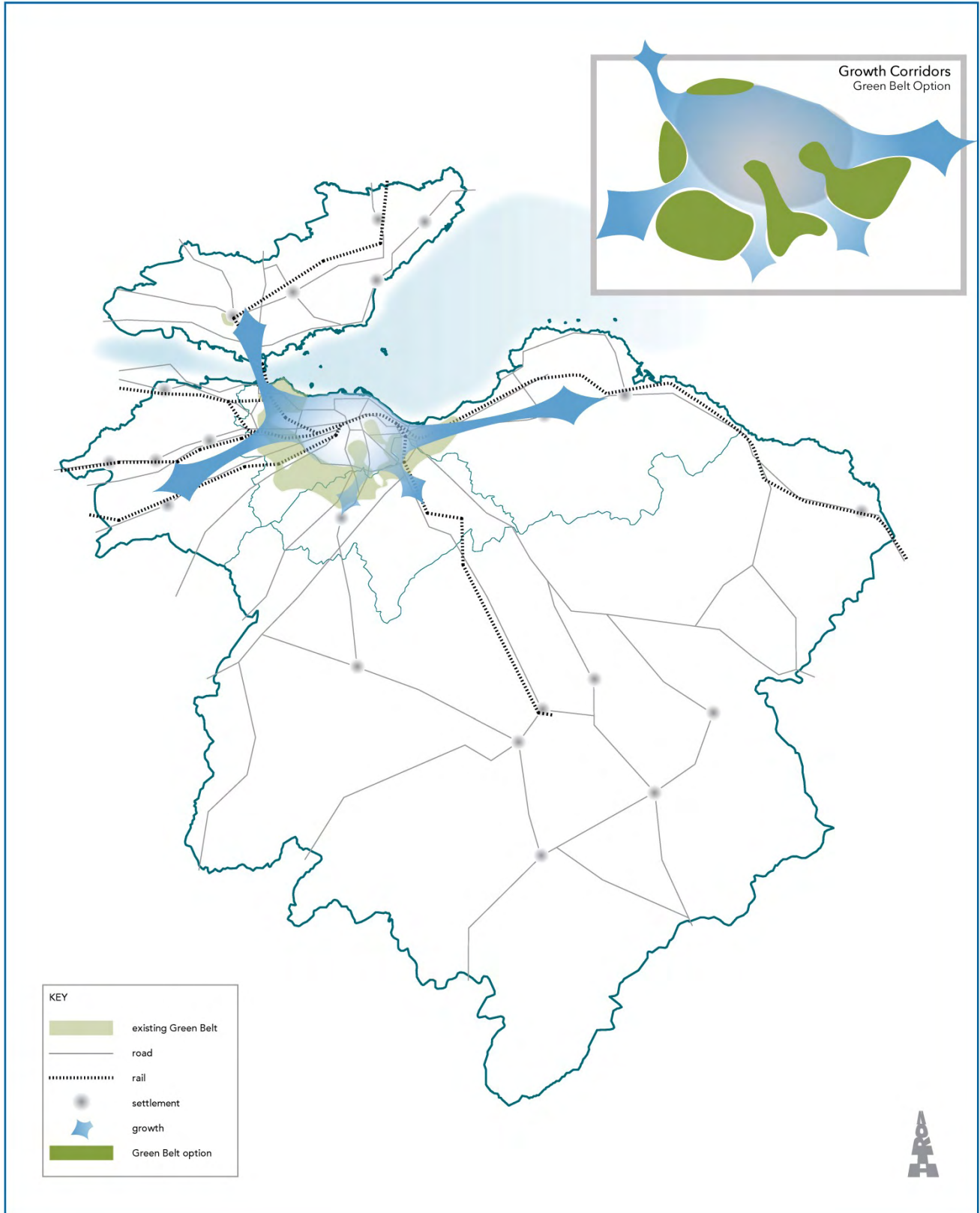
A Strategy for Edinburgh and South East Scotland 2

Figure 2.3 Option 2 Distributed Growth - Alternative Option



2 A Strategy for Edinburgh and South East Scotland

Figure 2.4 Option 3 Growth Corridors - PREFERRED OPTION



A Strategy for Edinburgh and South East Scotland 2

Question 2

A Strategy for Edinburgh and South East Scotland

Do you support preferred Option 3 (Growth Corridors) as shown on Figure 2.4? If not, do you support alternative Option 1 (Concentrated Growth) or alternative Option 2 (Distributed Growth) shown on Figures 2.2 and 2.3? Please set out your reasons why. If you do not support either the preferred or alternative options, please set out your reasons why.

Delivering High Quality Places

2.4 The LDPs, which will help to deliver the spatial strategy, will consider a range of issues to determine a site's suitability for development. LDPs will be expected to take a balanced approach, taking into account all SDP

policies. It is proposed that LDPs are directed to conform with the principles for development as set out below. LDPs should also ensure that sites are available for delivery within the lifetime of the plan and avoid areas of 1:200 year flooding.

The Principles for Development

- Conserve and enhance the natural and built environment;
- Address climate change through mitigation and adaptation;
- Locate new development to maximise accessibility to employment and services;
- Support town centres as the preferred location for uses generating high levels of foot fall;
- Promote the development of brownfield land for appropriate uses;
- Ensure new development is sensitive to the form and layout of existing settlements;
- Optimise the use of existing transport networks and make new development accessible through a range of sustainable modes; and
- Optimise the use of existing education, health and other infrastructure.

Question 3

Do you support the principles for development? If you do not, please explain why and suggest how they might be amended. Are there other principles for development to be considered?

2.5 The creation of high quality places in SDAs and other areas of major change will be dependent on many stakeholders including local authorities, central government and the private sector. To support this it is

proposed that LDP policies and their implementation through the development management process promote the principles set out below.

The Principles to be promoted through LDP Policies and Development Management

- The shaping of development at an early stage through the use of development frameworks, master plans or design briefs;
- Development which demonstrates good practice in place making;

2 A Strategy for Edinburgh and South East Scotland

- Development which incorporates high quality design, energy efficiency and the use of sustainable building materials; and
- The delivery of digital connectivity in new development.

Question 4

Do you support the proposed approach to directing LDPs to deliver high quality places? Do you support an alternative approach? Please set out your reasons why. Are there other factors to be considered?

3 A Place to do Business

Edinburgh and South East Scotland is at the heart of the Scottish economy and has strengths in all the key growth sectors identified by the Scottish Government. The challenge is to realise the potential that this brings, address inequalities in employment opportunities and support business growth in the city, towns and rural area. Identifying strategic opportunities for investment, improving connectivity, delivering infrastructure and promoting sustainable places where communities enjoy a high quality environment will support the development of the city region as a growing low carbon economy.

Monitoring SDP1 and the Considerations and Challenges for SDP2

The supply of employment land was a key issue in SDP1 and policy focused on providing a range of sites of a size and quality to meet the needs of growth sectors in identified areas across the SESplan region. In most areas monitoring has shown the take up of land and job creation has been improving with economic conditions. The preferred spatial strategy aims to promote improved linkages between key employment locations and new development, particularly housing. It is also proposed that LDPs are required to consider accessibility to employment when identifying areas for development. Key considerations are (see the accompanying Economy Technical Note for more details):

- The City of Edinburgh accounts for 51% of all employment in the region and experiences high volumes of in-commuting. [Census 2011](#) indicates that there are around 92,000 journeys into the City of Edinburgh each day. Of these, 72,000, originate in the SESplan area (includes all Fife);
- All Scottish Government employment growth sectors contribute to the regional economy and these include financial and business services, life sciences, tourism, universities and creative industries;
- Fife and West Lothian have seen the greatest amount of employment land take-up in recent years;
- The rate of new business start-ups has been increasing following the recession and the rate in 2013 showed a 22.8% increase on the previous year;
- Energy generation from renewable sources has grown significantly and is progressing towards meeting the ambitions set out in the Climate Change Scotland Act 2009; and
- Recycling rates have grown in the region but, with the exception of Fife, have not achieved interim government targets. Landfill waste has declined slightly, which is positive in the context of the region's growing population.

SDP2 must promote the strengths of the region's economy by supporting growth as well as addressing issues of decline. Key issues and challenges for the regional economy, centre on:

- Enhancing the region's competitiveness by delivering improved quality of place, infrastructure and housing land supply as part of the process of delivering growth in the city region;
- Tackling economic disparities, for example in incomes;
- Addressing climate change through mitigation and adaptation and facilitating the transition to a low carbon economy;
- Meeting Scottish Government's emission targets; and
- Ensuring economic growth is co-ordinated with improved accessibility, infrastructure and housing in accord with the preferred spatial strategy.

3 A Place to do Business

Locations for Investment

3.1 SDP2 will be aligned with and support local economic strategies across the region. Consistent themes within these and in the joint Regional Economic Framework (2009) are inward investment, job generation, development and regeneration, competitive place, town centres and sustainable development. Tourism is also supported in all areas. Approaches to these issues and others such as improving digital connectivity, which is critical, particularly in rural areas, will be considered in an updated economic narrative for the region which will inform SDP2.

3.2 SDP2 can support a successful and sustainable regional economy by identifying key employment locations and ensuring that sufficient employment land is provided. The SDP can also assist by providing a framework for the prioritisation of infrastructure improvements, promoting the conservation and enhancement of the natural and built environment and enhancing the 'quality of place'.

3.3 SDP1 requires LDPs to provide a range and choice of marketable employment land. LDPs identify sites that meet the needs of business and industry, including

business parks and industrial estates. A large number of sites are already identified in existing plans. LDPs may also identify locations for mixed use development and can promote a town centre first approach to business uses, such as offices, which generate high levels of travel demand. SDP2 will aim to ensure that sufficient employment land of the right quality and in the right places continues to be provided in all parts of the region.

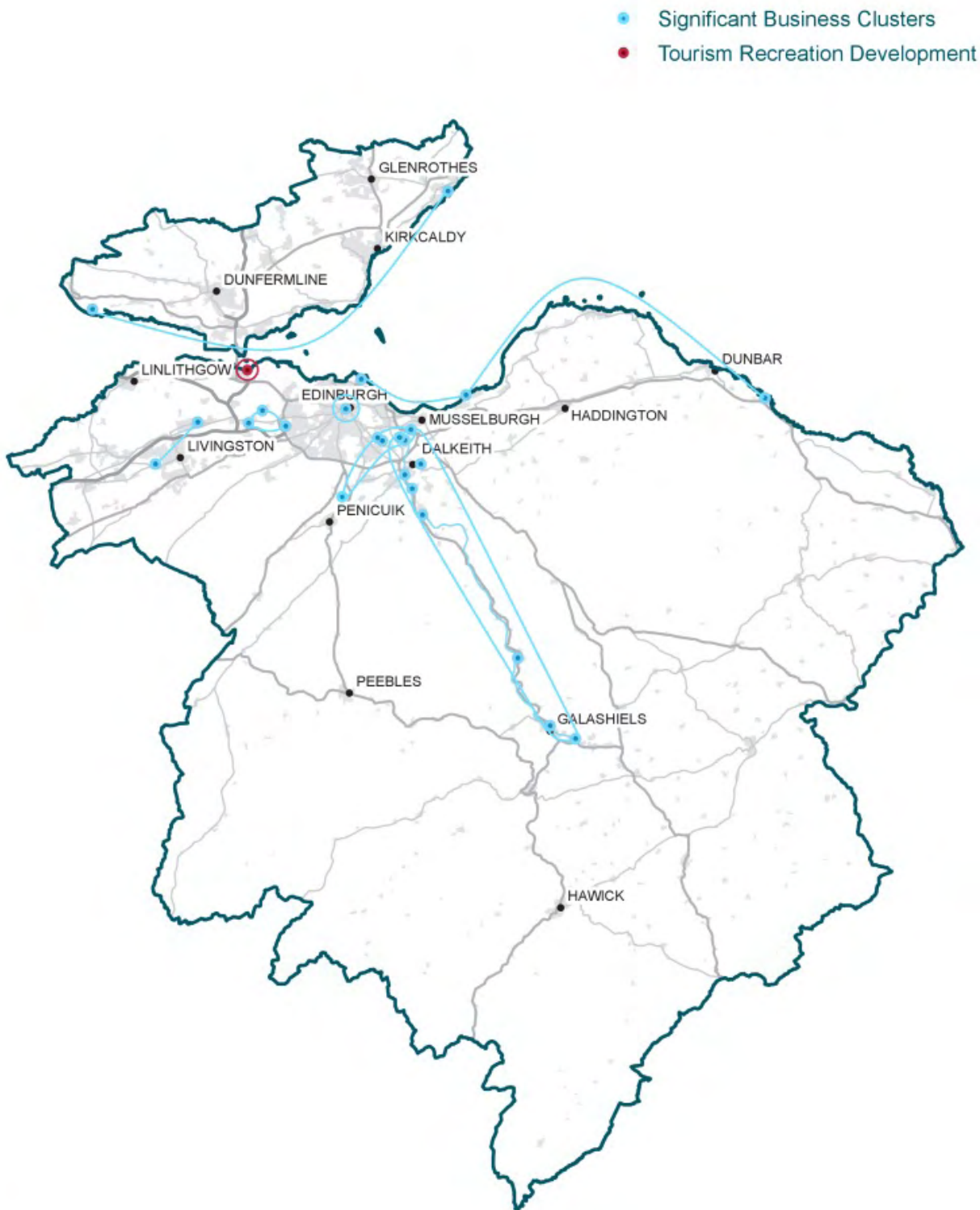
3.4 In addition, in accord with Scottish Planning Policy (SPP), SDP2 will identify a range of locations for 'significant business clusters'. These are broad locations where similar or complementary uses operate. Consideration will be given to encouraging LDPs to safeguard employment sites which can add to or enhance these clusters. It is proposed that locations for significant business clusters include Enterprise Areas as identified in [Scotland's Economic Strategy](#), sites identified in the [National Renewables Infrastructure Plan](#) (NRIP) and groups of businesses in the growth sectors identified by Scottish Enterprise: energy (oil and gas); energy (renewable and low carbon technology); food and drink; life sciences; tourism; creative industries; financial and business services and technology and engineering.

Table 3.1 Locations for Investment

Significant Business Cluster	Growth Sector	Enterprise Area	NRIP
Edinburgh Waterfront - Leith - Cockszie	Including but not exclusive to Energy (Oil and Gas) and Energy (Renewables and Low Carbon Technologies)	Low Carbon / Renewables	Integrated Manufacturing
Fife Energy Corridor	Including Energy (Oil and Gas) and Energy (Renewables and Low Carbon Technologies)	-	Further Manufacturing
Broxburn / Eliburn, West Lothian	Food and Drink	General Manufacturing / Growth Sectors	-
South East Edinburgh - Dalkeith / Shawfair / Bio-quarter / Midlothian -The Bush, Penicuik / BioCampus / Queen Margaret University	Life Sciences	Life Sciences	-
Borders Rail link (around stations)	Tourism and Business Services	-	-
West Edinburgh - Edinburgh Park, International Business Gateway (including Airport) and Gogarburn	Financial and Business Services	-	-
Edinburgh City Centre	Financial and Business Services	-	-

A Place to do Business 3

Figure 3.1 Significant Business Clusters, Tourism and Recreation



3 A Place to do Business

3.5 The region has strengths outwith the growth sectors. Some of these, such as technology, cross sectors and others, such as textiles, are niche industries, significant in particular areas. In addition, industries such as farming and forestry are integral to the rural economy. Recognising that significant clusters will take a different form in the city, towns and rural area, there is potential to develop criteria appropriate to these areas and identify clusters on that basis. Such an approach would recognise that priorities vary across the city region and acknowledge that what is 'strategic' in the rural area may differ from that in more urban areas. Areas such as Tweed Valley and Central Borders could be identified as strategic tourism and business clusters reflecting their contribution to the rural economy. This is consistent with the encouragement of appropriate rural development which supports prosperous and sustainable communities.

3.6 SPP also requires the identification of locations for nationally and regionally significant tourism and recreational developments. The region has a global profile, strong international links and an exceptional natural, built and cultural heritage. This supports the visitor economy which has a significant role in all parts

of the region. The attractions of the area include outdoor activities in the Borders, cultural and built heritage in Edinburgh and golf and coastal activities in East Lothian. The region must also meet changing visitor needs, for example the growth of business related tourism, the 'staycation' market and activity-based tourism. SDP2 will build on these strengths by identifying and safeguarding locations for nationally and regionally significant tourism and recreation developments and promoting infrastructure which will support the visitor economy.

3.7 The [National Tourism Development Framework](#) (NTDF) sets out initiatives which will support tourism in Scotland. Several of the initiatives which are of regional significance relate to improved digital connectivity or transport infrastructure. Enhancements to strategic active travel networks will also add to the attractions of the region. Issues related to transport and digital connectivity and active travel are discussed in Chapter 5. In addition to these improvements, it is proposed that the Forth Bridge candidate World Heritage Site is identified as a location for tourism related development of national significance.

Issue C

Locations of significant business clusters

Policy 2 (Supply and Location of Employment Land) of the approved SDP1 requires LDPs to maintain the overall employment land supply to ensure the provision of a range and choice of marketable sites. The development of mixed communities (including residential and compatible employment uses) on strategic employment sites may be appropriate provided this is justified through the LDP and the overall supply of employment land is maintained. This approach continues to be appropriate but will be updated to reflect SPP, by identifying an appropriate range of locations for significant business clusters.

Preferred Option

The preferred option is to identify significant business clusters using criteria which reflect the differing nature of the economies of the city, towns and rural areas of the region. These will include but will not be limited to the clusters identified in Table 3.1 and Figure 3.1.

Alternative Option

An alternative approach is to identify the significant business clusters as set out in paragraph 3.4 and Table 3.1. This would limit clusters to Enterprise Areas, NRIP sites and groups of industries in the growth sectors identified by Scottish Enterprise.

Both the preferred and alternative approaches would require sites which contribute to the clusters to be identified in LDPs and, together with the provisions of Policy 2 outlined above, would allow for a full range and choice of employment land and mixed uses on sites where opportunities for that are identified through LDPs.

A Place to do Business 3

Question 5**Locations of significant business clusters**

Do you support the preferred option? If not, do you support the alternative option? Please set out your reasons why. If you do not support either the preferred or alternative option, please set out your reasons why and suggest any amendments which you consider appropriate.

Issue D**The Visitor Economy**

SDP2 can support the visitor economy by protecting and enhancing the assets on which this depends, by setting priorities for infrastructure which support the economy and by identifying and safeguarding locations for new nationally and regionally significant tourism and recreation developments.

Preferred Option

The preferred option is for SDP2 to direct LDPs to safeguard locations for nationally and regionally important tourism and recreation developments and emerging opportunities as shown on Figure 3.1.

Alternative Option

The MIR has not defined a reasonable alternative to the preferred option.

Question 6**The Visitor Economy**

Do you support the preferred option? Please set out your reasons why and suggest any amendments which you consider appropriate.

Managing Resources**Energy**

3.8 SDP1 promotes the development of energy infrastructure and the encouragement of suitable renewable energy proposals. It is proposed that SDP2 sets this out in more detail, building on the content of NPF3, SPP and the changing energy context. SDP2 can assist in meeting the Scottish Government's carbon reduction and renewable energy targets by: requiring development to be located, designed and constructed to promote energy efficiency; the re-use of energy; maximising the potential for de-centralised energy networks; and enabling the generation of energy through low carbon and renewable technologies. This can

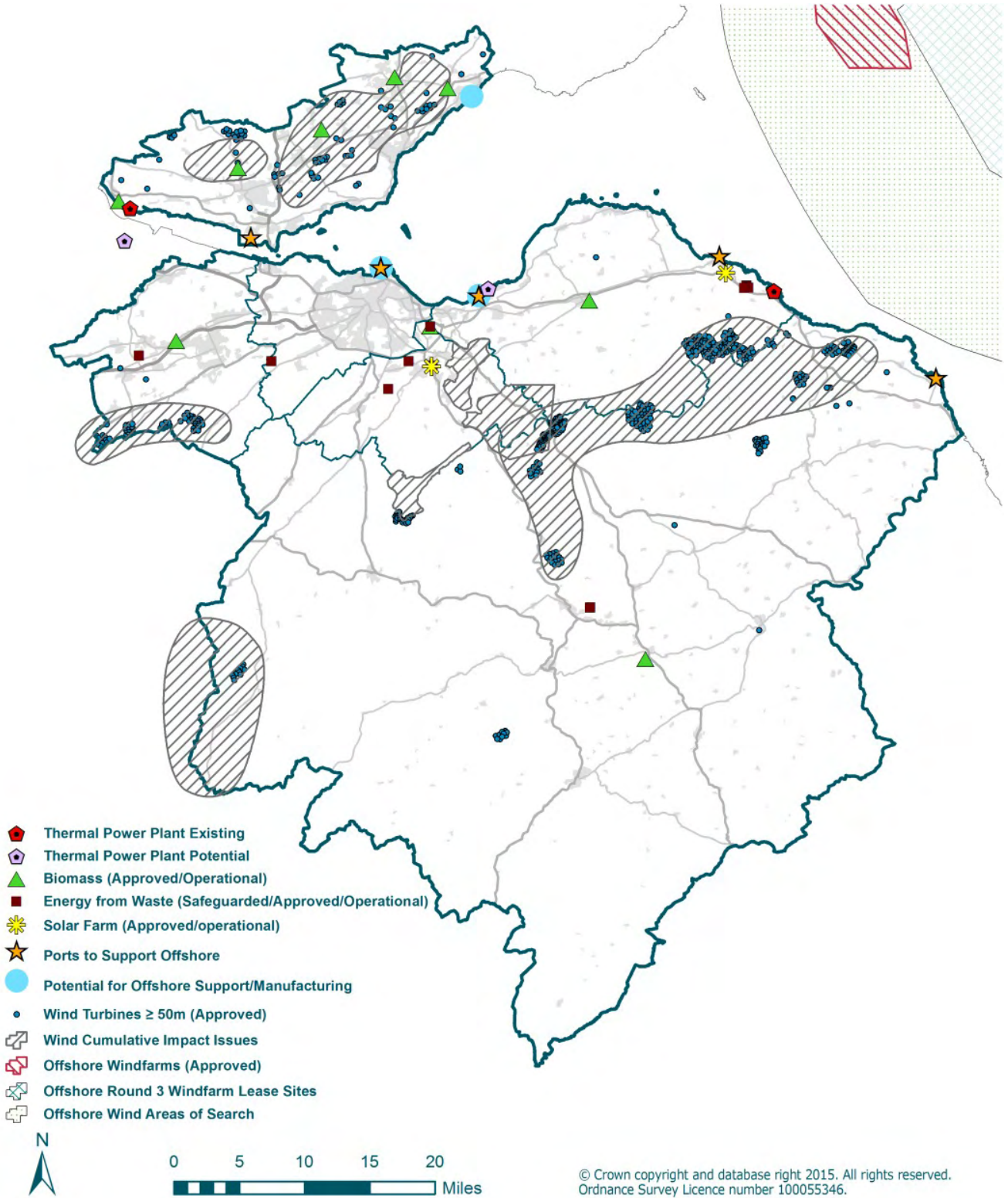
include supporting energy development and supporting infrastructure. Figure 3.2 sets out the regional context for energy development across the SESplan area.

Thermal Generation

3.9 Despite support for thermal generation at Longannet in NPF3, this is expected to close in 2016. A gas fired thermal generation station with associated pipelines at Cockenzie is a national development and NPF3 supports carbon capture and storage (CCS) facilities here. The East Lothian LDP will continue to support this proposal although the future of Cockenzie is not yet clear. NPF3 also identifies a new coal fired power station with CCS at Grangemouth, just outwith the SESplan area, as a national development.

3 A Place to do Business

Figure 3.2 Energy Network



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A Place to do Business 3

Renewable Generation

3.10 The Scottish Government has set a target of generating the equivalent of 100% gross electricity usage from renewable sources by 2020. At the end of 2014 it was estimated that the 50% interim target for 2015 was close to being achieved. In the SESplan area, SDP2 and LDPs have roles to play in continuing to increase the installed capacity and reduce energy consumption levels. This could be achieved through solutions including energy efficiency measures, onshore and offshore wind, micro renewables, solar farms and tidal.

3.11 There is potential for further onshore wind in the SESplan area but many of the most suitable and least harmful sites to the environment and landscape have already been developed. This has led to a growing concern over the environmental, cumulative and landscape and visual impacts of the numbers of turbines and windfarms in the region. It is proposed that SDP2 requires LDPs to seek to achieve development that maximises energy capacity but steers development away from areas where there would be unacceptable impacts. To achieve this, SESplan and adjoining authorities are working together to consider areas of landscape, environmental and community sensitivity of cross boundary significance. This includes joint working in particular areas such as through the centre of the region from the Pentlands to the Lammermuirs, the Firth of Forth and around the Scottish Borders' boundaries with Lanarkshire. Opportunities for joint working have also been presented by the revision to the Eskdalemuir exclusion and consultation zone.

3.12 More detailed work will refine the areas of cross-boundary co-ordination and identification of cross boundary cumulative impacts for inclusion in SDP2. This will assist in determining where there is strategic capacity and potential for additional wind turbines. However, areas outside the indicative zones of cumulative impact concern caused by approved and operational large turbines in Figure 3.2⁽¹⁾ may have other landscape and environmental issues to be considered. Informed by

emerging LDPs, SDP2 will include a spatial framework diagram⁽²⁾ which will set out broad areas where wind turbines may be acceptable subject to detailed LDP policies taking into account other considerations, including relevant landscape capacity studies and supporting information.

3.13 An emerging area for consideration in SDPs and LDPs is wind farm 'repowering'. This is the replacement of wind farms which are at the end of their lifespan with newer turbines. These new turbines may have a much higher power output compared to the older technologies. However, replacement turbines are likely to be considerably larger and, therefore, existing turbine sites will need to be reassessed. Local authorities will work together and with windfarm operators to investigate the potential for re-powering. Energy storage systems may help overcome issues with intermittent generation related to wind farms or other sources of renewable energy but the landscape and environmental impacts of these must be considered.

3.14 There is considerable potential for offshore wind power in the North Sea off the Firth of Forth, much greater than can be accommodated onshore. Areas of potential have already been identified in [National Renewables Infrastructure Plan \(NRIP\)](#) and are shown on Figure 3.2.

3.15 To support the offshore industry, combinations of port facilities, wind turbine engineering and manufacturing potential have already been identified at Leith Docks and along the Fife Energy Corridor (Methil to Rosyth, including smaller ports on the Forth). NPF3 recognises that Cockenzie and the Forth coast extending to Torness is also a potentially important energy hub and identifies this as an area of co-ordinated action. Whilst Cockenzie is safeguarded as a site for future thermal generation, this area may also present significant opportunities for renewable energy related investment. It is expected that SDP2 will reflect aspirations for this high economic potential, low carbon, growth industry.

Question 7**Onshore and Offshore Wind**

Do you support the emerging content of SDP2 relating to wind energy? If you do not, please explain why and suggest how it should be amended. Should SDP2 identify broad cross-boundary areas where cumulative impacts from the siting of turbines may occur?

1 Informed by local authority landscape studies and supplementary planning guidance

2 SPP paragraphs 161 to 166

3 A Place to do Business

Networks and Heat

3.16 Energy network infrastructure improvements will be required to support both offshore and onshore renewable energy generation. These include substations and landing points for offshore renewables. Permission in principle has been granted for a substation at Cockenzie to support the offshore industry. Undersea cabling to bring energy supply from Peterhead to Torness to connect to the National Grid may be needed.

3.17 No strategic constraints on transmission or generation infrastructure to support new housing development have been identified but the phasing of development of individual site connections will need to be planned.

3.18 [Scotland's Heat Map](#) shows that there is significant potential for the more efficient use of heat in South East Scotland. LDP local heat maps will identify sources of heat and opportunities for heating and cooling networks. These will inform the location of development. There are some heat networks already operational or in planning across the SESplan area. Building on this, there is the potential for cross-boundary networks covering whole settlements, growth corridors and areas of significant development e.g. South East Edinburgh / Shawfair / Millerhill. Clusters of engineering, manufacturing industries and office parks also offer opportunities for district heating networks. These could make use of waste heat generated from processes in these areas.

Marine Planning

3.19 The [National Marine Plan](#) was adopted in March 2015. SDP2 will be prepared taking account of its impact on the marine environment, its users and marine policy objectives. Marine planning authorities will be consulted at key stages in the development of the plan. SDP2 will make provision of the land resources and infrastructure

necessary to support the Marine Plan and aim to provide consistency between the two on matters such as renewable energy and climate change.

Resource Extraction

3.20 An adequate supply of minerals is essential to support economic growth, providing materials for construction, manufacturing and the energy sector. SPP requires SDP2 to support the maintenance of a land bank of permitted reserves for construction aggregates of at least 10 years at all times in all market areas, through the identification of areas of search. The reserves position is constantly changing as new sites are consented and others are depleted. An updated review of aggregate resources (based on either Scottish Government minerals survey data or locally sourced information) will be carried out to inform SDP2. The review will identify whether there is a shortfall in the construction aggregates land bank against SPP requirements (see accompanying Minerals Technical Note for further details).

3.21 There are extensive coal reserves and several operational open cast coal extraction sites across the SESplan area. There will be ongoing demand for coal to serve the energy projects in NPF3, as well as existing users.

3.22 British Geological Survey (BGS) evidence suggests that there may be oil and gas bearing shale formations across SESplan, and there are known to be coal bed methane reserves. Parts of the SESplan area are the subject of Petroleum Exploration and Development Licences (PEDL) issued by the Department of Energy and Climate Change. In January 2015, the Scottish Government announced a moratorium on granting consents for unconventional oil and gas developments across Scotland, whilst further research and public consultation is carried out. Any change in this position will be taken into account in SDP2.

Issue E

Resource Extraction

Preferred Option

SDP2 will continue the approach of SDP1 and direct LDPs to identify areas of search for aggregate minerals and surface coal mining areas, or, where appropriate, specific sites having regard to national guidance and other SDP2 objectives. SDP2 will not provide any spatial guidance on the location of onshore oil or gas installations.

Alternative Option

The alternative option is for SDP2 to define broad areas of search for aggregate minerals and surface coal mining areas across the region based on common environmental factors. These areas will be further defined in LDPs. LDPs will be encouraged to seek to identify mineral sites with the potential to access rail or water transport or the

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trunk road network (either directly or with minimal impact on the local road network). SDP2 would also indicate areas that are not supported for the extraction of onshore gas and specify some of the matters that will form the basis of LDP policy for assessing onshore gas applications.

Question 8**Resource Extraction**

Do you support the preferred option? If not, do you support the alternative option? Please set out your reasons why. If you do not support either the preferred or alternative option, please set out your reasons why and suggest any amendments which you consider appropriate.

Waste

3.23 NPF3 and SPP reflect the Zero Waste Plan (ZWP). This treats waste as a resource in the 'cyclical economy' and seeks to implement the waste hierarchy (reduce, reuse, recycle, treat to recover residual energy, landfill). Landfill is subject to a cap of 5% by volume by 2025 and some materials are to be banned from landfill altogether. The Scottish Environment Protection Agency

(SEPA) publish regional capacity tables which indicate the additional infrastructure required to meet ZWP targets. The approved SDP1 reflects the principles and approach in the ZWP. Limited policy change is required in this area. SDP2 will maintain the approach in the approved SDP1. If necessary it will require LDPs to safeguard further locations or facilities required to meet ZWP targets. The accompanying Waste Technical Note provides further details.

Question 9**Waste**

Do you support the emerging content of SDP2 relating to waste? If you do not, please explain why and suggest how it should be amended.

4 A Place for Communities

4 A Place for Communities

Creating successful, thriving and sustainable places for communities is not just about providing homes. Communities should enjoy a high quality built and natural environment with good access to healthy town centres and well managed greenspace. A planned approach is required to ensure development is located close to strategic employment locations, avoids any impact on protected areas and makes the best use of existing infrastructure including public transport connections.

Monitoring SDP1 and the Considerations and Challenges for SDP2

The SESplan population is growing. Between 2012 and 2037, the population is projected to grow by 18% from 1.25 million to just under 1.5 million, with an additional 140,000 households. Land for additional housing will be required to support this growth. A detailed assessment of [housing need and demand](#), which considered factors such as migration and the economy, has been completed. This assessment found that the majority of the need and demand is for social and below market rent or affordable tenures, rather than private rented or owner occupied homes. The provision of affordable housing is a major challenge across the area. The SDP cannot address this challenge directly but can help set a framework for housing delivery.

The recent economic downturn has presented many challenges to the development industry, particularly restrictions on finance. Completions in 2013 / 2014 across SESplan, at around 4,590 houses, are 26% below the pre-recession average (2001 / 2002 - 2007 / 2008) of around 6,160 houses per year.

Some town centres in the area have continued to decline over the last few years with rises in retail vacancy rates and declines in footfall. Aspirations for the green network are long term but already there have been major successes such as the John Muir Way.

The challenge is to set out a framework which:

- Facilitates new housing development as close as possible to where need and demand arises, taking into account environmental and infrastructure constraints and resources;
- Sets out a strategy for accommodating need and demand for housing generated by the economic growth and success of the City of Edinburgh, directing any requirement for additional housing development to locations best placed to support the growth of the city for the benefit of the wider region;
- Acknowledges the high levels of need for social and below market rented housing which is not currently being met through existing policies and approaches and seeks to assist in the delivery of affordable housing, where it is needed;
- Provides for a generous housing land supply acknowledging that there is already a substantial amount of housing land identified in approved strategies;
- Delivers balanced, well designed, sustainable communities where people can access high quality amenities and services;
- Supports the principle of 'town centres first' as locations for uses which attract a large number of people and generate the need to travel; and
- Values green infrastructure and protects and enhances that asset for future generations.

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Housing

Housing Land

4.1 As required by SPP, SDP2 will identify:

- **The Housing Supply Target** - the policy view of the number of homes SESplan has agreed will be delivered, based on the evidence of the assessment of housing need and demand. The target may be higher or lower than the figures set by the housing need and demand assessment; and
- **The Housing Land Requirement** - the land required to ensure a generous supply of land for housing is provided to enable the housing supply target to be met.

4.2 In deriving these, the Proposed Plan and the final approved SDP2 will take into account a range of factors including:

- Environmental and social opportunities and constraints;

- Economic factors which may impact on either demand or supply;
- The potential inter-dependency between delivery of market and affordable housing at the local level;
- Capacity within the construction sector;
- The likely pace and scale of delivery based on completion rates;
- Recent development levels;
- Infrastructure capacity; and
- Resources to deliver the strategy⁽³⁾.

4.3 SDP2 is also required to state the amount and broad locations of land which should be allocated in LDPs to meet the housing land requirement up to Year 12 from the expected date of plan approval⁽⁴⁾.

Issue F

Housing Land across the SESplan area

NPF3 indicates that Scottish Government wishes to see SESplan lead a greater and more concerted effort to deliver a generous supply of housing to accommodate growth. **Based on an assessment of [housing need and demand](#) three options⁽⁵⁾ which could form the basis for deriving housing supply targets and housing land requirements within SDP2 have been identified.**

- **Option 1 (Steady Economic Growth)** - Based on a steady upturn in the economy following the recent downturn and lower immigration to the SESplan area than Options 2 and 3.
- **Option 2 (Increasing Economic Activity with more High and Low Skilled Jobs)** - Assumes that wealth is distributed more widely across the SESplan area than Options 1 and 3 with increasing economic activity.
- **Option 3 (Strong Economic Growth)** - Based on much stronger growth than Options 1 and 2 with the SESplan area becoming one of the fastest growing regions of the UK in population terms, drawing in workers from other places.

SPP is clear that the housing supply target should be reasonable, properly reflect the [housing need and demand assessment](#) estimate of housing demand in the market sector and be supported by compelling evidence. Where the provision of affordable housing is required, the SDP should state how much of the total housing land requirement this represents.

Following a detailed assessment of the factors set out in paragraph 4.2, the resulting housing supply targets may be somewhere in the range of or lower than Options 1, 2 and 3.

3 See accompanying Housing Land and Spatial Strategy Technical Note for further details

4 SDP2 is expected to be approved in late 2017 with Year 12 being 2029.

5 all three options are based on the latest 2012 based population and household projections

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Table 4.1 Options for basis for deriving Targets and Requirements for Housing Land across the SESplan area

Plan Period	Option 1 (Preferred)		Option 2		Option 3	
	Total	Annual	Total	Annual	Total	Annual
2012 ⁽⁶⁾ - 2029	102,760	5,710	120,260	6,680	138,040	7,670
2030 - 2037	31,830	3,980	43,790	5,470	56,290	7,040

Preferred Option - Option 1 Steady Economic Growth

Over the past ten years (2004 - 2014), across the SESplan area, on average around 5,080 houses have been completed per year. Option 1, as the basis for deriving housing supply targets and housing land requirements within SDP2, is considered to be a more realistic scenario, since it is some 11% above the SESplan ten year average completion rate.

Alternative Options - Option 2 Increasing Economic Activity and Option 3 Strong Economic Growth

Options 2 and 3 are not considered realistic or credible bases upon which SDP2 should derive the housing supply targets and housing land requirements for the following reasons:

- Completion rates would be required to increase immediately by around 31% - 40%;
- Land is already committed for around 72,270 houses across the SESplan area over the period to 2029⁽⁷⁾. Land for a further 28,320 houses is identified in emerging LDPs, 10,580 houses committed on land which is considered to be constrained and 11,630 houses anticipated as a contribution from windfall sites. Taking into consideration planned demolitions of 1,060 houses, this results in a total net supply of 121,740 houses across the SESplan area over the period to 2029. To allocate additional land for housing could lead to an undermining of the overall strategy. Options 2 and 3 as the basis for deriving the housing supply targets and housing land requirements imply the allocation of additional land for housing at levels which could further reduce the probability of sites in existing plans being delivered and increase uncertainty for infrastructure providers and others. These effects could prejudice the delivery of the existing spatial strategy.
- Immediate delivery would be required on sites which have already been granted planning permission and which may have stalled due to infrastructure constraints;
- Immediate delivery would be required on sites which have been identified in emerging LDPs and which are still to go through the process of securing planning permission;
- The increased challenges of securing funding for affordable housing provision;
- Uncertainty regarding the capacity of the industry to increase output;
- Home buyers, particularly first time buyers have found it increasingly difficult to access mortgage finance, with lending significantly reduced from pre-recession levels and substantial deposits required, presenting barriers to home ownership; and
- Welfare Reform leading to reduced disposable income limiting the choice of tenures available to many.

6 The SDP2 start date will be 2017. SDP1 and the Supplementary Guidance on Housing Land provide the strategy and requirements for housing land up until the approval of SDP2.

7 this includes houses completed in 2011 / 2012, 2012 / 2013 and 2013 / 2014 and effective land supply

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For these reasons Options 2 and 3 as a basis for deriving housing supply targets and housing land requirements across the SESplan area are not supported.

Question 10

Housing Land across the SESplan Area

Do you support preferred Option 1 (Steady Economic Growth) as the basis for deriving the housing supply targets and housing land requirements within SDP2? If not, do you support alternative Option 2 (Increasing Economic Activity with more High and Low Skilled Jobs) or alternative Option 3 (Strong Economic Growth) as the basis for deriving housing supply targets and housing land requirements within SDP2? Please set out your reasons why. If you do not support either the preferred or alternative options, please set out your reasons why and suggest any amendments which you consider appropriate. Should SDP2 consider housing land supply targets that are lower than the housing need and demand figures? If so, what should that be, and on what basis?

Issue G

Housing Land in Edinburgh

Issue F (Housing Land across the SESplan area) sets out that the preferred option for the basis for deriving housing supply targets and housing land requirements is Option 1 (Steady Economic Growth). One of the key challenges would be to accommodate the levels of need and demand generated by the City of Edinburgh under this option. Three reasonable options which are based on the preferred option under Issue F and which could form the basis for deriving housing supply targets and housing land requirements in Edinburgh have been identified.

- **Option 1** - The City of Edinburgh meets **all** of its own housing need and demand.
- **Option 2** - The City of Edinburgh meets **a significant proportion** of its own housing need and demand.
- **Option 3** - The City of Edinburgh meets **a lower level** of its own housing need and demand than Options 1 and 2, similar to that set out in SDP1 and the Supplementary Guidance on Housing Land.

As set out above under Issue F, SPP is clear that the housing supply target should be reasonable, properly reflect the [housing need and demand assessment](#) estimate of housing demand in the market sector and be supported by compelling evidence. Where the provision of affordable housing is required, the SDP should state how much of the total housing land requirement this represents. A detailed assessment of the factors set out in paragraph 4.2 will be undertaken to inform the Proposed Plan.

Table 4.2 Options for basis for deriving the Target and Requirement for Housing Land in the City of Edinburgh

Plan Period	Option 1		Option 2 (Preferred)		Option 3	
	Total	Annual	Total	Annual	Total	Annual
2012 - 2029	59,700	3,320	41,790	2,320	36,400	2,020
2030 - 2037	21,800	2,730	15,300	1,910	13,100	1,640

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Table 4.3 Options for basis for deriving redistribution of need and demand outwith the City of Edinburgh

Plan Period	Option 1		Option 2 (Preferred)		Option 3	
	Total	Annual	Total	Annual	Total	Annual
2012 - 2029	0	0	17,910	1,000	23,300	1,290
2030 - 2037	0	0	6,500	810	8,700	1,090

Preferred Option - Option 2 the City of Edinburgh meets a significant proportion of its own housing need and demand

The preferred option is to proceed with Option 2 as a basis for deriving housing supply targets and housing land requirements within Edinburgh, with a significant proportion of Edinburgh's need and demand for housing met within the City of Edinburgh administrative area (potentially around 41,790 new homes over the period to 2029 or an average of 2,320 homes per year). There is land already committed for around 18,790 houses over the period to 2029⁽⁸⁾, with a further 18,000 houses identified in the emerging LDP, committed on land which is considered to be constrained or a likely contribution from windfall sites. Additional housing sites have already been identified in the context of SDP1 and there is limited capacity for additional development. It is not considered that the allocation of additional land will result in the delivery of additional housing. The remaining Edinburgh need and demand of potentially around 17,910 homes / 1,000 homes per year over the period to 2029 will be directed outwith the city in accordance with the preferred spatial strategy.

Alternative Option - Options 1 the City of Edinburgh meets all of its own housing need and demand and Option 3 the City of Edinburgh meets a lower level of its own housing need and demand

Over the past ten years (2004 - 2014), across the City of Edinburgh, around 2,000 homes on average have been completed per year. Completions varied between 2,600 in 2004 / 2005 and 1,040 homes in 2010 / 2011. Option 1 as the basis for deriving housing supply targets and housing land requirements, might require average annual completions of 3,320 homes. This is some 40% higher than the city's ten year average completion rate. Given the level of need and demand generated by the capital and even with a focus on brownfield land, the city cannot reasonably accommodate such a scale of growth without compromising other considerations, most notably the area's environmental assets.

Conversely, the strategy set out in SDP1 and the Supplementary Guidance on Housing Land directed the city to accommodate around 61% of its overall need and demand for housing within its administrative boundaries, redistributing the remaining need and demand across the SESplan area. Option 3, as a basis for deriving housing supply targets and housing land requirements, over the period to 2029 and excluding any allowance for generosity, could require the City of Edinburgh to identify land to accommodate around 36,400 homes or 2,020 homes per year. This is around current rates of housing completions but is not considered to reflect the levels of housing need and demand generated by the city or the requirements of national policy in terms of providing a generous supply.

For these reasons Option 1 and 3 are not supported.

Question 11

Housing Land in Edinburgh

Do you support preferred Option 2 (The City of Edinburgh meets a significant proportion of its own housing need and demand) as the basis for deriving housing supply targets and housing land requirements in Edinburgh? If not, do you support alternative Option 1 (The City of Edinburgh meets all of its own housing need and demand) or alternative Option 3 (The City of Edinburgh meets a lower level of its own housing need and demand than Options 1 and 2, similar to that set out in SDP1 and the Supplementary Guidance on Housing Land) as a basis for deriving

8 this includes houses completed in 2011 / 2012, 2012 / 2013 and 2013 / 2014 and effective land supply

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the housing supply targets and housing land requirements in Edinburgh? Please set out your reasons why. If you do not support either the preferred or alternative options, please set out your reasons why and suggest any amendments which you consider appropriate.

Issue H

A Generous Supply

SPP states that within the overall housing supply target, plans should provide for a margin of 10 to 20% generosity allowance to establish the housing land requirement and in order to ensure that a generous supply of land for housing is provided.

Preferred Option - Set a 10% Generosity Allowance and provide LDPs with the flexibility to exceed this allowance to recognise local circumstances

SPP sets out that the exact margin for generosity will depend on local circumstances. The preferred option is for SDP2 to set a minimum generosity allowance of 10% within the overall housing supply target to establish the housing land requirement. Flexibility would be afforded to LDPs to exceed the overall generosity allowance should it be determined that this is required to meet local needs, for example in rural areas where an oversupply of housing land may be appropriate to provide a range and choice of opportunities or to meet other LDP objectives.

The preferred option for deriving the housing supply targets and housing land requirements for housing land across the SESplan area (Issue F), even before the addition of a generosity allowance, is considered to provide a generous supply as required by national guidance. Setting an allowance above 10% at the SESplan level within the overall housing supply target would anticipate a rate of completions which is likely to be undeliverable.

Alternative Option - Set a Range for the Generosity Allowance

The alternative option is to set a range for the generosity allowance, within the overall housing supply target to establish the housing land requirement, at a minimum of 10% and restrict the flexibility afforded to LDPs. This option is not preferred since the exact margin for generosity will depend greatly on the LDP and local area and there may be other reasons such as meeting local needs or other LDP objectives which would necessitate a more generous supply of housing land.

Question 12

A Generous Supply

Do you support the preferred option? If not, do you support the alternative option? Please set out your reasons why. If you do support the alternative option, what should the range for the generosity allowance be set at? If you do not support either the preferred or alternative option, please set out your reasons why and suggest any amendments which you consider appropriate.

Affordable Housing

4.4 Setting a framework for the delivery of affordable housing is one of the key issues for SESplan to address. Affordable housing is defined broadly as housing of a reasonable quality that is affordable to people on modest incomes and may be provided in the form of social rented accommodation, below market rented accommodation, shared ownership, shared equity, housing sold at a discount including plots for self build and low cost housing without subsidy.

4.5 As set out in Table 4.4 below under the preferred option for deriving housing supply targets and housing land requirements under Issue F over the period to 2029, across the SESplan area, 52% of the total need and demand is estimated to be for social housing and 12% for below market rent accommodation. The requirement for these types of housing varies between local authority and market experience suggests significantly greater demand for below market rented accommodation in some areas.

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4.6 In the same period, the need and demand for private market or owner occupied housing is estimated to be 24% of the total and private rented accommodation 12% of the total. Demand for these two tenures has varied over time, however, and is dependent on access to mortgage finance and other economic factors.

4.7 National policy is clear that the housing supply target identified within SDP2 should be separated into affordable and market sectors. The housing supply target should be reasonable, properly reflect the [housing need and demand assessment](#) estimate of housing demand in the market sector and be supported by compelling evidence. Where the provision of affordable housing is required, the SDP should state how much of the total housing land requirement this represents. In deriving

housing supply targets, recognition of the level of affordable housing that can be reasonably expected to be delivered over the plan period will be critical.

4.8 This MIR recognises that there is a significant gap between the estimated need and demand for affordable housing and the likely provision of affordable housing in the public sector or a reasonable and achievable requirement for the provision of affordable housing on market led sites. SDPs are limited to providing a framework for the delivery of affordable housing within the context of national planning policy. The construction and funding of such accommodation lies with other bodies. The key issue is how and what level of affordable housing SDP2 should seek to deliver.

Issue I

Affordable Housing

Affordable housing completions have over the past five years accounted for around 27% of all completions per year. Completions of affordable housing have ranged from 34% of all completions in 2009 / 2010 to 16% of all completions in 2013 / 2014. The need for affordable housing varies between LDP areas but the delivery of affordable housing is a critical issue for the SESplan area as a whole. It will need to be taken into account in the setting of housing supply targets and requirements so that they are set at a realistic and achievable level.

Preferred Option

SDP2 will direct LDPs that the level of affordable housing required within a market site should, as a minimum, be 25% of the total number of houses. LDPs will have the flexibility to vary the affordable housing requirement, where there is a clear justification to meet local needs.

Alternative Option

An alternative option would be to direct LDPs to seek minimum levels of affordable housing above 25% to meet the identified need. This option is not supported since it does not allow for differing local needs.

Question 14

Affordable Housing

Do you support the preferred option? If not, do you support the alternative option? What should the minimum provision for affordable housing on market led sites be set at? What should the requirement for affordable housing be set at within the overall housing supply target? Please set out your reasons why and suggest any amendments which you consider appropriate.

Setting Targets and Requirements

4.9 SPP requires that housing supply targets and housing land requirements are set at the SESplan area, each of the six LDP areas and for each functional housing market area. To inform this process a preliminary assessment of environmental and infrastructure opportunities and constraints across

Edinburgh and South East Scotland has been undertaken (see the accompanying Spatial Strategy Technical Note for further details). A detailed assessment of the considerations listed in paragraph 4.2 including economic factors, capacity within the construction sector, infrastructure capacity and resources will be undertaken

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at Proposed Plan stage. This will inform the setting of targets and requirements across SESplan ensuring that they are reasonable, achievable and deliverable.

4.10 A further consideration in setting targets and requirements is the significant amounts of land already identified for housing within approved and emerging strategies. As set out in Table 4.4 below there is already land committed to accommodate around 121,740 houses over the period to 2029. This comprises recent completions, land identified in emerging LDPs including within existing SDAs such as West Edinburgh, South East Edinburgh, Winchburgh, the A7 / A68 Borders Rail Corridor and North Dunfermline as well as on sites with planning permission and an estimate of the contribution from constrained and windfall sites. This compares to an estimated need and demand for housing across the SESplan area under the preferred option for housing land across the SESplan area of 102,760 houses, of which 64% is estimated to be required for social and below market rented tenures.

4.11 The preferred option under Issue G sets out that the basis for deriving housing supply targets and housing land requirements in Edinburgh is Option 3 with the City accommodating a significant proportion of its own need and demand. As a result there will be a requirement to redistribute some need and demand to other areas. Outwith Edinburgh, there is a supply of land comprising recent completions, land identified in emerging LDPs, sites with planning permission and an estimate of the contribution from constrained and windfall sites to accommodate around 85,150 houses. This compares to an estimated need and demand of 43,070 houses. Even excluding any contribution from constrained (6,280 houses) or windfall sites (6,430 houses) there is still a significant supply of land (72,440 houses) when compared to the estimated need and demand for housing across the SESplan area outwith Edinburgh.

Table 4.4 Assessment of Housing Need and Demand vs. Supply 2012 - 2029

Authority	Assessment of Housing Need and Demand (Issue F Preferred Option 1 Steady Economic Growth)					Supply ⁽⁹⁾	Comparison	Supply / HNDA
	Social Rent	Below Market Rent	Private Rented	Owner Occupied	Total			
City of Edinburgh	30,660	8,100	6,780	14,150	59,690	36,590	-23,100	61%
East Lothian	5,040	1,130	1,030	2,200	9,400	12,650	3,250	135%
Fife ⁽¹⁰⁾	5,840	1,170	1,600	3,320	11,930	24,470	12,540	205%
Midlothian	4,770	720	600	1,420	7,510	15,900	8,390	211%
Scottish Borders	2,060	390	510	930	3,890	11,770	7,880	302%
West Lothian	5,110	1,180	1,450	2,600	10,340	20,360	10,020	197%
SESplan	53,480 (52%)	12,690 (12%)	11,970 (12%)	24,620 (24%)	102,760	121,740	18,980	118%
Total Excluding	22,820 (53%)	4,590 (11%)	5,190 (12%)	10,470 (24%)	43,070	85,150	42,080	198%

9 Completions for 2011 / 2012, 2012 / 2013, 2013 / 2014, Effective Land Supply, Emerging LDP, Constrained and Windfall Sites Minus Demolitions

10 SESplan part of Fife only

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Authority	Assessment of Housing Need and Demand (Issue F Preferred Option 1 Steady Economic Growth)					Supply ⁽⁹⁾	Comparison	Supply / HNDA
	Social Rent	Below Market Rent	Private Rented	Owner Occupied	Total			
City of Edinburgh								

4.12 It is expected that SDP2 will be approved towards the end of 2017. The housing land supply position across the SESplan area is constantly changing as sites are consented and developed and as LDPs are reviewed and updated. Therefore Issue F identifies options for the basis for deriving housing supply targets and housing land requirements across the SESplan area and Issue G identifies options for the basis for deriving housing supply targets and requirements in Edinburgh only.

Options for the basis for deriving targets and requirements across the remainder of the SESplan area have not been identified in this MIR. This is partly due to the scale of Edinburgh's estimated need and demand relative to estimated need and demand in other areas. Changes in the basis on which the Edinburgh housing supply target and housing land requirement is derived will have a significant impact on those across the rest of the SESplan area.

Question 15

Setting Housing Targets and Requirements

To derive the housing supply target and housing requirements across the SESplan area, SDP2 will consider a range of factors including economic, environmental and infrastructure opportunities and constraints. What factors should SDP2 consider and why? Is there another approach that SDP2 should consider? If so, please describe that and explain why it should be considered?

SPP requires that housing supply targets and requirements are set at the SESplan area, each of the six LDP areas and for each functional housing market area. An [assessment of housing market areas](#) identified that the influence of the City of Edinburgh in terms of house sales extended well beyond its administrative boundaries. The functional housing market area was therefore defined as the SESplan area in its entirety, with fifteen sub housing markets operating within it. Should SDP2 set housing supply targets and housing land requirements at the SESplan and LDP level only as directed by SPP? Or should SDP2 set housing supply targets and housing land requirements at the SESplan, LDP and sub housing market area level? Is there another approach that SDP2 should consider and why? If so, please describe that and explain why it should be considered?

Specialist Provision

4.13 The assessment of need and demand for housing also considered the need for sites for Gypsy / Travellers and Travelling Showpeople. The assessment recognised that there is a requirement to improve existing sites and for local authorities to work across boundaries to meet mobile lifestyles. Applications for site accommodation and fair provision are dealt with on an individual basis and there are no accommodation needs identified which cannot be addressed via existing arrangements for temporary accommodation. A separate [Equalities Report and Impact Assessment](#) has been produced. This

addresses the requirements of the Equality Act (2010) and mainstreams equalities within the housing need and demand assessment preparation process.

Town Centres

4.14 Town centres across South East Scotland make a significant contribution to the region as places to do business and to live and as focuses for civic, civil, social and cultural activity. The [Town Centre Action Plan](#) promotes an expanded town centre first principle whereby uses which attract large numbers of people such as retail, commercial leisure, offices, community and cultural facilities should be located in town centres

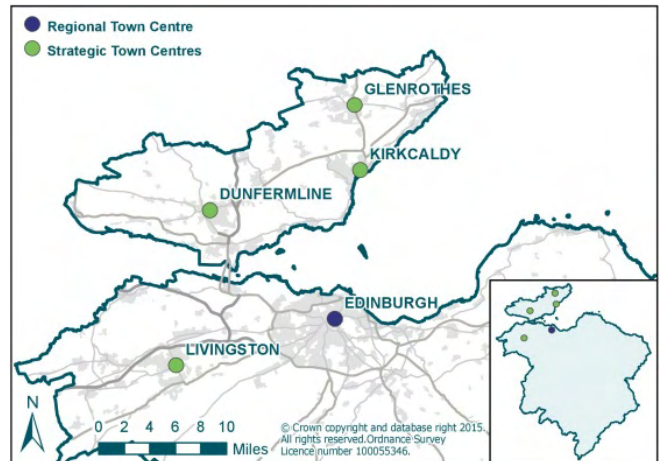
9 Completions for 2011 / 2012, 2012 / 2013, 2013 / 2014, Effective Land Supply, Emerging LDP, Constrained and Windfall Sites Minus Demolitions

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first. It also promotes residential uses within town centres to encourage diverse areas that support the vibrancy, vitality and viability of town centres throughout the day and into the evening. LDP policy will support town centres and identify a network of centres that include a diverse mix of uses, have a high level of accessibility and qualities of character and identity, which create a sense of place. Reassessment of town centre boundaries could be encouraged to allow for a flexible approach to recognise the changing shape of town centres and other uses which attract large numbers of people to be considered.

4.15 SDP1 identifies a network of centres comprising Edinburgh as the regional centre alongside Livingston, Kirkcaldy, Dunfermline and Glenrothes as strategic town centres. LDPs are directed to identify a network of other town and commercial centres which are of local significance. The preferred approach for SDP2 is to maintain this network of centres with member authorities designating other town centres or commercial centres through LDPs. LDPs can also designate new town centres or sub regional centres where the opportunity arises such as in new settlements or SDAs.

Figure 4.1 Strategic Centres



4.16 SDP2 will support town centres and all of their uses rather than focusing on retailing, setting out a strong presumption in favour of the principle of locating uses which attract large numbers of people within town centres. A sequential approach will be taken for the location of large footfall generating developments:

1. Town Centre;
2. Edge of Centre;
3. Other defined Commercial Centres; and
4. Out of Centre locations that are, or can be made easily accessible by public transport and will not have an adverse effect on the town centre.

Question 16

Town Centres

Are there specific actions that SESplan should take to support strategic centres and Edinburgh city centre? Are there other centres that SDP2 should identify as strategic town centres? Should SDP2 seek to identify a hierarchy below strategic town centres?

Strategic Green Networks

4.17 A diverse range of green spaces, natural landscapes, woodlands, coastline, waterways and outdoor recreation space contribute to the success of the city region. Together, they help define the character of the area, contribute to communities' quality of life and sense of place and provide the setting within which high quality, sustainable growth can occur. Developing new networks of these spaces through strategic development opportunities and protecting and enhancing existing networks is essential.

4.18 Covering all of the city region other than Scottish Borders, the Central Scotland Green Network (CSGN) is a national project to 2050 with a broad purpose to deliver green network improvements and transformational change. It is proposed that SDP2 sets the regional strategy to achieve the aims and vision of [CSGN](#) and the delivery of a strategic green network across the region. In SDP1 consideration of green network policies and actions was largely directed to LDPs. The SESplan member authorities and key agencies have identified ways in which SDP2 could add value to the action taken under SDP1. SDP2 could do this by establishing priority themes and aims which green networks in the area should achieve as follows:

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- Improving quality of place;
- Providing for higher levels of active travel;
- Enabling biodiversity to flourish;
- Facilitating people to lead healthier lives;
- Improving landscape character;
- Enabling climate change adaptation;
- Attracting inward investment;
- Improving vacant and derelict land; and
- Delivering action in disadvantaged communities.

4.19 The SDP could also add value through the identification of:

- Spatial priority areas where green network safeguarding and enhancement is needed, while recognising that LDPs need to show the detail;
- Cross-boundary areas where collaboration and co-ordination is needed between local authorities to ensure planning and delivery of strategic green network opportunities; and
- The green network assets and the strategic green network needs within areas of significant growth to an appropriate level of detail.

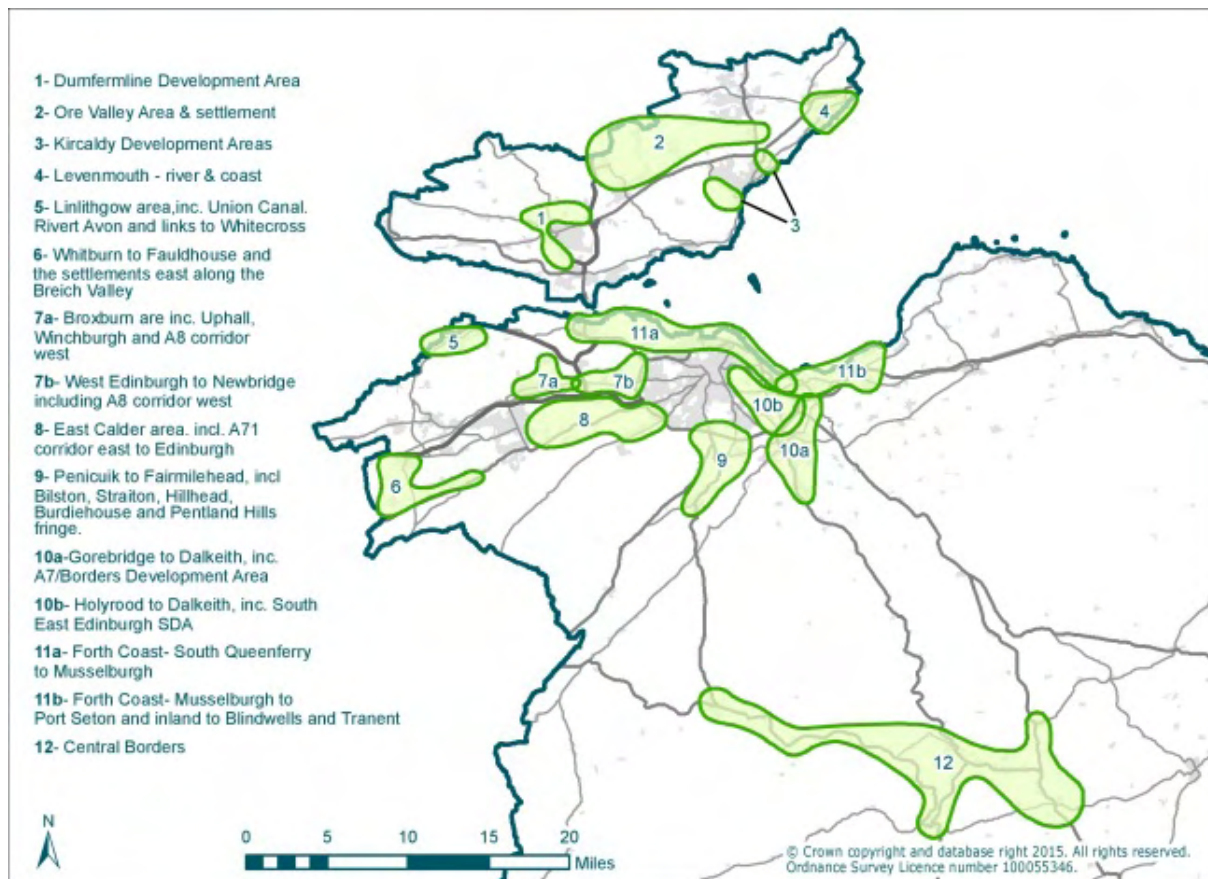
4.20 These areas of work align with the priorities set in NPF3 and SPP. The preferred approach will seek to ensure that strategic green network connectivity is safeguarded and enhanced. The aims and multiple benefits that green networks provide will be delivered within the priority areas. This will require the integration of green network functions within land use and management in these areas.

4.21 In areas identified for significant development, including SDAs, the preferred approach is to set a vision for green network development integral to placemaking principles established for these areas. SDP2 will illustrate the strategic connections and principles for green network development. LDPs will set out more detailed plans and proposals for sites within the areas of strategic development, as well as identifying more local green network priorities, as appropriate. Initial spatial priorities and areas requiring cross-boundary working at the SESplan level are identified in Figure 4.2. These are key areas of change where development presents opportunities to deliver green networks. The accompanying Green Network Technical Note sets out how these areas have been identified, the green network aims they meet, the actions and time scales which are required to deliver them and the cross boundary working needed.

4.22 The priority areas will be updated taking into consideration responses to the MIR and will reflect the final approach to growth areas identified in SDP2. This will have to take account of any alterations to the Edinburgh Green Belt and the increased protection and enhancement required for any green wedges included in the spatial strategy.

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Figure 4.2 Regional Green Network Priority Areas

**Issue J****Strategic Green Networks****Preferred Option**

SDP2 will identify spatial priority areas for green network safeguarding, enhancement and creation and key areas of cross-boundary working identified at the regional level. LDPs will be required to reflect the green network priorities identified, add detail as appropriate on local level green network priorities and work towards delivery through LDP action programmes.

Alternative Option

Retain the same policy framework as SDP1. SDP2 will support a strategic green network but with the identification, prioritisation and development being undertaken by LDPs.

Question 17**Strategic Green Networks**

Do you support the preferred option? If not, do you support the alternative option? Please set out your reasons why. If you do not support either the preferred or alternative option, please set out your reasons why and suggest any amendments which you consider appropriate. Do the SESplan green network themes and aims capture the

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key issues for green network development in the area? Does the map of proposed green network priority areas and areas of cross-boundary working at the SESplan level identify the appropriate areas to focus on? Are any priority areas missing from Figure 4.2? If so, which areas should be added and why?

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Improving connectivity, addressing network constraints and removing barriers will support a low carbon South East Scotland as a place to do business and a place for communities. While parts of the region enjoy good access to transport, infrastructure and digital networks, others are less well served and there are significant constraints and major issues to be addressed. In order to deliver the preferred spatial strategy and achieve the Vision, these networks need to be improved to increase connectivity.

Monitoring SDP1 and the Challenges and Considerations for SDP2

Across SESplan:

- Half of all journeys to work in the region are made to, from or within Edinburgh;
- Rail usage has increased by 50% over the 2001 to 2011 census period, mainly on journeys to and from Edinburgh;
- Car ownership has increased in all SESplan authorities except Edinburgh but traffic volumes have remained level since 2008;
- Walking and cycling to work has increased but this is mostly in journeys within Edinburgh; and
- The proportion of journeys to work by car decreased in journeys to, from and within Edinburgh but increased in all journeys outside of Edinburgh.

The Transport Appraisal of SDP1 and the Supplementary Guidance on Housing Land forecast increases in congestion and delays on the region's road network (more detailed local level assessments are available through emerging LDP transport appraisals). This is particularly apparent on the strategic intercity road network, the M8 / 9 / 90 - A720 - A1, which experience significant congestion during peak periods. Some services on the region's rail network are also forecast to exceed capacity. Congested transport networks limit economic potential including the development of key, nationally significant growth sectors in the city region.

The number of air quality management areas in the region has increased since the preparation of SDP1. To minimise impacts on air quality and climate change, SDP2 will need to direct LDPs to require development to minimise increases in traffic levels, and therefore congestion, encourage further modal shift away from cars and towards public transport, walking and cycling and increase the accessibility of rural and deprived areas.

More details of recent regional travel and transport trends are available in the refreshed Regional Transport Strategy (RTS).

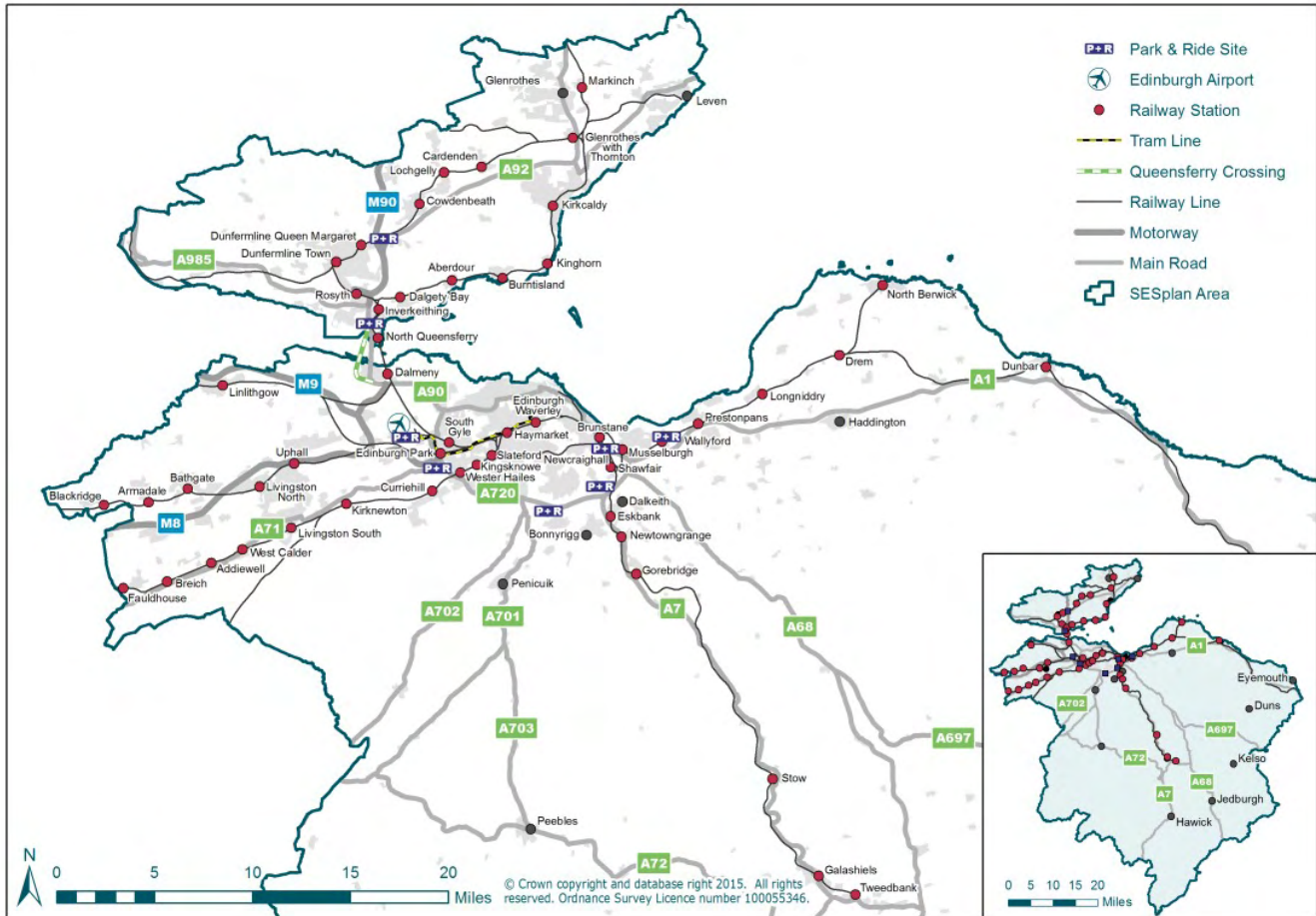
Transport

5.1 The principle of following a transport hierarchy will be carried forward from SDP1 and the RTS. This seeks to reduce the need to travel, encourage and support travel by walking, cycling and public transport and, only when travel needs cannot be met through these modes, accommodate car use. The preferred spatial strategy supports decarbonising transport, public transport and increasing walking and cycling activity. Successful delivery of SDP2 and the RTS together should help reduce the need for car use.

5.2 The preferred spatial strategy will help to minimise the need to travel and the length of journeys. Longer commutes are known to have detrimental impacts on human physical and mental health as well as leaving less time to spend with families and for recreation (see [ONS](#) for further details). Public transport is more efficient at moving large numbers of people than the private car. Whilst some may choose to have longer journeys to work, the preferred strategy seeks to ensure that choice is not driven by the lack of housing options. Shorter journeys are more likely to be made by walking, cycling or public transport.

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Figure 5.1 SESplan Transport Network



5.3 Increased rail passenger capacity is being created on the Edinburgh - Glasgow line and the electrification of the Shotts line will improve journey times and the level of service along this route. The Borders Railway will open up development potential along the A7 corridor but many opportunities have already been planned for in the emerging Scottish Borders and Midlothian LDPs. Other parts of the rail network are forecast to exceed passenger capacity in the long term, particularly the lines to Edinburgh from East Lothian and Fife. Details of rail capacity are available in [Scotland's Rail Utilisation Strategy](#).

5.4 Development locations need to be carefully considered and a balance reached between accessibility and the capacity of the public transport network to accommodate further development. Areas with network capacity are often not suitable for environmental reasons. They may be in locations where development is not required or further away from employment and services which implies increased journey times to these.

There needs to be significant further investment in public transport capacity in and around Edinburgh, along with investment in walking and cycling. Development potentially impacting on congested parts of the networks has to be carefully master planned and designed to minimise additional traffic, maximise sustainable transport and active travel potential, provide public transport services and prevent impacts on road safety. The accompanying Spatial Strategy Technical Note sets out information on transport network capacities and an updated Public Transport Accessibility Analysis.

5.5 A transport appraisal of the spatial strategy and alternatives will be undertaken to inform SDP2. The appraisal will take into consideration outputs from the study described in paragraph 6.4 and will be objective based, in accordance with [Transport Scotland guidance on development plans](#). Alongside other studies, this will provide information on the impacts of the strategy options and the transport infrastructure improvements that will be required.

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Issue K**LDP Transport Policy Direction**

Parts a, c and g of Policy 8 (Transportation) of the approved SDP1 state that LDPs will:

- a. Ensure that development likely to generate significant travel demand is directed to locations that support travel by public transport, foot and cycle;
- c. Relate density and type of development to public transport accessibility; and
- g. Ensure that the design and layout of new development demonstrably promotes non-car modes of travel.

Preferred Option

The preferred option is for parts a, c and g of Policy 8 of the approved SDP1 to be amended to better direct development to accessible locations and to promote travel by walking, cycling and public transport over private car journeys. LDPs will:

- Ensure that large scale housing development is located in areas that are shown to be, or can be made, highly accessible to town centres and employment by public transport, foot and cycle;
- Ensure that development that generates significant travel demand (e.g. offices, retail, leisure facilities, colleges etc) is directed to centres, or areas shown to be, or can be made, highly accessible by public transport, walking and cycling;
- Ensure that density, uses and layouts of new development demonstrate how they will reduce the need to travel, increase and promote public transport accessibility and encourage walking and cycling. Where possible, these must include clear and direct linkages to public transport nodes and interchanges; and
- Ensure that development in accessible locations is at higher densities.

Alternative Option

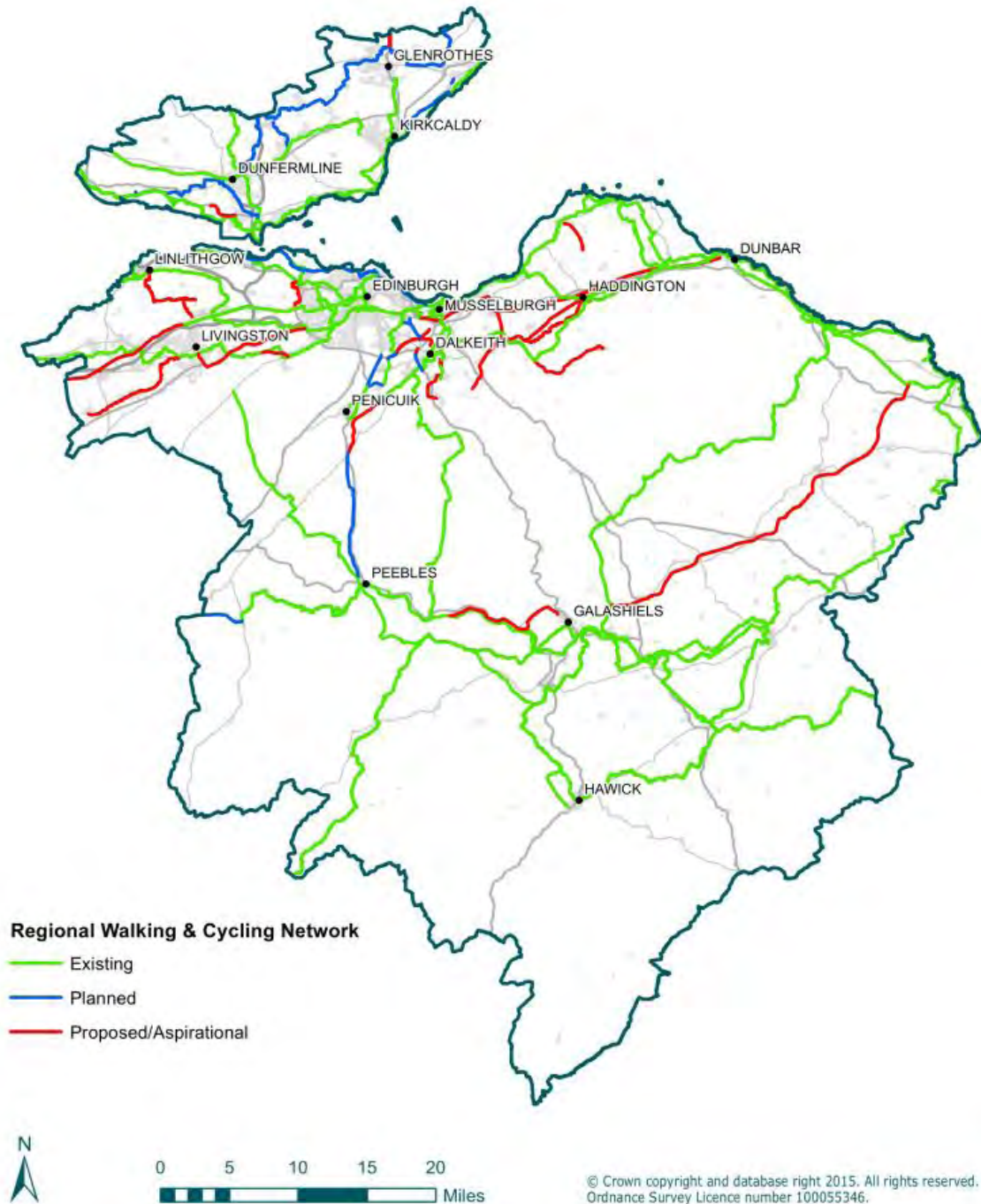
SDP2 to retain SDP1 Policy 8 parts a, c and g in their current form.

Question 18**LDP Transport Policy Direction**

Do you support the preferred option? If not, do you support the alternative option? Please set out your reasons why. If you do not support either the preferred or alternative option, please set out your reasons why. Should SDP2 set out housing density requirements for large developments to promote sustainable transport and walking and cycling?

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Figure 5.2 SESplan Walking and Cycling Network



Regional Walking and Cycling Network

5.6 SESplan is working with Scottish Natural Heritage (SNH), SEStran, Sustrans and member authorities to identify blockages and missing links on the strategic active travel network. SEStran is undertaking a detailed study with a focus on cycle routes between local authority areas which will inform SDP2. The completion of links and removal of barriers to cycling will allow the creation

of a regional walking and cycling network with direct routes between urban areas, work places and town centres. Such city region cycle and walking networks are being developed in comparable European city regions. Development of these networks will support a significant increase in journeys being undertaken by walking and cycling to help meet the Scottish Government's [Vision for Active Travel](#) and the target that 10% of all journeys are made by bike.

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5.7 NPF3 places an emphasis on building on the success of long distance recreational routes to link tourist locations and on these as tourist assets themselves. The region has a number of these trails, such as the Southern Upland Way, Fife Coastal Path and the recently completed John Muir Way. Potential routes and trails have been identified which could form part of the national

long distance walking and cycling network ⁽¹¹⁾ and increase walking and cycling based on tourism's contribution to the regional economy.

5.8 Figure 5.2 seeks to combine these two elements and shows existing, planned and proposed or aspirational regionally important walking and cycling routes in the SESplan area. Descriptions of each route are available in the Green Network Technical Note.

Question 19

Does Figure 5.2 (Regional Walking & Cycling Network) capture the strategic routes at the SESplan level? Have the correct routes to be developed as regional routes been identified? Are any routes missing? If so, please indicate which routes and why they should be identified.

Prioritising Strategic Transport Infrastructure

5.9 Building on NPF3, SESplan supports increased connectivity to the rest of Scotland, UK and further afield. The development of High Speed Rail to Glasgow and England will support this and is identified as a national development. Increased connectivity along the East Coast strategic transport corridor is vital to the economy of that part of the region. Edinburgh Airport plays a vital role in the attractiveness and the success of the economy in the region and Scotland as a whole. [Edinburgh Airport Expansion](#) and access requirements associated with that will remain safeguarded in SDP2.

5.10 LDPs will support the role of ports and freight infrastructure. SDP2 will expand on NPF3 national development requirements of additional freight capacity on the Forth when these are clarified. SESplan's ports and rail network play significant roles in the movement of freight. The East Coast Rail Line and road improvements, including A801 upgrades, will be required to enhance this. Ports, including smaller ports on the Forth and North Sea coasts, will play a significant role in the offshore renewables industry.

5.11 Since the preparation of SDP1, the following strategic transport infrastructure interventions have started construction or have been completed:

- Airdrie - Bathgate Rail Link (opened December 2010)
- Waverley and Haymarket Station Improvements (completed)

- [Borders Railway](#) and Galashiels Transport Interchange (opening September 2015)
- [Queensferry Crossing](#) (completion late 2016)
- [Edinburgh Gateway Rail Station](#) (opening late 2016)
- [Edinburgh - Glasgow Rail Improvements Programme](#) (ongoing to 2019)

5.12 These interventions will help create new development opportunities, increase accessibility and improve network performance. However, further interventions will be required to release economic growth potential, increase access to jobs, encourage modal shift and support development.

5.13 SDP1 set out a number of strategic transport interventions. Not all of these projects currently have government support, a fully refined evidence base or committed funding. Based on development needs, its transport impacts and sustainable economic growth requirements, it is proposed that SDP2 prioritises the strategic transport infrastructure requirements. The initial list of priorities in Table 5.1 will be refined through the SDP2 Transport Appraisal, projects on infrastructure funding, development impact studies and feedback on the MIR. This process will take into consideration other interventions identified in SDP1 including further improvements to the A92. Further details can be found in the RTS, [SDP1 Action Programme](#) and [SDP1 Strategic Infrastructure Diagram](#).

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Table 5.1 Strategic Transport Interventions

Intervention	Purpose
A720 Improvements - including Junction Upgrades, Ramp Metering and Intelligent Transport Systems / Managed Motorways	Minimise additional delay of the strategic road network around Edinburgh
East Linton Rail Station, Reston Rail Station and East Lothian Line Improvements	Improve access and capacity, support future development opportunities and rail freight movement
Edinburgh Orbital Bus with associated Park & Ride Facilities	Promote sustainable travel on A720 journeys and minimise worsening of the strategic road network
Edinburgh Tram Network - Extensions to Leith, Granton, Dalkeith, Musselburgh and Newbridge	Promote sustainable travel and support existing and planned development
Edinburgh Waverley Improvements	Increase capacity of station to accept more and longer trains
Fully Dualled A1 Between Edinburgh and Newcastle	Increase access, safety and economic growth on strategic east coast transport corridor connecting two major UK cities
Levenmouth Rail Link and Stations - Fife Circle to Levenmouth	Support planned development and improve access to jobs and opportunities from a higher deprivation area
Strategic network of walking and cycling routes along key corridors and between settlements	Support sustainable travel, minimise additional traffic, increase physical activity
Winchburgh Rail Station and M9 junction	Required by planned and future development (funded by development)

Issue L

Prioritising Strategic Transport Infrastructure

Preferred Option

Through its accompanying Action Programme and the Transport Appraisal to be undertaken to inform the Proposed Plan, SDP2 seeks to prioritise already identified and emerging strategic transport infrastructure to ensure delivery of key projects to maximise economic potential, enable planned development and increase accessibility by sustainable transport networks.

Alternative Option

SDP2 will maintain the SDP1 approach and identify a 'long list' of strategic transport infrastructure requirements without any prioritisation in its accompanying Action Programme.

Question 20

Prioritising Strategic Transport Infrastructure

Do you support the preferred option? If not, do you support the alternative option? Please set out your reasons why. If you do not support either the preferred or alternative option, please set out your reasons why. What transport priorities should be identified and how should transport infrastructure be prioritised? Please indicate any other strategic interventions which you consider should be included in Table 5.1.

Digital Connectivity and Utilities Infrastructure

5.14 Digital connectivity is of critical importance to the way people shop, work, run businesses, socialise and access services. Slow internet and data connections leave areas disadvantaged and failing to attract investment and contribute to an increased need to travel. The impact of online and creative business, particularly in rural areas, has already grown and will continue to expand as speeds and connections are improved. The Scottish Government programme [Step Change](#) seeks to ensure 96% of properties in Scotland are covered by high speed broadband networks by 2019, including through commercial operations.

5.15 Some rural areas, particularly in the Scottish Borders and East Lothian, will still be without a high speed connection after the Step Change programme. Local Authorities are to work with affected communities and Community Broadband Scotland to seek solutions to improving connections to these areas. A [Scottish Government study](#) into mobile phone coverage has also indicated that signal, 2G and 3G coverage is very poor in the Scottish Borders and some parts of East Lothian compared to the rest of the region.

5.16 Locations without connections to high speed broadband networks would not be suitable for large scale development, particularly housing. This could contribute to economic disadvantage and isolation and increase the need to travel. LDPs will direct development toward areas accessible to high speed broadband networks or to areas where development can identify and deliver a solution.

5.17 Scottish Water have a rolling investment programme which prioritises investment in water and sewerage infrastructure. This is linked to development plans and development that is due to be started. Whilst there are constraints in the water and sewerage network that will need to be addressed for some development locations in the short term, these could be overcome with planned investment and should not affect long term strategic locations for development.

5.18 There are no strategic constraints on the gas distribution network, although further enhancement to the major gas connection to the Central Borders could be required if significant additional development were identified there.

6 Delivery

6 Delivery

Development either cumulatively or individually will impact on available infrastructure capacity. The approach to delivery and how sites are delivered on the ground is key to achieving the overall vision and spatial strategy of SDP2.

Monitoring SDP1 and the Considerations and Challenges for SDP2

Key challenges facing SDP2 in setting a framework for delivery are:

- The delivery of the SDP1 strategy is being restricted by the availability of supporting infrastructure and capital funding;
- The difficulties in funding infrastructure have become even more stark as capital budgets of local authorities, Scottish Government, the Regional Transport Partnership and the NHS come under pressure;
- The lack of mechanisms including public sector funding to deliver affordable housing; and
- The establishment of an Action Programme which is supported by all of the agencies and organisations whose engagement is needed to deliver the strategy.

Infrastructure Delivery and Funding

6.1 Optimising transport connectivity and providing additional capacity to support growth is a key issue for SDP2. New education facilities at primary and secondary level and an appropriate provision of health and social care services will also be required. Providing new and improved 'green infrastructure' is similarly an essential part of the strategy.

6.2 National guidance states that the development sector must pay a proportionate amount towards the delivery of additional infrastructure capacity. Developers will be required to bear the cost of providing the necessary site infrastructure in line with the provisions of [Circular 3/2012 \(Planning Obligations and Good Neighbour Agreements\)](#). Local authorities, collectively or individually, will need to develop funding mechanisms such as Tax Increment Financing (TIF) or City Deal to enable strategic development, particularly where infrastructure provision is required across a SDA and

multiple sites. The key is to gather planning obligations at a proportionate level and from the right developments. Analysis of the impacts of development on the transport network is underway and this can be used as a starting point to quantify the impact of new development on infrastructure capacity.

6.3 The establishment of a City Deal for Edinburgh and South East Scotland is being explored by the SESplan member authorities. City Deals have been effective in other city regions in facilitating the delivery of infrastructure through a combination of funding by central and local government, based on the improved performance of the regional economy, and the private sector. City Deals may include a range of types of infrastructure and action on issues such as skills development to support the city region's economy. Subject to the development of a City Deal, SESplan and member authorities will work to ensure the co-ordination of any City Deal programme with priorities identified through the SDP.

Issue M

Infrastructure Delivery

The current approach to funding infrastructure has not always delivered the measures needed to support the development strategies of previous plans. It is particularly difficult to deliver new infrastructure at the strategic scale as the legislation focuses on mitigating the local, direct impacts of new development. Without a fresh approach, there is a serious risk that whichever development strategy is adopted, it will not be implemented on the ground.

Delivery 6

Preferred Option

The preferred option is to investigate the establishment of a strategic infrastructure fund. In such funds, contributions and risks are shared among councils, between councils and central government and across sectors. The funds generally feature a mix of public sector forward funding, private sources of finance and a clear system of region wide developer contributions, to produce a continually replenished 'revolving' fund.

Alternative Option

The alternative option is to maintain the current approach to infrastructure funding.

Question 21**Infrastructure Delivery**

Do you support the preferred option? If not, do you support the alternative option? Please set out your reasons why. If you do not support either the preferred or alternative option, please set out your reasons why.

Should such a fund be established at the SESplan level, to maximise economies of scale and leverage, or piloted first in an individual SDA or growth corridor? Where should the balance lie between public funding and contributions from development and how can risks be equitably shared between sectors? Should a new system of developer contributions be introduced which, within the current legislation, enables contributions to fund measures which are needed to implement the strategy but may not be directly related to an individual development's impact.

6.4 SESplan is taking forward [an action in the SDP1 Action Programme](#) to explore cumulative and cross border impacts and mechanisms for funding infrastructure enhancements including an examination of the principles and potential of cross border developer funding. This involves working with national agencies and SESplan member authorities on a study of the impacts arising from SDP1. This is examining transport network 'hot

spots' and what multi modal interventions could be required as a result of planned development, with a particular focus on cross-boundary traffic impacts. The study will provide detailed information helping to prioritise interventions to support delivery and improve linkages between land use and transport planning. The transport implications of SDP2 will be considered in the Transport Appraisal to be undertaken at Proposed Plan stage.

Issue N**Funding Transport Infrastructure - Developer Obligations**

The regional transport study will be used to inform what development should contribute towards the transport interventions required as a result of development. There are options for collecting contributions.

Preferred Option

In compliance with Circular 3/2012, SESplan and member authorities will work towards developing sub-regional development contributions frameworks which will pool contributions towards funding multi modal transport infrastructure (given the scale of the SESplan region, one contributions mechanism covering the whole region would not be compatible with the Circular). Contributions will be required to mitigate impacts on the transport network, including cumulative impacts, where they cannot be accommodated satisfactorily within existing capacity. Contributions may be required from developments in local authority areas other than where the transport infrastructure improvement is located.

Alternative Option

Maintain the current position and use information from the study to seek developer contributions on a case by case basis for transport infrastructure.

6 Delivery

Question 22

Transport - Developer Obligations

Do you support the preferred option? If not, do you support the alternative option? Please set out your reasons why. If you do not support either the preferred or alternative option, please set out your reasons why. Should financial contributions be sought from development towards improvements on the [trunk road network](#)? Given the lack of capital funding available to deliver transport infrastructure, are there any alternative solutions?

Assessing the Five Year Effective Housing Land Supply

6.5 SDP2 will set housing land requirements across SESplan. LDPs should allocate a range of sites which are effective or expected to become effective in the plan period to meet the housing land requirement and should provide for a minimum of five years' effective land supply at all times. Each of the SESplan member authorities monitors effective land supply through the annual housing land audit process in accordance with national policy and the criteria set out in [PAN 2/2010 Affordable Housing and Housing Land Audits](#).

6.6 SPP does not specify how the five year land supply should be measured, but in general terms the starting point for the calculation is the latest housing land audit compared with the five year requirement set out in the approved development plan. Whilst undertaking the calculation on this basis in times of economic stability is entirely reasonable, in times of recession, the calculation is not sufficiently robust to reflect lower levels of demand or that there will be higher levels of land constrained on the basis of financial or marketability criteria only. In turn, this means that despite there being a sufficient supply of land in any given area which on a strict application of ownership, physical or other such planning

criteria is effective and able to be developed, additional land is required to be brought forward to meet an artificial shortfall created by an increase in land classed as constrained on a demand or financial / market basis. Bringing forward additional land when there is already a more than adequate supply of land risks undermining the overarching strategy of the SDP. It may also lead to the compromising the delivery of necessary infrastructure.

6.7 Furthermore, calculating the five year housing land supply on an all tenure basis does not take account of the fact that the majority of housing need and demand is for affordable rather than market led housing. Should a shortfall in supply be identified, bringing forward additional land which is market led, does not address the need and demand for affordable housing. Again this approach undermines existing development plan strategies and leads to an over allocation of market led housing land.

6.8 Notwithstanding that across SESplan there is considered to be a generous supply of housing land, the current economic climate means that sites are not coming forward for development as envisaged by the approved SDP. There have been considerable delays in bringing forward sites since 2009 as a result of the economic downturn.

Issue O

Assessing the Five Year Effective Land Supply

Preferred Option

SDP2 will direct LDPs to calculate the five year housing land supply using a common set of measures across Edinburgh and South East Scotland. SDP2 would recognise the starting point for calculating the five year housing land supply is the housing land audit compared with the five year requirement set out in the approved development plan. The guidance would also direct LDPs to consider other factors including:

- Need and demand in relation to both market and affordable housing;
- Completions of both market and affordable housing;
- Funding mechanisms and programmes which support affordable housing provision;

Delivery 6

- Demand in relation to house sales (transactions), mortgage interest rates, mortgage advances, secured lending and interest payments as a percentage of income; and
- Data on past performance and growth prospects in relation to Gross Value Added (GVA), construction sector capacity, houses prices and the labour market.

Alternative Option

The alternative option is to maintain the current approach with no guidance prepared.

Question 23

Assessing the Five Year Effective Land Supply

Do you support the preferred option? If not, do you support the alternative option? Please set out your reasons why. If you do not support either the preferred or alternative option, please set out your reasons why.

7 Are there any other Issues to consider?

7 Are there any other Issues to consider?

Question 24

Other Issues

Briefly, are there any other issues which SDP2 should address?

Question 25

Climate Change Adaptation

Do you consider that SESplan could better pursue climate change adaptation and facilitate a joint approach to the issue? If so, please suggest ways in which this could be achieved.

Question 26

Development Planning and Community Planning

Do you consider that development planning and community planning in Edinburgh and South East Scotland could be better aligned? If so, please suggest ways in which this could be achieved.

Question 27

How to Get Involved

Are there any other forms of communication you would like SESplan to use during consultations?

8 Abbreviations / Glossary

Table 8.1 Glossary

Term	Description
Action Programme	Accompanies the Strategic Development Plan and identifies the how when and by who of delivery of the plan.
Adaptation (Climate Change)	The adjustment in economic, social or natural systems in response to actual or expected climate change.
Affordable Housing	Housing of reasonable quality that is affordable to people on modest incomes.
Allocation	Land identified in a local development plan for a particular use.
Brownfield Land	Land which has previously been developed.
Central Scotland Green Network	A strategic network of woodland and other habitats, active travel routes, greenspace links, watercourses and waterways, providing an enhanced setting for development and other land uses.
City Deal	Funding mechanism in which contributions and risks are shared between councils and central government and across sectors, based on the improved performance of the regional economy.
Commercial Centre	Examples include out-of-centre shopping centres, commercial leisure developments, factory outlet centres, retail parks or clusters of larger mixed retail units and leisure units.
Committed Development	Housing, economic development and infrastructure projects which are either allocated in previous development plans or have received Council support through subsequent planning permissions.
Community Planning Partnerships	Partnership where local authorities initiate, maintain and facilitate a process by which public services are planned and provided in the local authority area. There is a Community Planning Partnership in each of the 32 local authorities in Scotland.
Development Plan	A document setting out how places should change and what they could be like in the future. It stipulates what type of development should take place and where should not be developed.
Effective Land Supply	The part of the established housing land supply which is free or expected to be free of development constraints in the period under consideration.
Established Land Supply	The total housing land supply including the effective housing land supply plus remaining capacity for sites under construction, sites with planning consent, sites in adopted local development plans and where appropriate other buildings and land with agreed potential for housing development.
Greenbelt	Area of countryside around cities or towns which aims to prevent urban sprawl and inappropriate development.

8 Abbreviations / Glossary

Term	Description
Greenfield Land	Land in a settlement or rural area which has never been developed, or where traces of any previous development are now such that the land appears undeveloped.
Green Network	Paths or open space connecting areas by sustainable transport modes.
Healthy Town Centre	The health of a town centre is measured through the indicators included in Annex A of SPP .
Heat Map	Map showing heat demand and supply of heat used for buildings.
High Speed Rail	Type of rail transport than operates significantly faster than normal trains, typically over 125mph in the UK.
Housing Need and Demand Assessment (HNDA)	The evidence base used to identify future housing requirements to ensure suitable land is allocated through development plans.
Housing Market Area	Geographical space in which people will search for housing and within which they are willing to move while maintaining existing economic and social relationships.
Infrastructure	Public transport, roads, sewerage, water supply, schools, gas, electricity, telecommunications etc. which are needed to allow developments to take places.
Moratorium	The delay or suspension of an activity or law.
National Records for Scotland	Provides statistical releases on behalf of the Scottish Government.
Prudential Borrowing	Set of rules governing local authority borrowing.
Sequential Approach	An approach which establishes a sequence of sites selection for retail, commercial, leisure, office, community and cultural uses.
Significant Business Cluster	Broad areas where similar or complimentary uses operate.
Strategic Development Areas	Areas identified under SDP1 of being capable of accommodating strategic growth.
Sustainable Economic Growth	Building a dynamic and growing economy that will provide prosperity and opportunities for all, while ensuring that future generations to meet their own need.
Sustainable Transport	Any means of transport with low impact on the environment, including walking, cycling, public transport, car share.
Tax Incremental Funding	A public financing method which funds public sector investment in infrastructure and unlocks regeneration in an area, which may otherwise be unaffordable to local authorities.
Thermal Generation	Steam driven power supply.
Windfall	A site which becomes available for development during the plan period which was not anticipated to be available when the plan was being prepared
World Heritage Site	Designation by UNESCO for special cultural or physical significance.

Abbreviations / Glossary 8

Table 8.2 Abbreviations

Acronym	Expanded
AMRI	Annual Mineral Raised Enquiry
BRT	Bus Rapid Transit
BGS	British Geological Survey
CCS	Carbon Capture Storage
CSGN	Central Scotland Green Network
DPS	Development Plan Scheme
ECML	East Coast Main Line
HNDA	Housing Need and Demand Assessment
HMA	Housing Market Area
IBG	International Business Gateway
LDP	Local Development Plan
LPA	Local Planning Authority
MIR	Main Issues Report
MS	Monitoring Statement
NPF3	National Planning Framework 3
NRIP	National Renewable Infrastructure Plan
NTDF	National Tourism Development Framework
RTS	Regional Transport Strategy
SBS	Scottish Biodiversity Strategy
SDA	Strategic Development Area
SDP	Strategic Development Plan
SDPA	Strategic Development Plan Authority
SEA	Strategic Environmental Assessment
SEPA	Scottish Environmental Protection Agency
SESTRAN	South East Scotland Transport Partnership
SFS	Scottish Forestry Strategy
SNH	Scottish Natural Heritage
SPP	Scottish Planning Policy

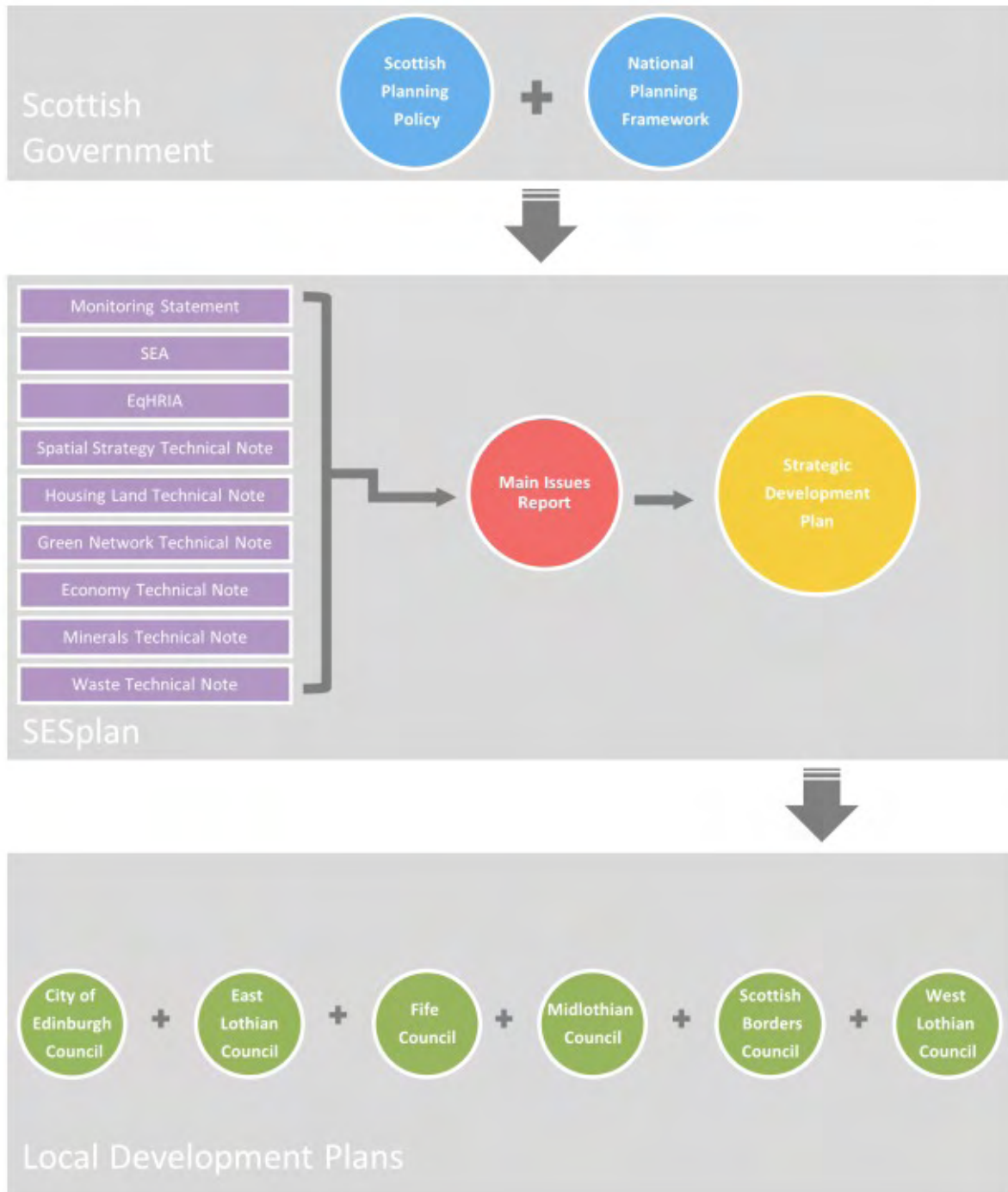
8 Abbreviations / Glossary

Acronym	Expanded
STPR	Scottish Transport Projects Review
PEDL	Petroleum Exploration and Development Locations
TIF	Tax Incremental Funding
WETA	West Edinburgh Transport Appraisal
ZWP	Zero Waste Plan

The Process for Developing the SDP 9

9 The Process for Developing the SDP

Figure 9.1 Plan Hierarchy



9 The Process for Developing the SDP

Figure 9.2 Plan Stages



Monitoring Statement



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Purpose and Introduction 1

1 Purpose and Introduction

1.1 SESplan, the Strategic Development Plan Authority (SDPA), is tasked with the preparation of the South East Scotland Strategic Development Plan 2 (SDP2). This will replace [SDP1](#) which was approved by Scottish Ministers on 27 June 2013. The Main Issues Report (MIR) has been produced as the first step in the plan preparation process and is required to be accompanied by a Monitoring Statement (MS).

1.2 The purpose of a MS is to monitor and report the principal changes to the physical, economic, social, and environmental characteristics of the SDP area and the impact of the policies and proposals of the existing plan. As the MIR is being produced within two years of the approved plan, comparisons will be drawn to years pre-dating the approval of the SDP.

1.3 This MS assesses the performance of SDP1, the extent to which its aims have been realised, and identifies any obstacles that have impeded delivery. It sets out a framework of indicators for monitoring the performance of the SDP. As Local Development Plans (LDPs) and other strategies reflecting SDP1 are still to be implemented, the extent to which we can assess progress towards the delivery of the strategy is limited.

1.4 Following the approval of SDP1 all member Local Authorities are preparing their LDPs which are required to comply with SDP1. All of these should be approved by winter 2016, based on current LDP timelines. The approved SDP1 (covering the period to 2032) will remain in place until it is replaced by SDP2 which is expected to be approved in Spring / Summer 2018.

2 The Legislative Context

2 The Legislative Context

2.1 The Planning etc. (Scotland) Act 2006, Circular 6/2013 Development Planning and Scottish Planning Policy (SPP) (2014) provide the context for the MS.

2.2 The Planning etc. (Scotland) Act 2006 states that in carrying out their duty under paragraph (b) of subsection (1), an SDPA are in particular to monitor - (a) changes in the characteristics referred to in section 7(4)(a), and (b) the impact of the policies and proposals contained within the SDP.

2.3 SPP advises that monitoring should focus on what has changed. Monitoring should also set the direction for the future review of the plan. Circular 6/2013 states that SDPAs will monitor changes in the principal physical, economic, social and environmental characteristics of their area and the impact of the policies and proposals of the existing plan(s). The MS should summarise the evidence base for the plan and may signpost to other background reports or studies. The MS is likely to focus on the wider impact of the plan or area and population-wide indicators and on how far the objectives and vision of the previous plan have been realised. It will be one way of identifying the issues to discuss in the MIR.

MIR and Accompanying Documents

2.4 The MIR is the main document published at this stage, providing options to address what are considered to be the main areas of change that will need to be considered in the Proposed Plan for SDP2. The main supporting documents are the Strategic Environmental Assessment (SEA), MS, and the Equalities and Human Rights Impact Assessment (EQIA). There are also a series of background technical papers that provide the evidence base for the content of the MIR. All documents are available on the [SESplan Consultation Portal](#).

About SESplan SDP1 3

3 About SESplan SDP1

3.1 Edinburgh and South East Scotland make up the capital city region, a hub for the Scottish economy. It is made up of East Lothian, City of Edinburgh, mid and west Fife, Midlothian, Scottish Borders and West Lothian and has a population of approximately 1.25 million. Edinburgh is the regional core with Livingston, Dunfermline, Kirkcaldy and Glenrothes regional centres. Key transport connections include Edinburgh Airport, rail / freight connections and access to major roads and motorways which connect the region with the rest of Scotland and beyond. The region is rich in cultural assets including historic buildings, conservation areas and designated landscapes.

3.2 The spatial strategy of SDP1 directed strategic growth to 13 Strategic Development Areas (SDAs) spread across the region. Local authorities are to apply a coordinated approach to delivering the SDAs and reflect this in their LDPs.

3.3 SDP1 policy on economic development was to enable development through supplying a wide range of marketable sites across the region including mixed use sites. Land is safeguarded for specialist uses such as biosciences to support key employment sectors. By providing a range of effective sites this should support job creation and create an environment for businesses to invest and grow.

3.4 Town centres and retail policy promotes a network of centres and a sequential approach for locations of commercial and leisure proposals. Housing land is required to maintain a five year effective housing land supply and allow for flexibility to alter the phasing of sites. Details on the distribution of housing requirements are set out in the approved [Housing Land Supplementary Guidance](#) on housing land requirements approved in 2014.

3.5 Policy on transport promotes development in accessible locations that includes or enhances a sustainable transport network and supports active travel.

3 About SESplan SDP1

Figure 3.1 SESplan Area



Monitoring 4

4 Monitoring

Monitoring

Influence of SDP1

4.1 It is recognised that there are limits to the scope of influence of the SDP on many of the indicators used, particularly as none of the six local authorities have yet adopted an LDP informed by SDP1. SDP1 was approved on 27 June 2013 and Supplementary Guidance on Housing was formally adopted in October 2014. These documents are a material consideration in determining planning applications. Indicators in this MS will assess policies within SDP1 and also some indicators that are not directly influenced by the SDP but give an indication of progress in achieving the vision, aims and objectives of SDP1.

Key

4.2 All indicators within the MS have been reviewed to assess progress towards meeting the aims and objectives of SDP1. Each indicator has been colour coded to reflect trends and a key to the colours is included below. As well as assessing each indicator, an overall assessment of the policy is included. A traffic light colour code was chosen as the best assessment of indicators as it is simple, descriptive and easy to understand.

Table 4.1 Key

RED	AMBER	GREEN
No progress / declining	Limited progress but constraints / stable	Progressing / improving

Monitoring Statement Indicators

4.3 The indicators detailed below show progress in achieving the policies within the SDP and provide information on physical, social or environmental changes in the SESplan area.

Table 4.2 SDP1 Policies and Indicators

Approved SDP1 Policy	Indicator
General	Age of SDP
	Development Plan Scheme Up to Date
	LDP Timelines
	Development Management Approval Decisions
	Population

4 Monitoring

Approved SDP1 Policy	Indicator
Vision	Life Expectancy
	Scottish Index of Multiple Deprivation
	Gross Value Added
	Job Seekers Allowance
Policy 1A – The Spatial Strategy Development Locations	Strategic Development Area Progress
	Delivery Since SDP1
Policy 1B – The Spatial Strategy Development Principles	Status of Sites Special Scientific Interest
	% of Designated Sites in Favourable Condition
	Building at Risk
Policy 2 – Supply and Location of Employment Land	Employment Changes
	Employment Breakdown
	Projected Job Growth
	Derelict and Vacant Land
	Employment Land Take-up
	Employment Land Supply
	Job Distribution
	Business Births / Deaths
	3 Year Business Survival Rates
Total Employment	
Policy 3 – Town Centres and Retail	Vacancy Rates in Strategic Centres and Regional Centre
	Floor space Composition
	Town Centre First Policy
Policy 4 - Minerals	New Sites
	Restoration of Sites

Monitoring 4

Approved SDP1 Policy	Indicator
Policy: 5 Housing Land, 6: Housing Land Flexibility and 7: Maintaining a Five Year Housing Land Supply	SESplan Housing Land Supplementary Guidance Distribution
	Household Size
	Dwelling Increase
	Completions
	5 Year Land Supply
	Household Size
	Household Tenure
	House Prices
Policy 8: Transportation ,9: Infrastructure	SESplan Travel to Work
	Change in Travel to Work
	Travel to Work within Edinburgh
	Travel to Work excluding Edinburgh
	Modal Share excluding Edinburgh
	Households with no Car / Van
	Edinburgh Airport Passenger No's
	Edinburgh Airport Freight Movements
Policy 10 – Sustainable Energy Technologies	CO2 Emissions per Capita
	CO2 Emissions Total
	Renewable Electricity Generation
	% Renewable Electricity Generation
	Electricity Consumption
Policy 11 – Delivering the Green Network	Progress on Delivery
	% of Adults Making One or More Trips to the Outdoors Per Week
Policy 12 Green Belt, 13:Other Countryside Designations	Green Belt Development

4 Monitoring

Approved SDP1 Policy	Indicator
Policy 14 – Waste Management and Disposal	Progress of Safeguarded Sites
	Recycling Rates
	Waste to Landfill
Policy 15 – Water and Flooding	Quality of the Water Environment
	Planned Flood Prevention Schemes

Scottish Planning Policy and National Planning Framework 3

4.4 SPP was published in June 2014, replacing the previous SPP, published in 2010. The purpose of SPP is to set out national planning priorities which reflect Scottish Ministers priorities for the operation of the planning system and for the development and use of land. As the first SDP was approved prior to publication of the new SPP there have been some changes in context. The SESplan MIR for SDP2 has been prepared in compliance with SPP 2014. Key changes in the updated SPP are:

- The introduction of four planning outcomes: A Successful Sustainable Place, A Low Carbon Place, A Natural Resilient Place and Connected Place;
- The need for closer alignment with Community Planning;
- Introduction of presumption in favour of development that contributes to sustainable development; and
- An emphasis given to placemaking.

4.5 National Planning Framework 3 (NPF3) was published alongside SPP in June 2014 and sets the context for development planning in Scotland. It identifies national developments which support the development strategy. It is a spatial expression of the Government Economic Strategy, key developments in NPF3 within SESplan are:

- Carbon capture and storage network infrastructure;
- High voltage electricity transmission network;
- Pumped hydroelectric storage;
- Central Scotland Green Network;
- National long distance walking and cycling network;
- High Speed Rail;
- Airport enhancements;

Monitoring 4

- Freight handling capacity on the Forth;
- Digital fibre network;
- National Renewable Infrastructure Projects in Leith, Methil, Rosyth and Burntisland; and
- Enterprise areas in Broxburn, Livingston, Midlothian Bioquarter, Edinburgh Bioquarter and Port of Leith.

4 Monitoring

Plan Purpose and Process

Indicator		Assessment
Age of SDP	1 Year 11 Months	Green
Development Plan Scheme (DPS) on Track	Updated Annually (latest update April 2015)	Green
LDPs adopted within 2 years of SDP1	No LDPs will be adopted within 2 years	Red
Development Management Approval Rates	Below Scottish average but improving	Amber

Age of the SDP

4.6 Up to date SDPs are critical in setting the context for LDPs to guide decisions on planning applications. SDP1 was approved in June 2013 and is on track for replacement within the statutory required period. The SDP Proposed Plan is required to be submitted within 4 years of Ministers approval of the existing plan (before 27 June 2017).

DPS on Track

4.7 The DPS is to be reviewed annually or earlier if there are any significant changes to the SDP timetable or engagement plans in the interim. The DPS and project planning ensure that plan preparation remains on track. [DPS7](#) was published in April 2015.

Monitoring 4

LDP Timelines

4.8 LDP timelines are outwith the control of the SDP but they should aim to be adopted within two years of the approved SDP. There will be no LDPs in the SESplan area adopted within two years of the SDP adopted in June 2013. Delays in the adoption of LDPs is a result of preparation of Supplementary Guidance on Housing approved in October 2014 more than a year after the approval of the SDP and extended consultations. SESplan and member authorities are investigating the feasibility of improving the alignment of SDP and LDP timetables.

	Summer 2010	Winter 2011	Spring 2012	Spring 2013	Summer 2014	Autumn 2014	Winter 2014	Spring 2015	Autumn 2015	Winter 2015	Spring 2016	Spring 2017
SESplan	MIR	PP		AP	SG							
City of Edinburgh		MIR		PP1.1	PP1.2*					AP		
East Lothian						MIR			PP			AP
Fife							PP				AP	
Midlothian				MIR				PP			AP	
Scottish Borders			MIR			PP				AP		
West Lothian					MIR				PP			AP
Main Issues Report					Proposed Plan	Approved Plan						
												Supplementary Guidance

*PP1.2 due to City of Edinburgh publishing a Second Proposed Plan.

4 Monitoring

Application Approval Rates

Table 4.3 Development Management Approval Rates, Source: Planning Performance Framework (PPF) Submission's

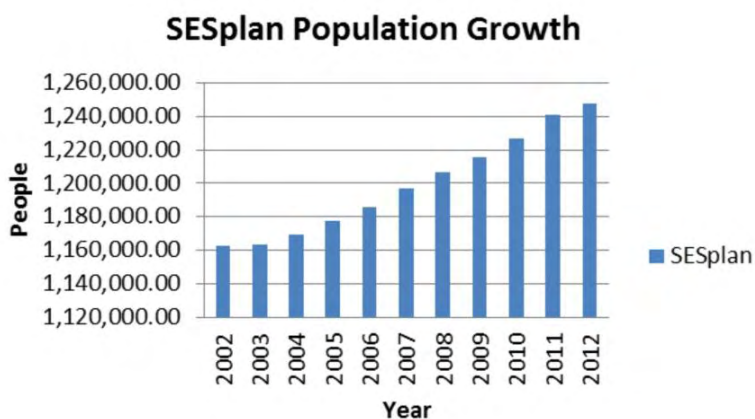
	2013 / 2014	2012 / 2013	2011 / 2012
City of Edinburgh	91.9%	92.8%	79.0%
East Lothian	96.3%	96.7%	-
Fife	93.6%	88%	92%
Midlothian	95.3%	90%	92%
Scottish Borders	93.5%	93%	-
West Lothian	90.6%	89.6%	-
SESplan Average	93.5%	91.7%	87.7%
Scottish Average	94.10%	92.80%	92.20%

4.9 Table 4.3 shows LDP development management application approval rates for all applications per authority and the SESplan and Scottish average. The percentage of approvals has gradually increased over the three year period. This trend is also replicated in the SESplan averages which have increased by almost 6 percentage points in 3 years. Although there has been an improvement, the SESplan average is still slightly below the Scottish average. Higher approval rates indicate a degree of certainty in the development plan context.

Population

4.10 The population in the SESplan area has grown significantly since 2002. Between 2002 and 2012, the population increased by almost 90,000. National Records for Scotland (NRS) projects the city region will continue to see significant population growth over the next 20 years. Growth can be attributed to the success of the region’s economy, particularly in Edinburgh, where most of the growth has occurred.

Figure 4.1 Source NRS



Monitoring 4

The SESplan Vision

4.11 The vision is a broad indication of what the policies within the SDP will collectively aim to achieve. The aim of the SESplan vision is to improve the area as a place to work, live and do business. The SESplan vision sets out the aims and ambitions of SDP1 and how the region will change by 2032.

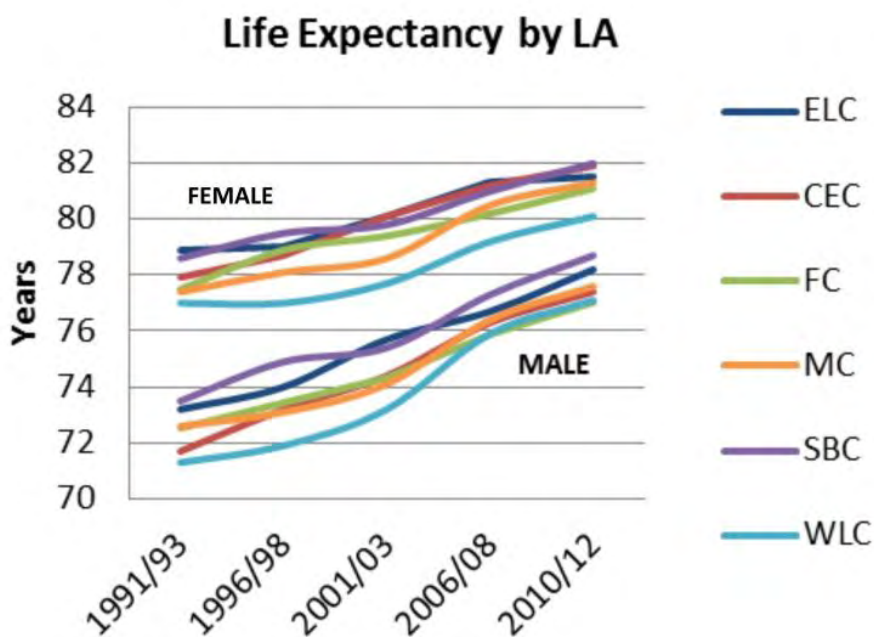
“By 2032, the Edinburgh City Region is a healthier, more prosperous and sustainable place which continues to be internationally recognised as an outstanding area in which to live, work and do business”

4.12 A number of indicators have been used in monitoring the progress of achieving a better place to live, work and do business. The Scottish Index of Multiple Deprivation (SIMD), the Scottish Government’s official tool for identifying places suffering from deprivation, has been used to assess improvements in the area as a place to live. Places are assessed on employment, income, health, education, access to services, crime and health indicators. Life expectancy has been also used as an indicator of quality of life. Gross Value Added (GVA), a measure of business activity and employment are used to measure performance as a place to work.

Quality of Life

4.13 Life expectancy has improved consistently in the monitoring period from 1991 as a result of improved treatments and better living conditions - an average four years has been added to life expectancy. The increased life expectancy will mean a larger proportion of people aged 65+ in the SESplan region influencing housing needs and demand for services and facilities.

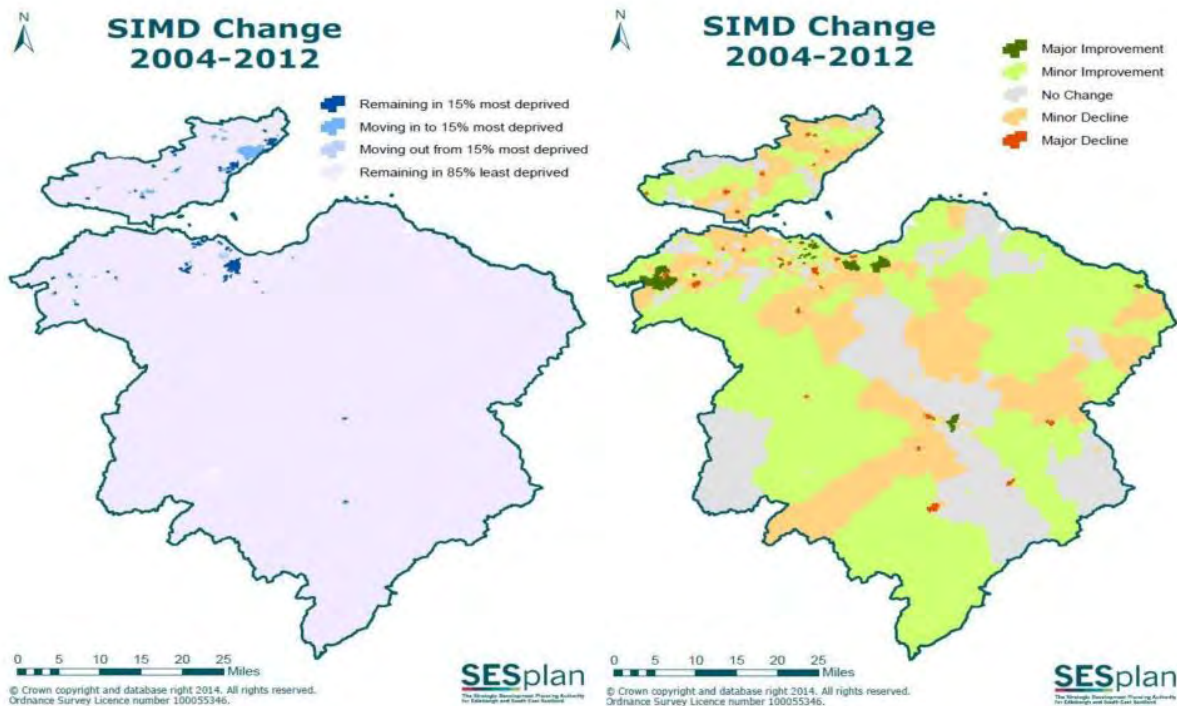
Figure 4.2 Source: Office for National Statistics (ONS)



4 Monitoring

4.14 Quality of life across the region has been monitored through the number of areas classed within the 15% most deprived according to the SIMD. Figure 4.3 shows large areas across the region showing minor improvements between 2004-12 although only a few areas moved out of the SIMD 15% most deprived. There were improvements in City of Edinburgh, which had 54 areas classed within the 15% most deprived in 2012 compared to 61 in 2004. In all other parts of the region the number of areas in the 15% most deprived increased: West Lothian had 13 in 2012 compared to 9 in 2004; Midlothian had 2 areas in 2012 compared to 1 in 2004; East Lothian had 3 in 2012 compared to 0 in 2004; Scottish Borders had 5 in 2012 compared to 2 in 2004; and Fife had 58 in 2012 compared to 34 in 2004. Overall the majority of the SESplan area remains in the 85% least deprived although there were significant increases in relative deprivation in parts of East Fife and South East Edinburgh.

Figure 4.3 Scottish Index of Multiple Deprivation

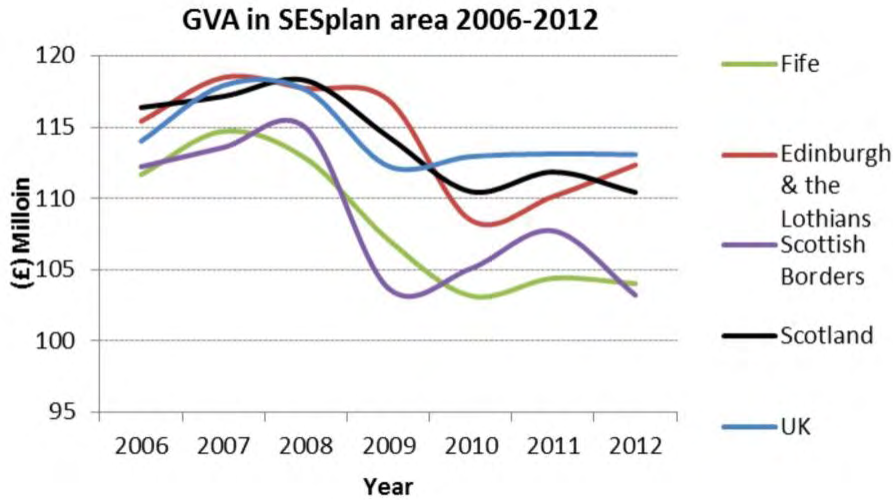


Improving Place to Work and do Business

4.15 To monitor the progress of achieving an outstanding place to do business GVA has been used as an indicator. GVA measures the change in total economic output in an area and is useful in assessing the economic health of an area. Figure 4.4 shows that GVA in all areas grew from 2006-08 before the recession in 2008. Since 2010, GVA has been stable in most authorities but Edinburgh and the Lothians have outperformed the Scottish Borders and Fife and GVA in that area is approaching the UK average. The Scottish Borders and Fife have continued to show GVA substantially below pre-recession levels. The biggest influence in GVA over the period has been the global recession. The UK economy has however returned to growth and Edinburgh and West Lothian are predicted to perform particularly strongly in growing their economies.

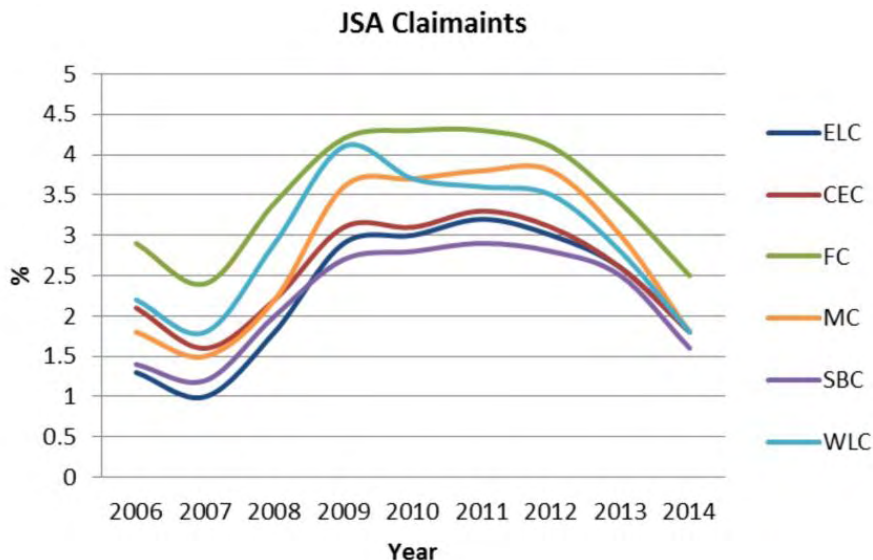
Monitoring 4

Figure 4.4 Source: ONS Regional Accounts Index Based on GVA in real prices



4.16 The percentage of Job Seekers Allowance (JSA) Claimants has been used as an indicator of the performance of the region as being a great place to work. This indicator shows the percentage of people unemployed and actively seeking work. Figure 4.5 shows a positive trend and low claimant counts across all authorities until 2007 but the percentage rose in 2008 as the recession began and peaked between 2009 and 2012 before a gradual recovery in the economy began. Since 2012 the claimant percentage has reduced across all authorities but has yet to reach the pre-recession low. There are variations in performance between the authorities. Fife has consistently had the highest claimant percentage.

Figure 4.5 Source: National Records of Scotland (NRS)



4 Monitoring

Conclusions

4.17 Additional information can be found in:

- The SEA.

4.18 There are no direct links between the SESplan Action Programme and the Vision of SDP1 in terms of the MS.

Principal Changes

Indicator	Assessment
Life Expectancy	Green
SIMD	Red
GVA	Amber
JSA	Green
Overall	Amber

What the Indicators Show

- Life expectancy of both males and females has improved continuously over the monitoring period;
- There has been an increase in the number of data zones in the 15% most deprived areas in Scotland;
- GVA is below 2006 levels but has been steady since 2010 after falling from 2008 on average across all of the UK; and
- The percentage of JSA claimants has increased compared to 2006 but the rate has improved since a 2009 peak.

Monitoring 4

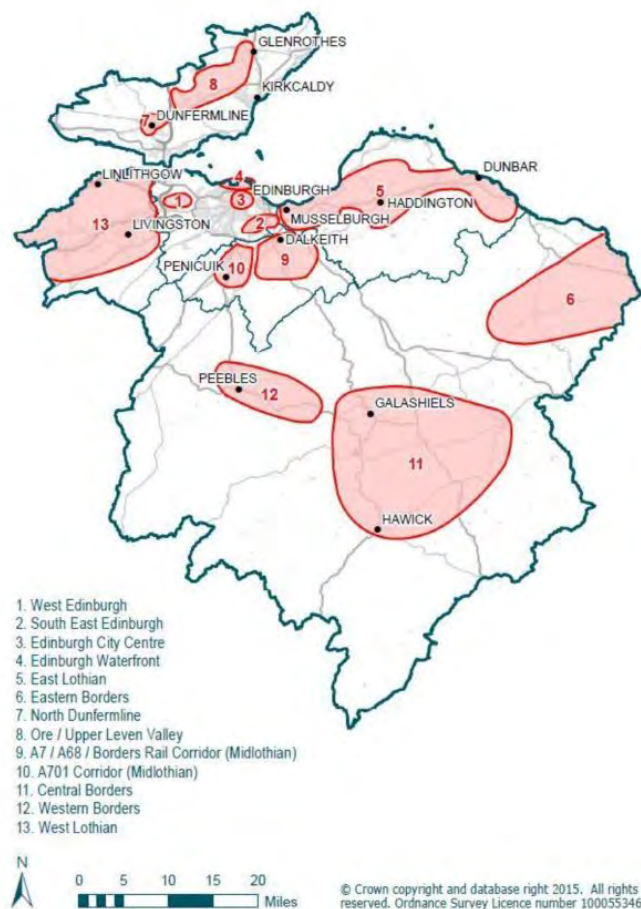
Policy 1A: The Spatial Strategy Development Locations

4.19 The spatial strategy of SDP1 builds on existing committed development allocated through the previous Structure Plans, as well as further development identified in new SDAs. LDPs will indicate the phasing and mix of uses as appropriate to secure the provision and delivery of infrastructure to accommodate development.

Strategic Development Areas

4.20 SDP1 directed development to 13 SDAs spread across the region. These are areas that had significant capacity and could be made available to accommodate large scale housing developments and business opportunities. Development in these areas is or can be made accessible by public transport. Some SDAs close to the city have potential to accommodate a proportion of the housing need that arises from Edinburgh that cannot be accommodated in the City. The SDAs are long term locations for development, re subject to phasing through the LDPs and will require significant infrastructure investment to be delivered. Some SDAs are cross boundary and will require collaboration and master planning to realise their full potential and avoid an uncoordinated approach to phasing and the delivery of infrastructure on the sites. Table 4.4 below shows the progress of SDAs since the adoption of the SDP. Strategic scale development in SESplan is expected to be delivered within the SDAs but in Edinburgh due to the large scale of development some allocations have been made outwith the SDAs.

Figure 4.6 SDP1 SDAs



Strategic Transport Infrastructure

4.21 Strategic transport infrastructure is essential to unlocking development in SDAs and regenerating other areas through improved connectivity. Improved connectivity widens labour markets and job opportunities, also a reduction in time spent commuting improves quality of life. Five strategic infrastructure projects have been delivered since the first MIR and another four are currently under construction and expected to be completed before the approval of the next plan. Most new strategic transport investments have been on sustainable transport modes, including passenger train services and freight facilities, contributing towards government targets of reducing CO₂ emissions and taking traffic off the road network.

4 Monitoring

Table 4.4

<u>Transport Infrastructure Delivered Since 2010</u>	<u>Currently Under Construction</u>
<ul style="list-style-type: none"> • Airdrie Bathgate rail link opened (2010); • Edinburgh Trams 1A from Airport to York Place (2014); • Waverley Station Upgrade; and • M8 junction at Heartlands, Whitburn. 	<ul style="list-style-type: none"> • Queensferry Crossing; • Edinburgh Glasgow Improvements Programme (EGIP); • Borders Railway; and • Edinburgh Gateway Station.

Delivery of the Spatial Strategy

4.22 There are constraints to delivering the spatial strategy; most of the growth areas depend on significant investment in infrastructure to enable development. Developer contributions are currently used to fund new investments in infrastructure but this can be hard to implement and there are challenges to providing upfront funding. New funding mechanisms are necessary to progress the spatial strategy and are currently being pursued through schemes such as City Deal.

Table 4.5 Status of SDAs

SDA	Current Status
West Edinburgh	West Edinburgh is well serviced by transport links including the new tram line. Much of the new development is to be focused close to tram stops to promote accessibility and improve links with the rest of the city. Site briefs / masterplans are included in the City of Edinburgh Proposed Plan for Maybury and Cammo, the International Business Gateway and Edinburgh Park / South Gyle. Development will include a mix of uses incorporating green networks and aims to create strong business and residential communities. There are long term redevelopment opportunities in Maybury. Any new development will be expected to contribute to infrastructure provision.
South East Edinburgh	Progression of the SDA has started on some sites with the opportunity for a mix of uses. Most proposals are housing led except for the Bioquarter which will promote life science industries in the area supported by the Hospital and University. There are a number of proposals for sites including Broomhills and Burdiehouse, Gilmerton, Newcraighall and Brunstane, Ellen’s Glen Road, Moredunvale and Edinburgh Bioquarter with some site briefs or masterplans prepared.
Edinburgh City Centre	Site briefs / masterplans have been prepared for a number of major developments in the City Centre supporting a mix of uses focused on the creation of strategic office space and improved retail activity. Major developments currently progressing include the St James Quarter, New Street, Fountainbridge and Quartermile.

Monitoring 4

SDA	Current Status
Edinburgh Waterfront	Several development areas within the Waterfront have been identified which support the redevelopment of the area with housing led mixed use regeneration. The Seafield Northern / Eastern Docks have been identified as an Enterprise Area by the Scottish Government for the development of general industry, storage and business development and port related issues. Development briefs / masterplans have been approved and are progressing for Leith Waterfront, Central Leith Waterfront, East of Salamander Place, Seafield / Northern and Eastern Docks, Granton Waterfront, the Central Development Area and North Shore. Support will be given for the creation of new urban quarters, including a mix of uses to aid in the regeneration of Leith and Granton.
East Lothian	Development supported across the main towns in East Lothian, with high densities of development in the West of the SDA as a preferred strategy identified in the East Lothian MIR. Blindwells and Musselburgh will support the highest proportions of new development.
Eastern Borders	Development will be mainly in Eyemouth and Duns but will include some development in all main settlements and a range of villages to provide a range of housing to accommodate different needs.
North Dunfermline	The North / West of Dunfermline is currently progressing with further allocations being made in the North to comply with the SESplan Supplementary Guidance. Infrastructure delivery including the Northern Relief Road is critical to further progression of the SDA. Strategic employment opportunities are also supported and encourage the development of Rosyth Port and Inverkeithing.
Ore/Upper Leven Valley	Development in this SDA will progress around the Fife Circle northern rail line including Cowdenbeath, Keltie, Glenrothes, Thornton, Cardenden, Kinglassie, Lochgelly, and Kirkcaldy.
A7 / A68 Borders Rail Corridor	Development focused close to Edinburgh, strategic employment sites and the Borders Rail corridor. Dalkeith will be a main centre of growth in Midlothian and have a strong employment focus.
A701 Corridor	Development is spread around major settlements, and a strategic employment cluster identified at the Bush promoting life sciences.
Central Borders	The central SDA has been identified as a main area of growth within the Scottish Borders in the LDP Proposed Plan. Development will be focused in the settlements of Galashiels, Hawick, Kelso, Jedburgh and Selkirk. In order to maximise the benefits of Borders Rail employment land will be enhanced to meet anticipated demand particularly around Tweedbank.

4 Monitoring

SDA	Current Status
Western Borders	New Strategic Development will be focused in Peebles, Inverleith and Walkerburn. The strategy aims to spread development beyond Peebles to manage pressure on services and facilities. There will be an opportunity for mixed sites to improve sustainability and regeneration opportunities at Carlee Mill, Inverleithen. Strategic business and industrial land will be promoted in Peebles.
West Lothian	Most of West Lothian is identified as a SDA but not all of the area can accommodate growth because of constraints. There will be a presumption against development in areas considered to have a high landscape value. Most development will be within existing core development areas Armadale, East Broxburn, Uphall, Winchburgh, Livingston, Almond Valley and Heartlands – Whitburn.

SESplan SDP Action Programme

4.23 Below are infrastructure priorities from the SESplan Action Programme for each area colour coded according to progress in delivery.

Edinburgh	
Edinburgh Waterfront Regeneration	Key Business Infrastructure in West Edinburgh
Haymarket Improvements	Sherriffhall Roundabout Upgrade
Edinburgh Trams	Bus Priority Sheriffhall Roundabout
West Edinburgh Transport Improvements	Education
Active Travel Package	Realise Potential of Edinburgh Bioquarter
EGIP	Orbital Bus Route
Gogar Rail Interchange	A68 Northern Spur
Craigmillar Regeneration	Millerhill Waste Treatment Facilities
Borders Railway	Newbridge Upgrade
North Edinburgh Transport Action Programme	
Park and Ride Enhancements	
Bus Priority Improvements	
Shawfair Road Network Changes	

Monitoring 4

Edinburgh

Water and Sewage Facilities

East Lothian

Water and Waste Improvements

Improve Rail and Bus Service

Deliver A1 Improvements

Increase Capacity at Old Craighall Junction

Education Facilities to support SDAs

Fife

Dunfermline Strategic Land Allocation

Cross Forth Hovercraft/Ferry

Redhouse Roundabout Upgrade

Lochgelly Strategic Land Allocation

Dunfermline/Alloa Rail Link

Kirkcaldy East Strategic Land Allocation

Westfield Waste Management

Future Strategic Land Allocations

Levenmouth Rail Link

Kirkcaldy South West Strategic Allocation

Strategic Road Network Junction Improvements

Promote Fife as Location for Business and Tourism

Levenmouth Strategic Land Allocation

Park and Choose Schemes

Energy park Fife

Bus Priority Measures

St Ninians Earth Site

Midlothian / Borders

Borders Railway Phase 1

Enhanced Digital Connectivity

Redheugh Rail Station

Galashiels Transport Interchange

A7 Junction Improvements

Lothianburn Park and Ride

4 Monitoring

Midlothian / Borders			
Improvements to Key Routes	A7 Bus Priority		
Galashiels Waste Facility	Deliver Flood Prevention Schemes		
Water and Sewage Facilities	Orbital Bus Route		
Pedestrian/Cycling Improvements to support Borders Rail	Tram Line 3		
	Borders Railway Phase 2		
	Sherriffhall Roundabout Improvements		
	Improvements to A701 Corridor		
	Leadburn Junction Improvements		
	Education		
West Lothian			
M8 Junction Whitburn	Realise Potential for Business and Employment	Park and Ride Schemes	
Improvements to A71	Improvements to A89	M8 Rapid Transit	
M9 Junction Winchburgh	New Slips Junction 3 Linlithgow	Winchburgh Rail Station	
EGIP	Education		
Bus Priority and Walking/Cycling Network Improvements			
M9 Bus Lane			
Water and Sewerage Facilities			
Non Geographic Interventions			
Adopt Forest and Woodland Strategies	Education and Community Facilities	Water and Sewerage Facilities	
Link John Muir Way in CSGN	Implement SEA Mitigations		
Prepare SESplan SFRA	Cross Boundary Infrastructure Funding		

Monitoring 4

Non Geographic Interventions

Electricity Grid Reinforcements

Enhanced Digital Connectivity

NPF2

Increase Renewable Energy Capacity	Develop sub-sea Electricity Transmission Super Grid	New non-Nuclear Base load at Longannet/Cockenzie
Water & Drainage Infrastructure	Promote Canal Network	
Contribute to North Sea Trail	Realise Potential of Upper Forth	
Sustainable Flood Management	Multimodal Container Terminal Facilities at Rosyth	
Deliver Scottish Forestry Strategy	Upgrade East Coast Transmission Line	
Rail Enhancement	High Speed Rail	
CSGN	Strengthen East Coast Corridor	
Deliver Strategic Transport Review		
Recycling and Waste Facilities		
Edinburgh Airport Improvements		

Conclusions

4.24 Additional information can be found in:

- The SEA; and
- The Spatial Strategy Technical Note.

Principal Changes

Indicator	Assessment
Progress of SDAs	Green
Strategic Transport Delivery	Green
Delivery of Spatial Strategy	Green

4 Monitoring

Indicator	Assessment
Progress of Delivering Action Programme	Amber
Overall	Green

What the Indicators Show

- All SDAs identified under SDP1 are currently progressing through LDPs;
- Several strategic transport projects have been delivered since adoption of the SDP and more are progressing;
- Development is progressing in accord with the adopted Spatial Strategy of SDP1; and
- Some aspects of the Action Programme have been delivered but there are major limitations due to challenges in financing of infrastructure.

Monitoring 4

Policy 1B: The Spatial Strategy Development Principles

4.25 This policy aims to protect and enhance the built and natural environment by directing LDPs to take consideration of a range of impacts. It will ensure there are no significant adverse impacts on international, national and local designations and classifications or on the integrity of internationally and nationally significant built and cultural heritage sites. LDPs will have regard to the conservation and enhancement of the natural environment and promote high quality design and energy efficiency.

4.26 Indicators that show the progress of the region in preserving and enhancing its environment are:

- The status of Sites of Special Scientific Interest (SSSIs);
- % of Designated Sites in Favourable Condition; and
- % of A Listed Buildings at Risk.

Status of SSSIs

4.27 A main consideration in preparing SDP2 is the protection and enhancement of the natural environment as a valuable asset underpinning the economy and the quality of life in the city region. This will be done through protecting the wider countryside and habitat networks through SDP policy. Some areas are particularly sensitive to development such as around the Firth of Forth, which supports several protected species. Scottish Natural Heritage (SNH) conducts Site Condition Monitoring on SSSIs. The purpose of the monitoring is to determine the condition of designated natural features within a site. This assesses whether the feature is likely to maintain itself in the medium to longer term under the current management regime and wider environmental or other influences. Figure 4.7 shows that 198 of the 382 sites are in a favourable condition, 101 have deteriorated since their last inspection. There are a large number of sites in the unfavourable declining category but SNH has indicated that deterioration in sites is unlikely to be influenced by development and largely caused by other changes in the environment.

4 Monitoring

Figure 4.7 Source: SNH

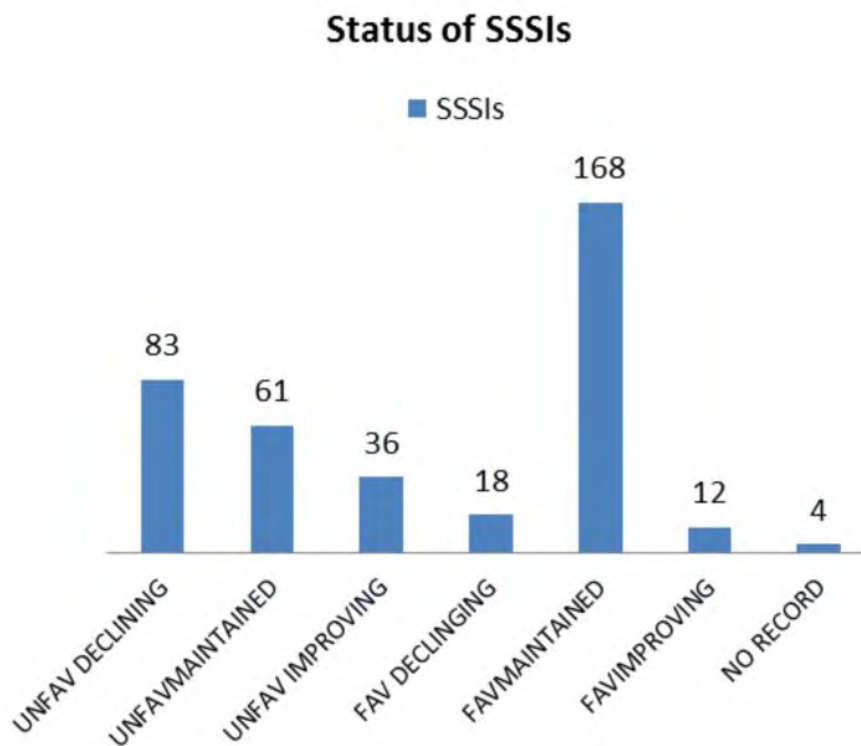


Table 4.6 Designated Sites in SESplan

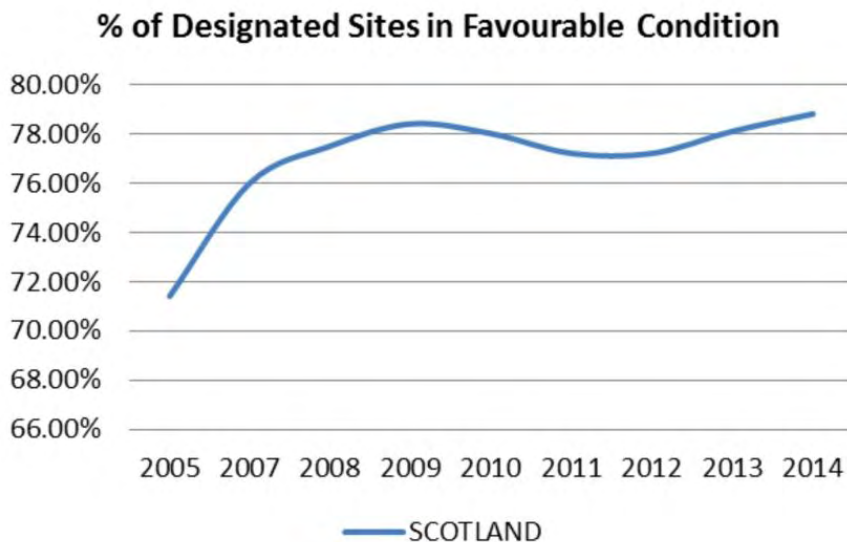
Ramsar Sites	Special Areas of Conservation	Special Protected Areas	National Nature Reserves	Local Nature Reserves	Local biodiversity Sites	SSSI
7	11	10	1	13	N/A	382

% of Favourable Sites across Scotland

4.28 Figure 4.8 refers to the percentage of designated sites in Scotland where the condition has been assessed as favourable. This is used a national indicator for the national measure of improving the condition of protected sites. SESplan has 226 of 1,881 sites nationally; these sites represent the best of Scotland’s natural heritage and are of interest because of their plants, animals, habitats, rocks or landforms. The condition of sites is influenced by factors such as climate change or specific actions to improve the status of sites, they are unlikely to be at risk from the SDP and many are in remote or isolated locations unsuitable for development. The proportion of sites in favourable condition in Scotland has improved by 7.4% between 2005 and 2014 despite a small dip from 2008-10.

Monitoring 4

Figure 4.8 Source: Scottish Government



Cultural Heritage

4.29 The region is rich in cultural heritage with a range of designations, including the UNESCO World Heritage Site of Edinburgh Old & New Town, 11 Historic Battlefields and 123 Gardens and Designated Landscapes as well as hundreds of Conservation Areas and Listed Buildings. The Forth Rail Crossing is also being considered for designation as a World Heritage Site, the outcome of this decision will be known in summer 2015.

4.30 The main change since 2009 has been the designation of nationally important historic battlefields. These were designated between 2010-12 and there are various sites within the SESplan region: www.historic-scotland.gov.uk/battlefields. Examples include Battle of Dunbar, Battle of Pinkie, Battle of Prestonpans, Battle of Linlithgow Bridge, Battle of Inverkeithing, Battle of Roslin, Battle of Ralton Green, Battle of Ancrum Moor, Battle of Dornick and the Battle of Philiphaugh. This designation gives sites extra weight in development management decisions and is important in enhancing sense of place, Scottish culture and preserving archaeological importance.

4.31 There have been issues/pressure presented by the SESplan spatial strategy for battlefields, although many of these developments were already contained within previous Structure Plans / Local Plans. Edinburgh is particularly vulnerable from development pressures on the historic environment due to the high concentration of Listed Buildings within the World Heritage Site.

Buildings at Risk

4.32 In recent years, there has been small but positive change in the percentage of A Listed Buildings at risk in Scotland. Since 2009, the % of A Listed Buildings at risk has dropped by 0.7%. The main threats to this historic environment are human activity, weather,

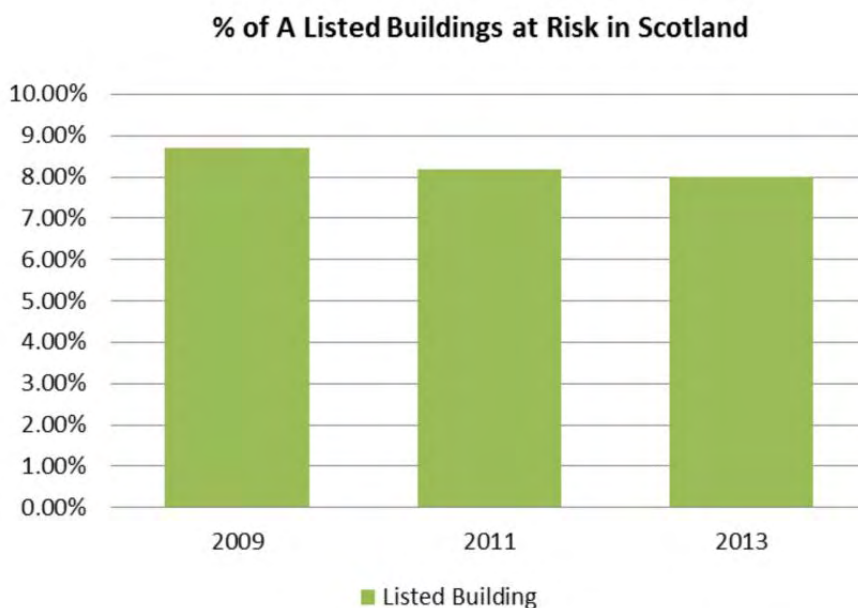
4 Monitoring

inappropriate development and lack of maintenance. Comparable figures for the SESplan area are not available. In the SESplan area there are currently 581 buildings on the Buildings at Risk Register (BARR) and 41 buildings that have been registered at risk are being restored.

Table 4.7 BARR Register 2015

	ELC	CEC	FC	MC	SBC	WLC	SESplan
Buildings at Risk	75	86	190	34	165	31	581
Restoration in Progress	8	5	14	2	10	2	41

Figure 4.9 Source: Scottish Government



Conclusions

4.33 Additional Information can be found in:

- The SEA; and
- The Spatial Strategy Technical Note.

4.34 Any links between the Spatial Strategy 1B and the Action Programme as shown in Table 4.6 - 4.12 above.

Monitoring 4

Principal Changes

Indicator	Assessment
SSSI	Amber
% of Sites Designated as Favourable	Green
% of A Listed Buildings at Risk	Green
SESplan Buildings at Risk / Being Restored	Amber
Overall	Amber

What the Indicators Show

- The percentage of designated sites considered in a favourable condition is improving;
- Most SSSIs are in a favourable or improving condition;
- A small proportion of the buildings that have been on the BARR are being restored; and
- At a national level, the % of A Listed Buildings at risk is reducing slowly.

4 Monitoring

Policy 2: Supply and Location of Employment Land

4.35 LDPs must allocate a range of marketable sites of variable sizes to meet requirements for business and industry. This aims to support job creation through providing a generous amount of employment land that will support the expansion of key sectors and growth opportunities. There will also be land safeguarded for specialist uses. Success of this policy will be assessed against growth of jobs in key sectors, change in job numbers, Employment by Sector, employment land take-up, distribution of jobs, business births, deaths and survivals and total employment.

Employment Changes

4.36 Table 4.16 below shows the employment trends between 2000 and 2013, the table is split between pre-recession and after.

Table 4.8 Baseline Employment Changes, Source: Oxford Economics Baseline Data

	<u>2000-08 (000s)</u>	<u>%</u>	<u>2008-13 (000s)</u>	<u>%</u>
CEC	25.2	7.9	-15.5	-4.5
ELC	4.8	16.0	-1.6	-4.61
FC	0.4	0.26	-4.8	-3.22
MC	5.9	22.6	-0.54	-1.56
SBC	3.9	7.86	-1.0	-1.86
WLC	11.8	16.16	0.5	0.58
SESplan	52	8.05	-23	-3.29

4.37 The number of jobs in all areas grew between 2000-08 and overall the number of jobs in the SESplan area increased by 52,000 in that period. Almost 50% of this was growth in the Edinburgh job market. Fife had the slowest rate of growth and performed poorly in comparison to the rest of the region. The highest % of growth was in Midlothian where job numbers grew by 22.6% though this was measured against a relatively low base number of jobs. Since 2008, 23,000 jobs have been lost across SESplan, the largest number of job losses were in Edinburgh due to the high concentration of jobs within the city and the large proportion of jobs in the finance sector. There were 15,500 job losses in Edinburgh in the period, resulting in a net gain of 9,300 since 2000. These job losses are expected to be recovered through expansion in the growth sectors identified elsewhere in the document. West Lothian has performed best throughout the recession in terms of job creation and there was a net increase in the number of jobs between 2008 and 2013. West Lothian enjoys an attractive business location in central Scotland, between Edinburgh and Glasgow, and is well connected by road, rail and Scotland's two largest airports.

Monitoring 4

Sector Analysis

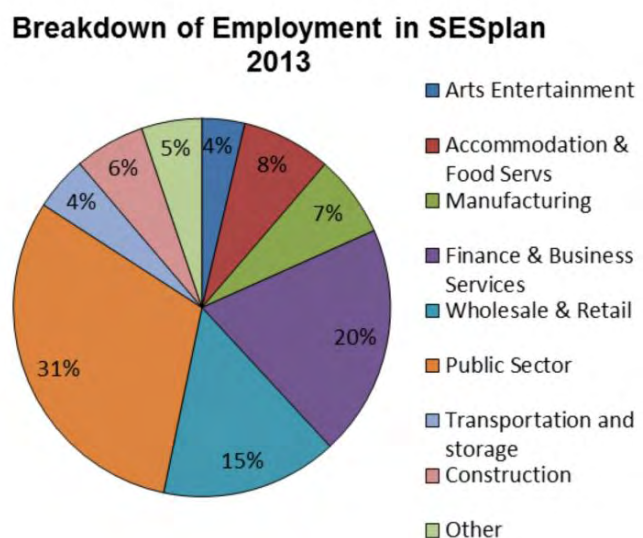
4.38 SESplan has a high proportion of employment in high value added sectors such as human health, social work, wholesale/retail and finance and insurance activities compared to other city regions. There is a low reliance on sectors expected to decline such as manufacturing and agriculture. West Lothian and Scottish Borders have a higher proportion of manufacturing jobs, making these areas vulnerable to declines. Projections suggest that jobs in manufacturing, agriculture, farming, water supply, sewage and waste will decline while finance, retail, accommodation and food are expected to increase their workforce with a net increase across all of these sectors of 24,900 by 2030. Further information on economic projections can be found in the Economy Technical Note. An overall breakdown of employment is shown in Figure 4.10.

Table 4.9 Source: Oxford Economics

Projected Growth in Jobs	Projected Declines
Finance & Business Services	30,500
Wholesale/Retail	8,400
Accommodation & Food	8,400
Net Jobs:	24,900

4.39 The largest employer in the area is the public sector, which accounts for 31% of jobs. The reliance on public sector jobs for employment varies throughout the region. Fife and the Scottish Borders are more reliant on the public sector, increasing their vulnerability to public sector cuts which are likely to continue. City of Edinburgh has a high number of public sector jobs as the location of the Scottish Government and number of quangos. Finance is the second largest sector; the region is home to several major banks. Financial services are well established in Edinburgh and projected to continue to grow.

Figure 4.10 Source: Oxford Economics



4 Monitoring

Employment Land Takeup and Supply

4.40 Employment land take-up gives a good indication of business investment in an area and job creation. There is a good supply of employment land throughout SESplan spread between three categories, land which has major constraints, land with minor constraints, and immediately available land. Only a small proportion of land which is allocated as employment land is immediately available. Land with constraints will require investment to release the land. A higher employment land take-up is encouraged but a large land take does not always equate to significant job creation e.g. a large development of warehouses in Fife which only created a small amount of jobs. Fife has had the highest employment land take-up. West Lothian experiences a high proportion of the total SESplan total employment land take-up in comparison to East Lothian and Midlothian in part due to its central location and good accessibility.

Table 4.10 Source: PPF Submissions and Employment Land Audits

Employment Land Take-Up (Hectares)						
	ELC	CEC	FC	MC	SBC	WLC
2014	1.0	N/A	N/A	N/A	N/A	11.5
2013	1.6	1.0	34.64	N/A	2.7	11.59
2012	3.6	1.4	36.95	N/A	1.8	N/A
2011	N/A	11.8	12.48	1.59	1.5	N/A
2010	N/A	4.5	8.26	2.47	4.7	N/A
2009	0.55	1.5	8.37	1.6	2.8	N/A

Table 4.11 Source: PPF Submissions and Employment Land Audits

Employment Land Supply (Hectares)						
	ELC	CEC	FC	MC	SBC	WLC
2013/14	4.0	228.5	156.76	202	22.4	119.27
2012/13	6.0	229.5	149.7	172	37.3	119.27
2011/12	10.0	230.9	166.53	175	19.7	119.27
2010/11						
2009/10	4.5	215.7	58.9	109.7	5.9	82.9

Monitoring 4

4.41 Over 50% of jobs in the SESplan area are based in Edinburgh but only 36% of the population live within the City of Edinburgh Council Area. This results in a large number of people commuting into the city. More information on travel to work patterns is discussed under policies 8 and 9.

Figure 4.11 Distribution of Jobs

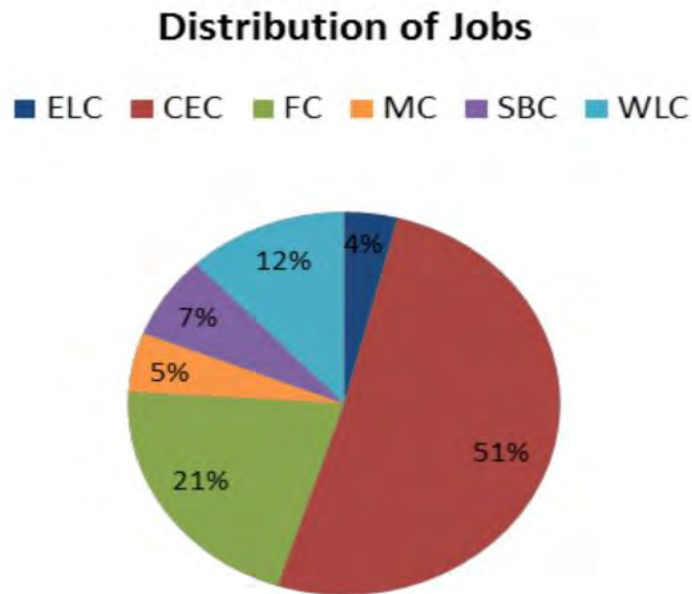
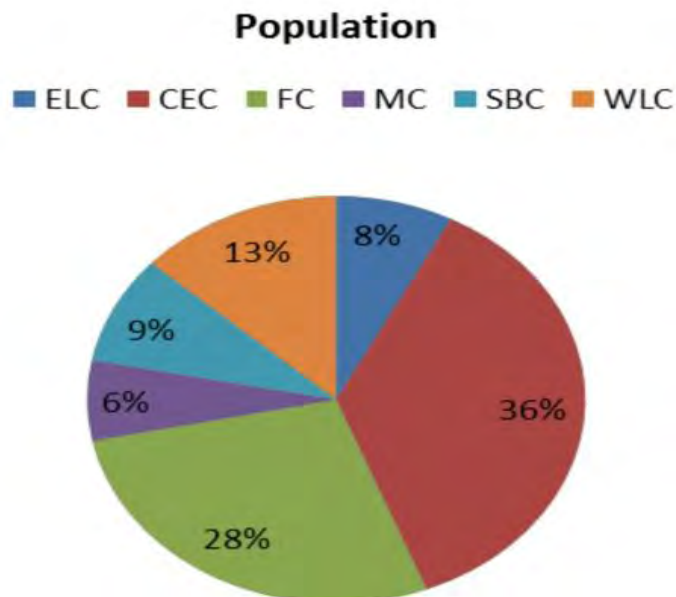


Figure 4.12 Population Distribution



4 Monitoring

Vacant & Derelict land

Table 4.12 Source: Vacant and Derelict Land Survey

Derelict Land (HAs)								
	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>Change</u>
<u>ELC</u>	77	77	77	54	57	57	56	-28%
<u>CEC</u>	125	131	123	126	113	112	110	-12%
<u>FC</u>	738	743	741	777	760	750	756	+2%
<u>MC</u>	261	260	259	255	253	253	204	-22%
<u>SBC</u>	75	70	62	58	58	54	49	-35%
<u>WLC</u>	552	554	417	416	416	416	413	-25%
<u>SESplan</u>	1828	1835	1679	1686	1657	1642	1588	-13%

Table 4.13 Source: Vacant and Derelict Land Survey

Vacant (HAs)								
	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>Change</u>
<u>ELC</u>	8	9	9	9	8	10	10	+23%
<u>CEC</u>	96	95	96	97	97	100	97	+1%
<u>FC</u>	98	84	84	88	86	100	99	+1%
<u>MC</u>	21	20	15	17	7	17	11	-44%
<u>SBC</u>	14	30	29	29	30	30	28	+108%
<u>WLC</u>	65	65	65	66	66	66	72	+12%
<u>SESplan</u>	302	303	298	306	304	323	317	+5%

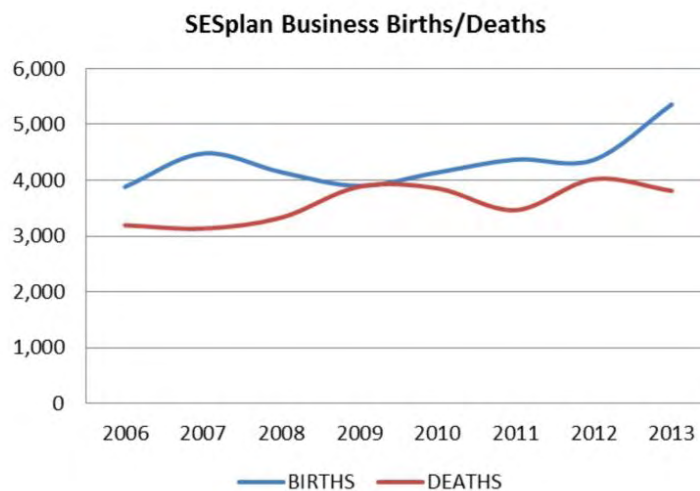
4.42 The amount and distribution of vacant and derelict land is an indicator of environmental quality and offers the opportunity for redevelopment and environmental improvement. Between 2008 and 2014 there have been reductions in derelict land, and an increase in vacant land. Midlothian was the only authority to decrease vacant land between 2008-14. Fife and West Lothian have particularly high levels of derelict land, possibly as a result of their mining history. Fife was the only authority to see an increase in the amount of derelict land between 2008-14.

Monitoring 4

Business Births, Deaths & Survivals

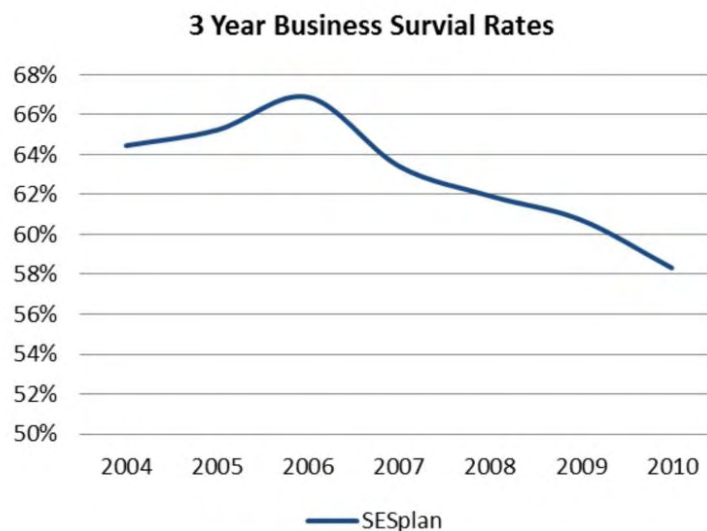
4.43 Figure 4.13 shows business births increased throughout the region between 2009-13 as the economy contracted. As the economy improved business start-ups have accelerated and deaths have reduced as economic conditions improve. Business start-ups might reflect an increase in self-employment as a result of people starting up their own business after being made redundant.

Figure 4.13 Source: ONS



4.44 Business survival rates (shown in figure 4.14) has been on a downward trend since 2006. The SESplan average is currently around 58.2% down from peak of almost 66.99% in 2006. Business survival rates may improve as economic growth spreads around the region.

Figure 4.14 Source: ONS



4 Monitoring

SESplan Employment

4.45 The employment rate dropped by around 2% in the SESplan from 2006-10 as a result of the recession. However, even when employment levels declined to their lowest levels in 2010, they were still above 2000 figures. Since 2010 employment has begun to rise again. The employment rate has improved from 2010-13 as economic conditions improve. Although the employment rate has begun to increase this includes those who are underemployed. Examples of underemployment include through part time work, zero hour contracts or those actively looking for more working hours. 15% of all workers in the UK are self-employed which is the highest levels since records began and 2% above the 2008 level. The increase has been caused by a fall in the number of people leaving self-employment rather than by more people becoming self-employed.

Figure 4.15 Source: Oxford Economics

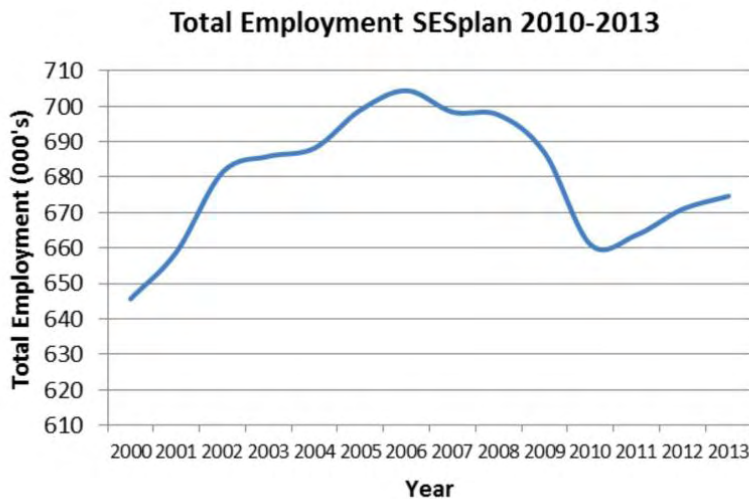
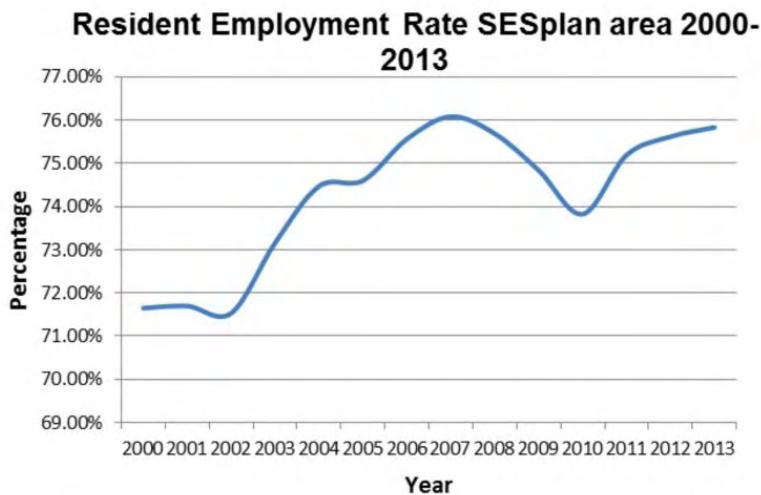


Figure 4.16 Employment Rate



Monitoring 4

Conclusions

4.46 Additional information can be found in:

- The SEA; and
- The Economy Technical Note.

4.47 Priorities identified in the SESplan Action Programme concerned with the supply and location of employment land includes:

Queensferry Crossing	Levenmouth Rail Link	West Edinburgh Tram Extension
Enhanced Facilities at Edinburgh Airport	Realise Business and Employment Potential of West Lothian	Redheugh Rail Station
Edinburgh Waterfront Regeneration	Business Infrastructure in West Edinburgh	
Craigmillar Regeneration	Realise Potential of Edinburgh Bioquarter	
SDAs	High Speed Rail Link	
Promote Fife as a Location for Business and Tourism	Multimodal Container Terminal Facilities at Rosyth	
Bus Priority Measures	Realise Potential of the Upper Forth	
New Park and Choose Schemes	Forth Hovercraft	
Fife Energy Park	Dunfermline - Alloa Rail Link	
St Ninians Earth Site	Winchburgh Rail Station	
Strategic Road Junction Improvements	Westfield Waste Management	
Galashiels Transport Interchange	Enhanced Digital Connectivity	
Improvements to Key Routes		
Galashiels Waste Facility		
EGIP		
New Slip Linlithgow		

4 Monitoring

Bus Priorities and Cycle Network Improvements

Whitburn Junction

Winchburgh Junction

Principal Changes

Indicator	Assessment
Employment Change 2000 - 2013	Amber
Projected Growth in Jobs	Green
Employment Land Take Up	Amber
Business Births	Green
Business Deaths	Amber
3 Year Survival Rates	Red
Total Employment	Green
Overall	Amber

What the Indicators Show

- Employment In 2013 was significantly higher than 2000 despite a large drop throughout the financial crisis;
- Job growth in key sectors is expected to outstrip declines in other sectors;
- There has been a large take up of land in Fife, although the take-up of land is not always matched in the number of new jobs;
- There is a large employment land supply in most of the region;
- Employment land supply is significantly lower in East Lothian;
- Business births have risen as the economy grows;
- Business deaths have been stable since 2009; and
- The number of business surviving 3 years has declined since 2008.

Monitoring 4

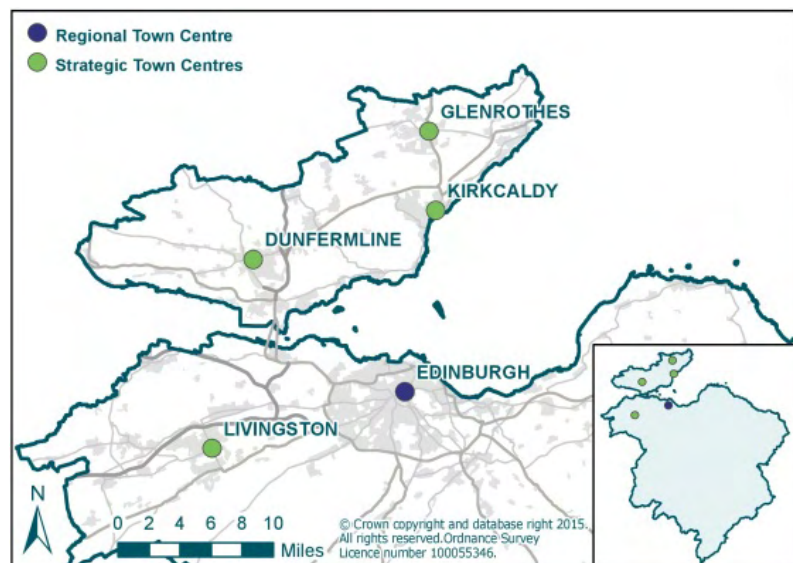
Policy 3: Town Centres and Retail

4.48 LDPs must identify town and commercial centres defining their role while also supporting and promoting the network of centres included in the SDP. A sequential approach to approving retail and leisure proposals should be adopted to ensure priority is given to maintaining or improving the vitality of the region's town centres.

4.49 This policy aims to support or enhance the creation of sustainable, viable and vibrant town centres that are a focus for retail activity. Town centres have suffered from the recession reducing disposable incomes, the internet impacting on footfall and the expansion of out of town retail developments diverting potential footfall and expenditure. To make town centres more attractive, a strong policy is required to adapt centres for the future through making best use of new technology and new opportunities. Economic growth, rising incomes and adapting to the internet will also help improve vitality and viability. In order to assess the progress of achieving the aims of policy 3 SESplan will monitor:

- Vacancy rates in Strategic Centres/Regional Town Centre; and
- New developments failing the sequential test.

Figure 4.17



4.50 Policy 3 of the approved SDP defined Livingston, Kirkcaldy, Glenrothes and Dunfermline as strategic town centres and Edinburgh as the Regional Town Centre. Strategic centres are towns that provide goods or services for people beyond their core area having a wider retail catchment. Retailing and other services in Edinburgh city centre are of regional and national significance and it competes with

other major centres such as Glasgow and Newcastle. Venuescore, which assesses overall consumer appeal, assessed Edinburgh 10th in the UK behind Glasgow, which is rated the most attractive centre outside London. The performance of Edinburgh has deteriorated by 5 places since the 2011 valuations on Venuescore. This indicates that without significant investment or change Edinburgh is likely to continue to decline in retail rankings.

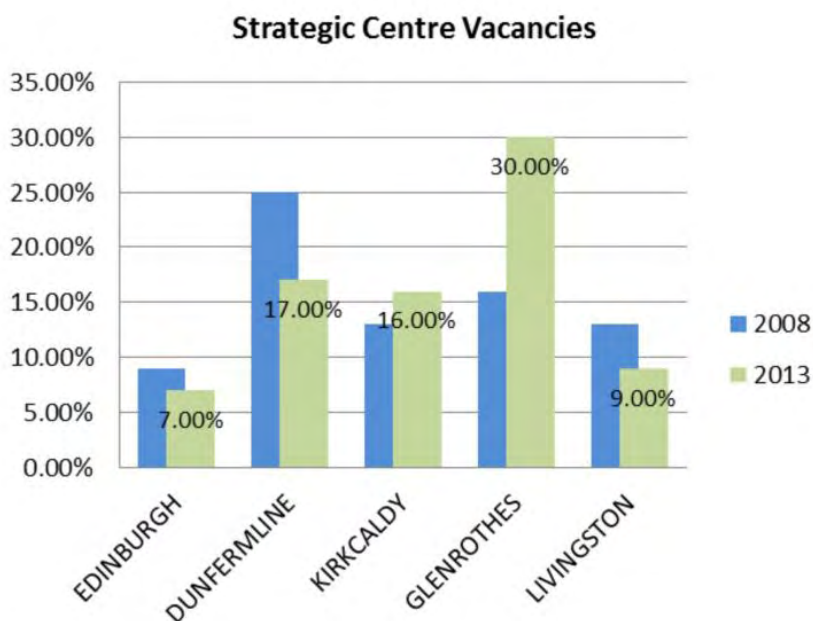
4.51 New developments such as the regeneration of the St James Quarter should improve Edinburgh's ranking to make the city more competitive in terms of retaining retail expenditure within the region and attracting expenditure from a wider geography than the SESplan area.

4 Monitoring

Vacancy Rates

4.52 Vacancy rates give an indication of the vitality of a town centre. Figure 4.18 shows the strategic town centres in SESplan and regional core have had mixed fortunes. Kirkcaldy and Glenrothes have performed particularly poorly. The vacancy rate has almost doubled in Glenrothes and the expansion of the Fife Central Retail Park has had an impact on Kirkcaldy town centre. Livingston’s performance has been enhanced through investment in the expansion and redevelopment of town centre locations. Dunfermline expanded its main shopping centre in 2008 and that may have helped improve its performance. Glenrothes and Kirkcaldy have lacked significant investment. Edinburgh has had the lowest vacancy rate; the regional centre has high footfall activity and is easily accessible making it an attractive place for retail. Although vacancy rates are a good indicator on the health of town centres they can mask the quality of environment. Since the collapse of some large high street chains some vacant units have been replaced by low budget stores, charity shops or betting units. The average vacancy rate for SESplan across the strategic centres and regional core rose from 15.2% in 2008 to 15.8% in 2013 but this hides major variations between areas.

Figure 4.18 Source: GVA Grimley



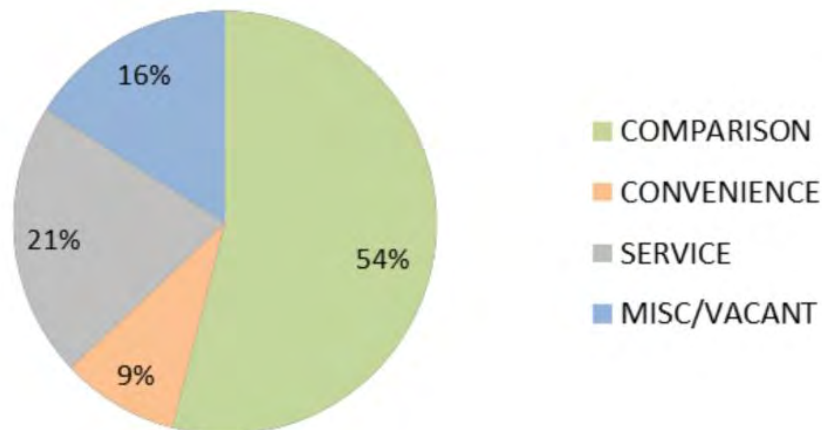
Floorspace Composition

4.53 The average floor space composition across the regional core and strategic centres is shown in figure 4.19. Comparison retail dominates town centres and takes up over 50% of the available retail space. Compositions can be expected to change as the role of town centres changes to include a wider mixture of uses in response to an expanded town centre first policy. This may have a positive impact on the vacancy rates.

Monitoring 4

Figure 4.19 Source: GVA Grimley

Floorspace Composition



Developments Failing Town Centre First Principle

4.54 Since 2009, there have been 19 developments failing the town centre first principle in Edinburgh, although some of these are minor applications. Examples of major developments failing the principle are the Gyle Centre Extension and a mixed use development on Ocean Drive and Marine Esplanade. In Midlothian, since approval of the SDP in June 2013, there have been several examples of development failing the principle. Most of these have been minor but two significant developments which fail the principle have been consented near Straiton Retail Park. In Fife Central Retail Park, Next has expanded and Planning Permission in Principle has been granted for a Marks and Spencer's Simply Food store. These developments may redirect footfall from their existing town centre stores. Several supermarkets have also been approved in edge of centre sites in the SESplan area of Fife.

Conclusions

4.55 Additional information on Town Centres and what will change for SDP2 can be found in:

- The SEA; and
- The Economy Technical Note.

4.56 Priorities identified in the SESplan Action Programme relating to Policy 3 on Town Centres and Retailing includes:

Queensferry Crossing

High Speed Rail Link

4 Monitoring

Edinburgh Waterfront Regeneration	Business Infrastructure in West Edinburgh
Gogar Rail Interchange	Multimodal Container Facilities at Rosyth
Road Upgrades	Winchburgh Rail Station
Active Travel Package	Promoting Fife as a Key Location for Business and Employment
Edinburgh Airport Enhancements	Leven Rail Link
Craigmillar Regeneration	Forth Hovercraft
Edinburgh Trams	Dunfermline / Alloa Rail Link
Park and Ride Facilities	
SDAs	
Haymarket Station Improvements	
EGIP	
Bus Improvements	
Fife Energy Park	
Business and Employment Growth in West Lothian	
Borders Rail	
Improvements to Key Routes	
Galashiels Waste Facility	
Improved Rail Services	

Principal Changes

Indicator	Assessment
Strategic Centre Vacancy Rate	Red
Developments Failing the Town Centre First Policy	Red
Overall	Red

Monitoring 4

What the Indicators Show

- There are wide variations in vacancies across the SESplan area and the average vacancy rate has increased slightly; and
- There have been several developments granted which do not comply with the Town Centre First Policy.

4 Monitoring

Policy 4: Minerals

4.57 LDPs are required to safeguard mineral resources where of a scale or quality to be of commercial interest. They should identify areas of search for aggregate minerals and coal, set criteria for assessing proposals, including consideration for the restoration and enhancement.

4.58 An adequate and steady supply of minerals is essential to support economic growth. To monitor the progress in achieving the goals of policy 4 of SDP1 we will assess:

- New sites; and
- Restoration of exhausted sites.

4.59 The SESplan area contains a rich mineral resource of energy, aggregate, non-aggregate and industrial minerals. However, SESplan is a net importer of minerals because of a shortfall in supply and high level of demand. There is potential in the next plan period for the extraction of coal bed methane particularly in Fife and West Lothian. More information is set out in the Minerals Technical Note.

Figure 4.20 Mineral Sites in SESplan



Table 4.14 New Sites Since 2009

Site	Location	Material
Comrie Colliery	Fife	Coal
Dunion Hill	Scottish Borders	Hard rock
Ingraston Farm	Scottish Borders	Sand and gravel
Rusha Farm	West Lothian	Coal
Swinton	Scottish Borders	Hard Rock

Table 4.15 Restoration of sites Since 2009

Site	Location	Status
Blindwells	East Lothian	Part restoration – further works required re minewater

Monitoring 4

Site	Location	Status
Longyester	East Lothian	Restored (original section only)
Newbigging	Midlothian	Restored (original section only)
Oxwellmains	East Lothian	Part restored
Shewington	Midlothian	Part restored
Skateraw	East Lothian	Restored
St Ninians	Fife	Part restored

Conclusions

4.60 Additional information on Minerals can be found in:

- The SEA; and
- The Minerals Technical Note.

4.61 There are no links between the SESplan Action Programme and delivery of Policy 4 on Minerals.

Principal Changes

Indicator	Assessment
New Sites Since 2009	Amber
Restored Sites	Green
Overall	Green

What the Indicators Show

- New sites have been found with the extraction of a number of minerals, although there is still a shortfall for SESplan in terms of meeting its own needs; and
- Several sites have been restored or begun restoration processes, including previously stalled sites.

4 Monitoring

Policy 5: Housing Land, Policy 6: Housing Land Flexibility and Policy 7: Maintaining a Five Year Effective Land Supply

4.62 Policies 5, 6 and 7 relating to housing identify a requirement of 107,545 houses to be built between 2009 - 2024, split between 74,835 over the period 2009 - 2019 and 32,710 over the period 2019 - 2024. Supplementary Guidance to provide detailed further information in support of Policy 5 was prepared in November 2014. The guidance provides further direction for LDPs as to how much of the overall housing land requirement should be met in each of the six member authority areas. This was based on an analysis of opportunities and infrastructure and environmental capacities and constraints.

4.63 To monitor the success in delivering these policies SESplan will assess:

- Completions by sub housing market area (HMA);
- 5 Year Housing Land Supply;
- Change in Household Size;
- Household Tenure;
- Dwelling Increase;
- Affordable Housing Completions; and
- House Prices.

Housing Requirement

4.64 Figure 4.21 shows the distribution of housing in the SESplan Housing Land Supplementary Guidance from SDP1. Edinburgh has the greatest proportion of the SESplan distribution at 29% but this was below Edinburgh's anticipated need and demand. This meant that other authorities have accommodated additional housing above their need and demand.

4.65 SDP1 and the accompanying Supplementary Guidance set out a Housing Land Requirement for 107,560 dwellings to be delivered from 2009 to 2024 (7,171 annually). This was distributed between the six SESplan Member Authorities. Figure 4.22 shows that local authority housing land requirements set by the Supplementary Guidance have not been achieved in the monitoring period from 2009 / 2010 to 2013 / 2014. The total level of development required was never delivered in the peak construction times in the middle of the previous decade. Comparing past completions to anticipated housing land required in the period 2009 - 2024, Edinburgh was the only authority to regularly exceed the level of the housing land requirement. Levels of development in Edinburgh were above the annual average requirement from 2001 / 2002 - 2008 / 2009. As the economy recovers, house building in Edinburgh has increased significantly. Levels of development in East Lothian have only been above the requirement twice but in most years is well below the expected requirement. There has consistently been a gap between completions and the requirement

Monitoring 4

in Fife, Midlothian and the Scottish Borders. Levels of development in West Lothian reached the level of the annualised requirement on a few years, the last being 2005 / 2006. Since then completions have been below half the level of the housing land requirement.

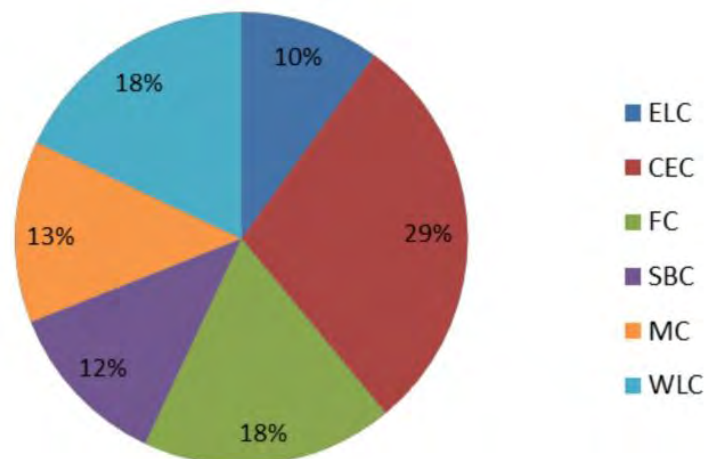
4.66 Figure 4.23 shows that total completions for the SESplan area have never met the annualised 2009 - 2024 Housing Land Requirement set out in the Supplementary Guidance. The closest to the target was in 2007 / 2008 during a peak period of house building in the middle of the last decade. Since that period total completions for the SESplan area have been almost half of that required. This would suggest that Housing Supply Targets for SDP2 could be lowered to factor in resources, capacity within the construction sector and the likely pace and scale of delivery based on completion rates.

Table 4.16 Housing Land Supplementary Guidance

Member Authority	2009 - 2019	2019 - 2024	TOTAL
CEC	22,300	7,210	29,510
ELC	6,250	3,800	10,050
FC	17,140	7,430	24,570
MLC	8,080	4,410	12,490
SBC	9,630	3,280	12,910
WLC	11,420	6,590	18,010
TOTAL	74,820	32,720	107,540

Figure 4.21 Housing Land SG

Housing Land Supplementary Guidance Household Distribution



4 Monitoring

Figure 4.22 Source: Housing Need and Demand Assessment (HNDA)

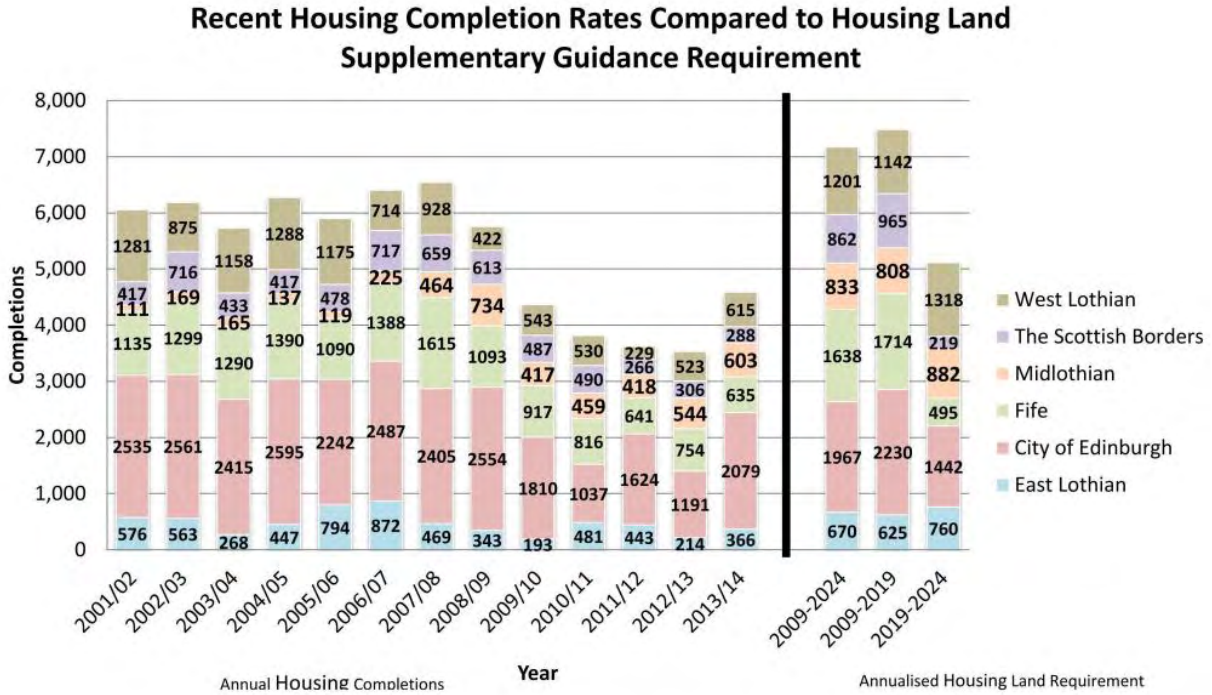
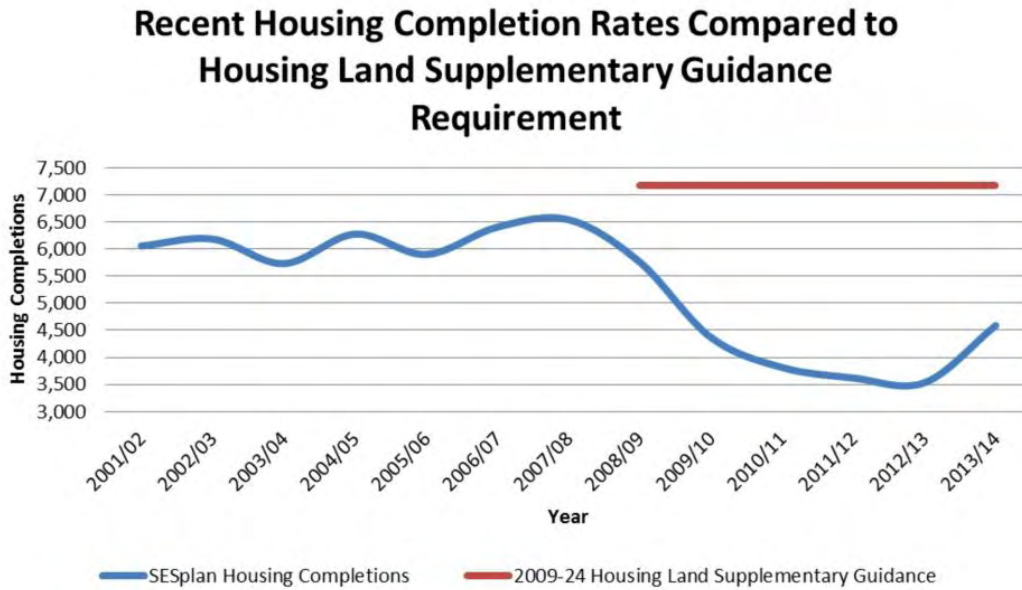


Figure 4.23 Source: HNDA

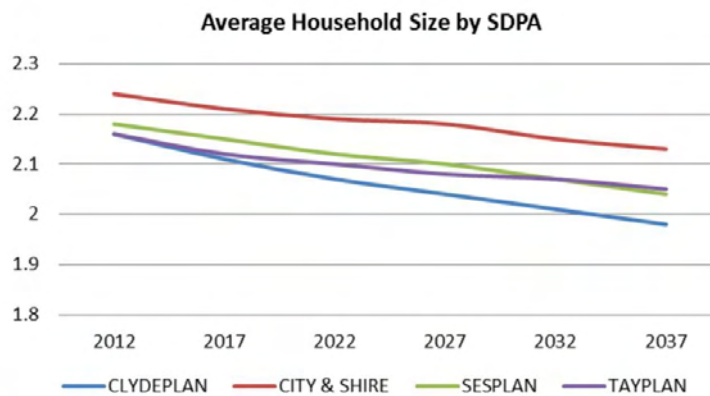


Monitoring 4

Household Size

4.67 SESplan has a growing and ageing population with a declining household size which will place more demand on housing. By 2037, SESplan is expected to have the second lowest average household size among the Scottish city regions overtaking TAYplan but behind CLYDEplan on this indicator. The decline is the result of a combination of changing behaviours. Changes include people having fewer children and increased life expectancy. The number of people 65+ is expected to grow and they are more likely to live in smaller households either on their own or with a spouse.

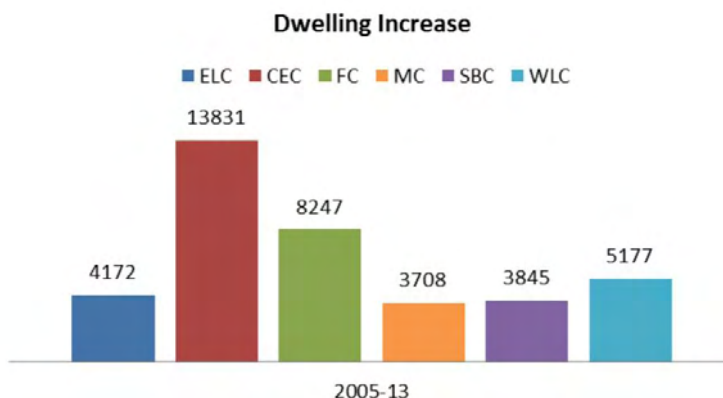
Figure 4.24 Source: NRS



Dwelling Increase

4.68 Figure 4.25 shows the change in the number of dwelling increases over an eight year period in each of the SESplan member authorities. City of Edinburgh has seen the largest increase and Fife has also seen a substantial increase. Midlothian, East Lothian and the Scottish Borders have lower increases. The total increase over the period was 38,982 dwellings which equates to 4,873 dwellings per annum.

Figure 4.25 Source: NRS



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Completions by Sub Housing Market Area

Table 4.17 Source: HNDA

HMA	CEC	EL01	EL02	EL03	FC1	FC2	MC1	MC2	SBC1	SBC2	SBC3	SBC4	WLC1	WLC1	WLC2	WLC3	TOTAL
13/14	2,079	218	84	64	520	115	514	89	151	50	77	10	311	311	304	0	4,586
12/13	1,191	176	10	28	526	228	501	43	163	56	76	11	158	158	365	0	3,532
11/12	1,624	384	8	41	480	161	342	76	123	65	69	9	53	53	171	5	3,611
10/11	1,037	360	26	95	431	385	399	60	260	81	131	18	237	237	281	12	3,813
09/10	1,810	181	2	10	492	425	374	43	214	102	165	6	132	132	408	3	4,367
08/09	2,554	267	35	41	530	563	727	7	352	126	126	9	110	110	280	32	5,759

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4.69 A map showing the geography of sub housing market areas is available in the Housing Land Technical Note. Completions have declined since the beginning the global downturn / recession in 2008 but as the economy has begun to grow again completions have started rising though they remain below 2008 levels. The completions by sub housing market area show that most development occurred within the City of Edinburgh area or sub housing market areas close to the city. Edinburgh has the highest build rate out of all authorities. Sub market areas further away from Edinburgh are largely self-contained and less likely to receive housing pressure associated with the city. The [HNSA Executive Summary](#) includes useful information on population and housing projections.

Effective Housing Land Supply

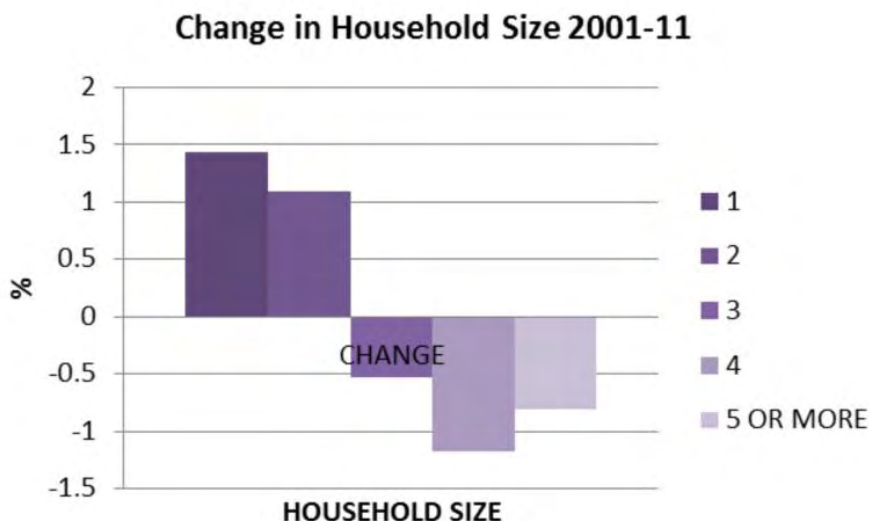
4.70 The approach to the calculation of the five year housing land supply has varied between member authorities. In 2014, the member authorities agreed to work together on a consistent approach to be used by all member authorities. The Scottish Borders and Midlothian are the only authorities to meet the requirements of Policy 7 according to 2012 - 2013 Planning Performance Framework (PPF) submissions. However, the approach to calculating housing land supply has been inconsistent across authorities and therefore comparisons are difficult. Although the PPF figures suggest a shortfall in the land supply, there are underlying issues. Much of the need and demand required is for affordable housing. There is an adequate supply for market housing. More information on housing need and demand split by market and social housing is available in the MIR, Housing Land Technical Note and the Housing Need and Demand Assessment.

Household Size

4.71 The size of households has changed between the 2001 - 2011 censuses indicating continuing long term trends towards smaller households. In the period there was growth in both 1 and 2 person households but declines in all other households. The largest decline was in 4 person households. There was an overall decline in 3, 4 and 5 person households of 2.52% and increase of the same amount in 1 and 2 person households. Growth in smaller households is impacted by a number of factors such as the increasing number of people aged over 65 who are likely to live without children or on their own. The housing needs of this group will also be different. There is likely to be increased demand for sheltered housing and a strain on other facilities and services. More people are choosing to live in small households at any age. Younger people are also delaying having children and are more likely to live without children for longer.

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Figure 4.26 Source: Census 2001-11

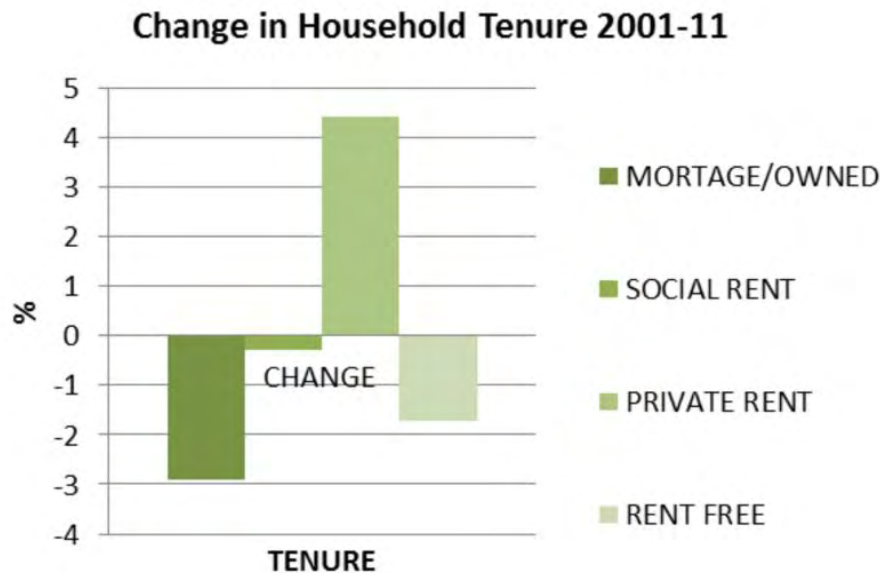


Household Tenure

4.72 While housing need and demand continues to increase, the mix of tenures in the current stock has changed. Figure 4.27 shows that private rent was the only share of households to grow, increasing by over 4% on 2001 levels. There are a number of factors influencing household tenure. Although home ownership is still an aspiration for many, affordability is a deterrent, particularly in Edinburgh where house prices are well above the Scottish average. The availability of financing to mortgage homes has decreased significantly since the financial crash in 2008 which has made getting a mortgage harder. Job security has also influenced the number of rented properties to allow for the possibility of changes in circumstances.

Monitoring 4

Figure 4.27 Source: Census 2001-11

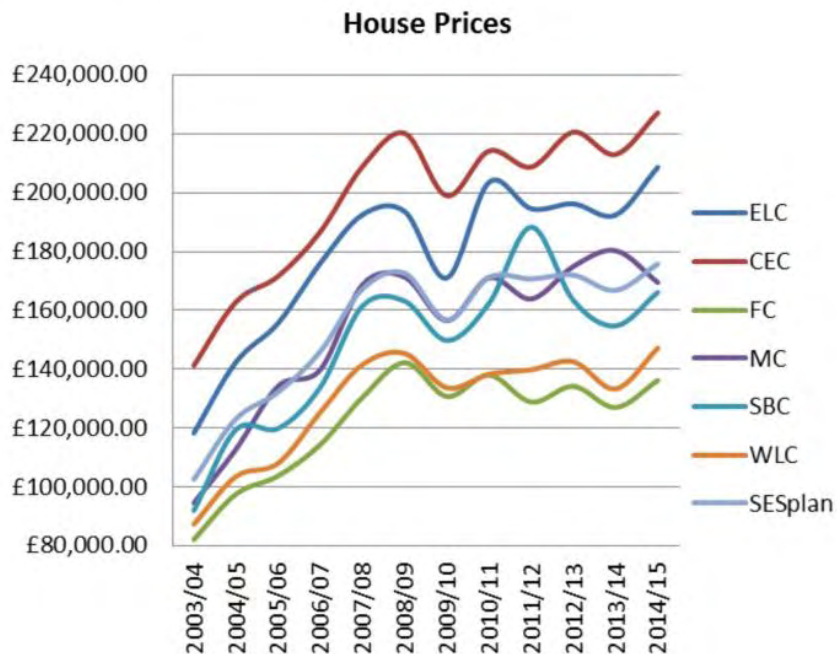


House Prices

4.73 House prices were rising sharply between 2003 and 2007 during a boom period in the housing market. This stalled and began to fall in 2008 after the recession began resulting in several years of steady prices. All Local Authorities have followed a similar trend of a boom in prices up to 2007 and then steady prices until 2013. There is a wide variation between the prices of property in different parts of the region. Edinburgh has the highest average selling price and there is high demand for housing. Fife and West Lothian house prices are significantly below the SESplan average. There is a range of almost £100,000 between the average selling price of a home in Edinburgh and one in Fife. Midlothian is closest to the SESplan average. The range between authorities has remained similar through the monitoring period of 2003 to 2013. City of Edinburgh has consistently been one of the top two most expensive places to buy property in Scotland according to ROS. The Edinburgh average house price is almost £50,000 more expensive than the SESplan average. The SESplan average is close to the Scottish average despite large variations between authorities. The Scottish average in the first quarter of 2015 was £162,135 compared to a SESplan average of £167,464.

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Figure 4.28 Source: ROS



Conclusions

4.74 Additional information can be found in:

- The SEA;
- Housing Land Technical Note;
- Spatial Strategy Technical Note; and
- The Housing Need and Demand Assessment.

4.75 Priorities identified in the SESplan Action Programme relating to Policies 5, 6 and 7 on Housing includes:

Gogar Rail Interchange	Education	Redheugh Rail Station
Road Improvements	Forth Hovercraft	
Rail Service Improvements	Levenmouth Railink	
Energy Park Fife	Winchburgh Rail Station	
Galashiels Interchange		

Monitoring 4

Borders Rail
Park and Ride Schemes
SDAs
Westfield
Galashiels Waste Facility
EGIP
Bus Improvements
Edinburgh Trams
Active Travel Packages
St Ninians Earth Site

Principal Changes

Indicator	Assessment
Dwelling Increase Between 2005-13	Amber
Completions by HMA	Amber
Effective Housing Land Supply	Red
Change in Household Size	Amber
Change in Tenure	Amber
House Prices	Amber
Overall	Amber

What the Indicators Show

- The number of dwellings being built is rising across all authorities between 2005 - 2013, the biggest increase in dwellings was in Edinburgh;
- Completions were higher in sub housing market areas within close proximity to Edinburgh;
- Only Midlothian and Scottish Borders are currently maintaining a 5 Year Effective Land Supply. Although there are inconsistencies on how data is collected and splitting housing need and demand between social and market housing;
- Household sizes are decreasing as people, on average, have less children and more people live on their own;

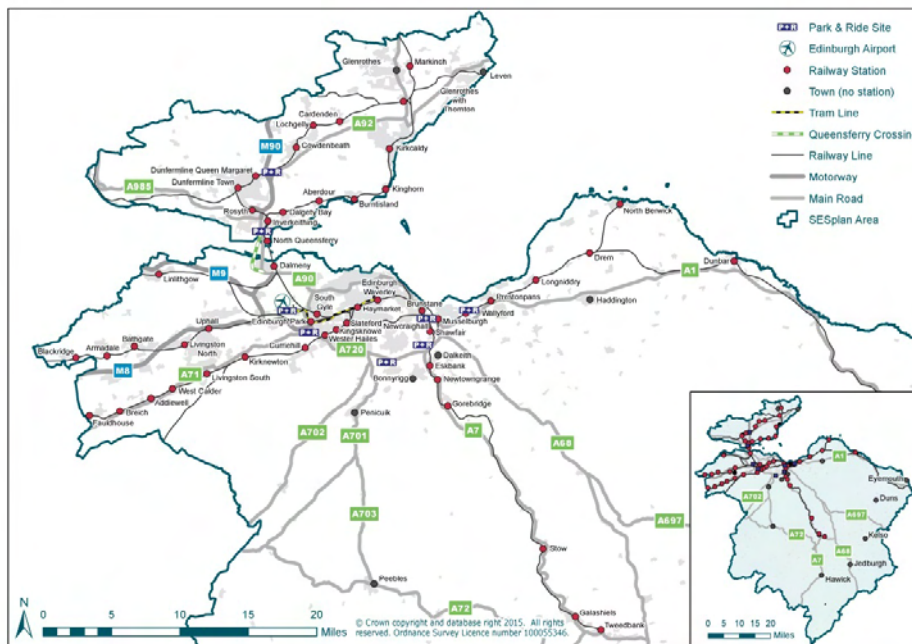
4 Monitoring

- There has been a large increase in the private rent sector. This may, in part, be the result of lack of financing and lower job security; and
- House prices have been steady since 2009 after rapid growth from 2003. There are large variations in house prices across the region. Edinburgh has consistently been in the top 2 most expensive places to own a property in Scotland over the last 10 years.

Policy 8: Transport and Policy 9: Infrastructure

4.76 Policy 8 instructed LDPs to collaborate with Transport Scotland and SEStran to support the development of a sustainable transport network through directing development to locations where sustainable transport modes can be used.

Figure 4.29 Existing Transport Network



4.77 Infrastructure including that identified under The Spatial Strategy shown in Figure 2 of the SDP should be taken forward by LDPs by safeguarding land required to accommodate necessary infrastructure to implement the SDP. LDPs should prepare policy guidance to ensure the provision of infrastructure is committed before development proceeds, with a particular focus on strategic infrastructure. This should be funded through developer contributions and alternative funding mechanisms.

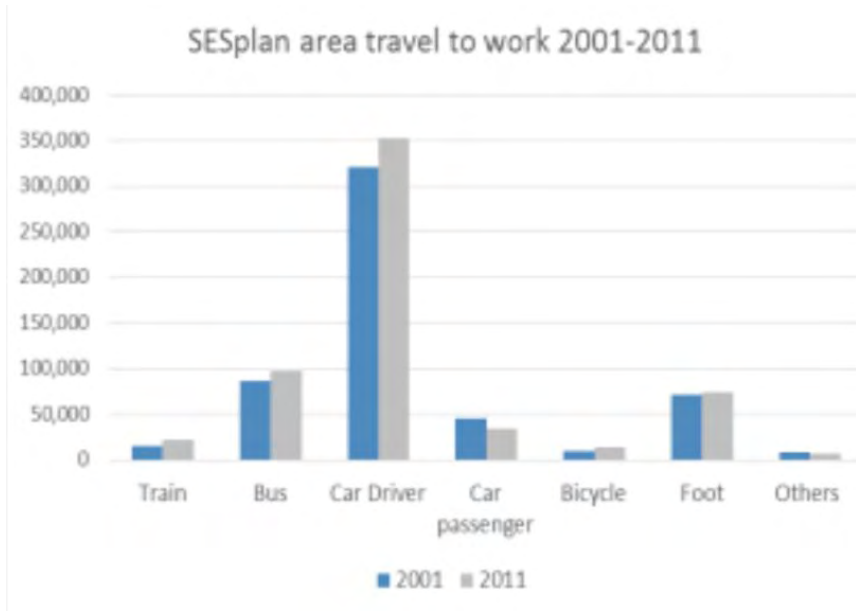
4.78 The delivery of infrastructure is essential to unlocking development, providing access to opportunities and improving the quality of people's lives. Indicators used to monitor this are:

- Travel to Work Data; and
- Modal Share.

4.79 The 2011 census data released so far can tell us how people travel to work and how this has changed since 2001. A key finding is that the number of people travelling to work to, from and within the SESplan area increased by 44,613 or 7.4% between 2001 and 2011 (the increase for Scotland as a whole was 9.4%). Nearly half (48.5%) of these additional journeys are either to, from or entirely within jobs in the City of Edinburgh.

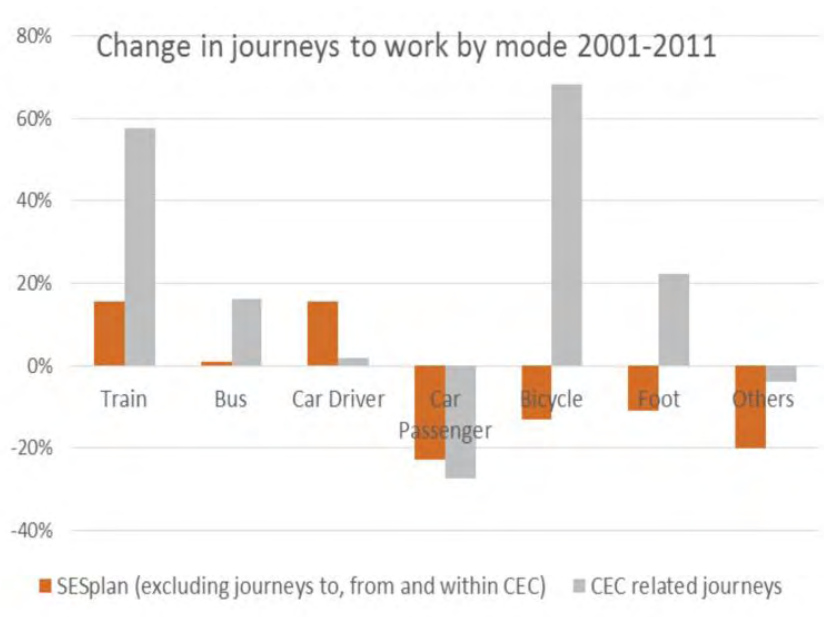
4 Monitoring

Figure 4.30 Source: Census 2001-11



4.80 60% of this increase is accounted for by people living and working within Edinburgh. However, the overall proportion of SEStran residents travelling to work in Edinburgh remains virtually unchanged at 42%. The biggest percentage increases in journeys to work were to East Lothian (19%), Midlothian (12.9%) and from SESplan authorities to outside the SESplan area (14.3%).

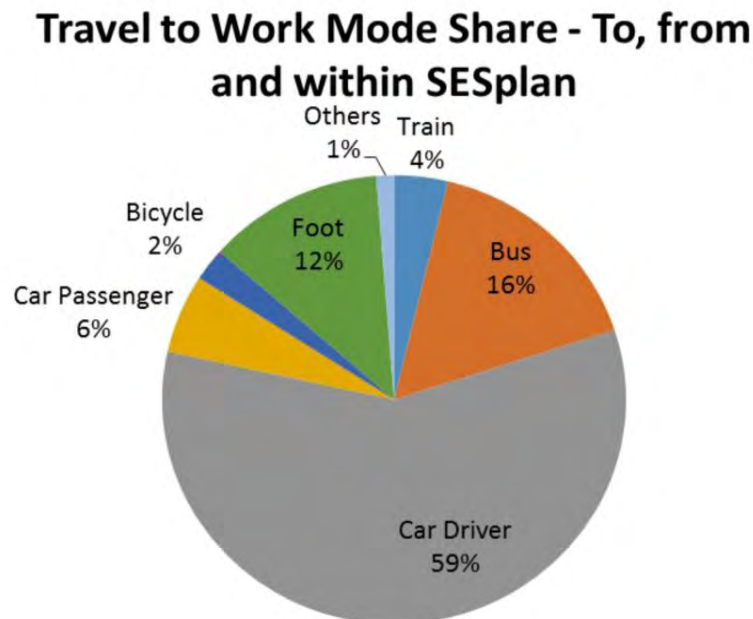
Figure 4.31 Source 2001-11



Monitoring 4

4.81 Other significant intra SESplan changes include significant increases in journeys from Edinburgh to East Lothian (45.3%) and Midlothian (20.9%) and from East Lothian to Midlothian (25.6%). These could relate to developments at Queen Margaret University and Easter Bush. There has been a reduction in the number of people commuting from East Lothian and Midlothian to other areas for work.

Figure 4.32 Source 2001 - 11

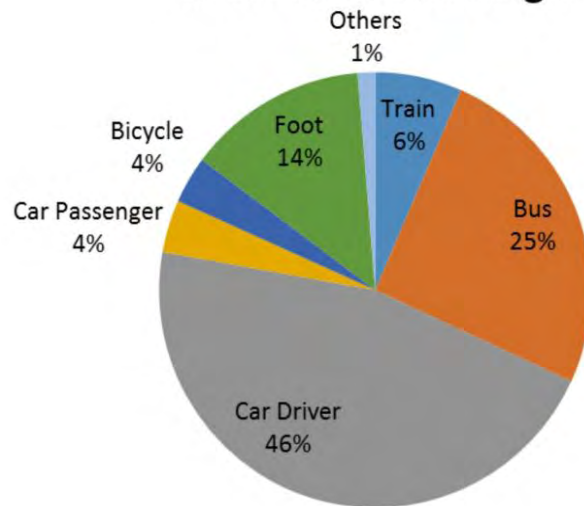


4.82 Figure 4.33 shows that car ownership has increased in all SESplan authorities between 2001 – 2011, with the exception of Edinburgh which saw a decrease. This correlates with mode share figures which shows significant increases in journeys to work in, to and from Edinburgh by walking, cycling and public transport. These positive modal shifts have also been accompanied by a small reduction in journeys by car.

4 Monitoring

Figure 4.33 Source 2001 - 11

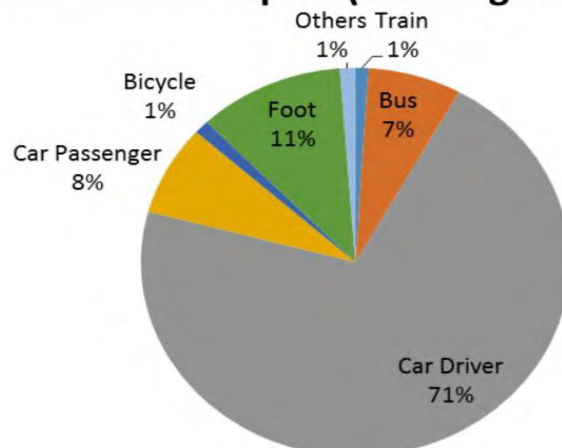
Travel to Work Mode Share - To, from and within Edinburgh



4.83 However, these trends have not been replicated outside the city. In the other SESplan authorities both the number and proportion of journeys made by car to work have increased. Generally those walking and cycling have decreased with only East Lothian showing a small increase in cycling and walking. SDP1 seeks to encourage the use of public transport and increased walking and cycling. Further physical and policy interventions are required if the Scottish Government’s target of 10% of all journeys to be made by walking and cycling by 2020 are to be achieved. A particularly concerning change is a major reduction of over 20% throughout the SESplan area in people travelling as car passengers for the journey to work. This results in substantial reductions in car occupancy and therefore less efficient use of road capacity.

Figure 4.34 Source 2001 - 11

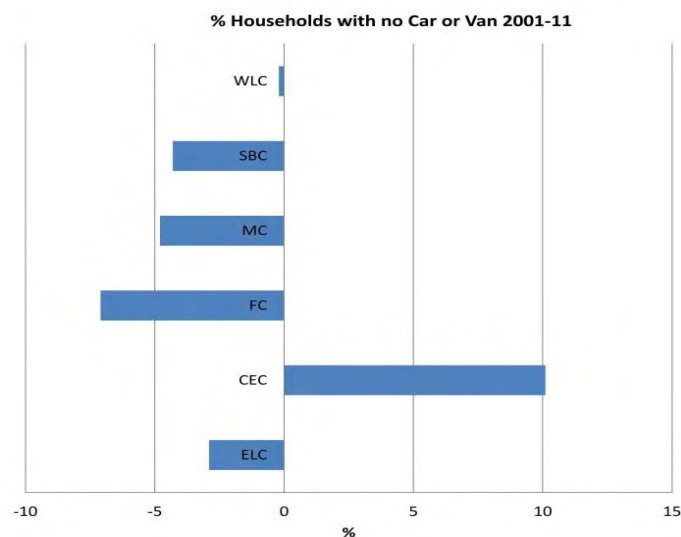
Travel to Work Mode Share - To, from and within SESplan (excluding Edinburgh)



Monitoring 4

4.84 Another key finding from the census travel data is the significant increase in travel to work by rail (50.4%). This has been predominantly in journeys to, from and within Edinburgh which have seen a 57.5% increase in rail journeys. However, this is from a small base, with rail a proportion of all journeys to work increasing from 2.7% to 3.7%. Whilst from a small base, increasing modal shift to rail has significant potential in this region with the opening of Borders Rail, the consolidation of the Airdrie - Bathgate rail link, the ongoing Edinburgh-Glasgow Rail Improvement Programme (EGIP), longer trains and potential new stations at East Linton, Reston and Winchburgh.

Figure 4.35 Source 2001 - 11



4.85 SDP1 policy 8 supports modal shift towards more sustainable forms of transport but it cannot yet have had an impact due to its recent adoption. Whilst planning cannot dictate which travel modes are chosen it can, by guiding the location, layout, uses and design of development and policies, encourage the use of sustainable modes, where appropriate, and discourage travel by private car.

4.86 Policy 8 calls for account to be taken of cross boundary implications of policies and proposals. Led by Transport Scotland, a joint project involving the SESplan authorities, and SEStran is underway to further understanding of potential cross boundary impacts and what interventions may be required.

Edinburgh Airport

4.87 Edinburgh Airport is Scotland's busiest airport and is a large contributor towards the SESplan economy providing jobs and attracting investment. Passenger numbers have grown significantly since 2000 and continue to grow. The increase is, in part, related to the large increase in destinations and the improved services offered by the airport. The airport expects to continue to grow and is following a master plan to accommodate the expected growth published in 2011. Development around Edinburgh Airport is controlled through the Airport Public Safety Zone and Airport Safeguarding Zone and any development within this area is consulted on with the Civil Aviation Authority. The owner of Edinburgh Airport is also consulted

4 Monitoring

on relevant applications in this area. Edinburgh airport has freight facilities, there was a significant increase in freight moving through the airport between 2001 and 2006. This reduced in 2007 and 2008 but increased in 2009 and has been steady between 2009 - 2014

Figure 4.36 Source: CAA UK Annual Airport Statistics

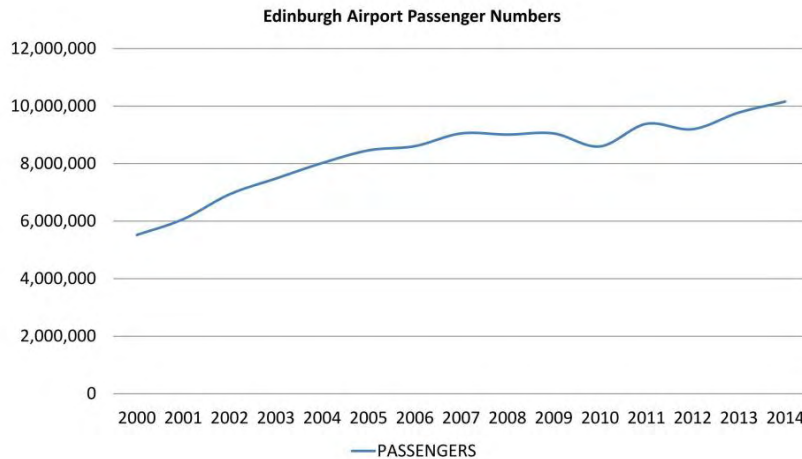


Figure 4.37 Source: CAA UK Annual Airport Statistics



Conclusions

4.88 Additional information can be found in:

- The SESplan SEA; and
- The Spatial Strategy Technical Note.

4.89 Priorities identified in the SESplan Action Programme relating to Policies 8 and 9 on transport and infrastructure includes:

Monitoring 4

Queensferry Crossing	Levenmouth Rail Link	Redheugh Rail Link
Rail Enhancements	Westfield Waste Facility	
Edinburgh Trams	Education	
Active Travel Package	Forth Hovercraft	
High Speed Rail	Dunfermline/Alloa Rail Link	
EGIP	Cumulative Cross Border Impact and Mechanisms for Funding Infrastructure	
Bus Improvements		
Pedestrian and Cycling Facilities to Accompany Borders Rail		
St Ninians Earth Site		
Galashiels Transport Interchange		
Haymarket Station		
Gogar Rail Interchange		
Road Improvements		
Rail Enhancements		
Borders Rail Link		
Galashiels Waste Facility		
Waverley Station		
Borders Rail		
Park and Ride Facilities		
SDAs		
Energy park Fife		

Principal Changes

Indicator	Assessment
SESplan Travel to Work	Amber

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Indicator	Assessment
Change in Travel to Work CEC/SESplan Split	Amber
Edinburgh Airport Passenger Numbers	Green
Edinburgh Airport Freight	Amber
Overall	Amber

What the Indicators Show

- The number of people travelling to work increased across modes except car passenger and the biggest increase was in travel to work by car;
- Change in journeys by mode as a % showed large rises in people taking the train;
- Within Edinburgh there were large increases in active travel;
- Car or van ownership increased across all authorities except for Edinburgh where there was a large drop which could be linked in part to increases in sustainable transport options in Edinburgh;
- Edinburgh airport passenger numbers are increasing due to increasing the number of routes offered and increased demand; and
- Freight from the airport is lower than its peak level, but has been steady since 2009.

Monitoring 4

Policy 10: Sustainable Energy Technologies

4.90 Policy 10 directs LDPs to support Longannet and Cockenzie power stations in their role as non-nuclear base load capacity generators and support Leith and Rosyth in connection with offshore wind energy as well as Fife Energy Park in Methil.

4.91 Sustainable energy technology is required to comply with ambitious Scottish Government targets that aim to utilise Scotland's potential in renewable energy sources. Within SESplan there is a range of renewable energy generators that are strategically significant including biomass, offshore wind, onshore wind and solar power. There is also growing use of micro generation sources which the SDP supports. Indicators used to monitor the progress of achieving the aims of the SDP include:

- Emissions per Capita;
- Total Emissions; and
- Renewable Electricity Generation.

Cockenzie Power Station

4.92 The Scottish Government's National Planning Framework supports the continued use of Cockenzie for thermal energy generation, carbon capture and storage this has been identified as a National Development. The Scottish Government energy Consents Unit issued planning permission to the station from coal fired to gas fired which requires some related infrastructure development. The East Lothian LDP identified the surrounding area to Cockenzie as an area that could support additional energy related development and possibly a renewable energy hub.

Scottish Government Targets

4.93 The supply and consumption of energy has significant implications for the economy and environment. To meet Scottish Government targets we must maximise renewable energy use and reduce overall consumption of energy. Targets include:

- 30% of overall energy demand from renewable sources by 2020;
- 11% of heat demand from renewable source by 2020;
- 100% electricity from renewable source by 2020;
- 500mw community and locally owned renewable energy by 2020; and
- Reduce overall consumption by 12%.

CO2

4.94 CO2 emissions measure fossil fuels being burned and then emitted into the atmosphere contributing towards pollution and climate change. The emissions measured in figure 4.38 and 4.39 are those that are within the scope of influence of the Local Authority and measure emissions from industry, commercial, domestic and transport sectors. As expected, total emissions are highest in areas with large populations as reflected in Edinburgh and Fife having significantly higher emissions than the other authorities. CO2 emissions per capita are a more useful indicator of where is polluting most per person. Figure 4.39 shows that

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East Lothian has the lowest emissions per capita. Edinburgh’s emissions per capita are relatively low because of the high proportion of the population that walk, cycle or use public transport as a main mode of transport and also the high percentage of flats and higher density living. Both total emissions and CO2 emissions per capita have seen a downward trend in all authorities since 2005.

Figure 4.38 CO2 Emissions

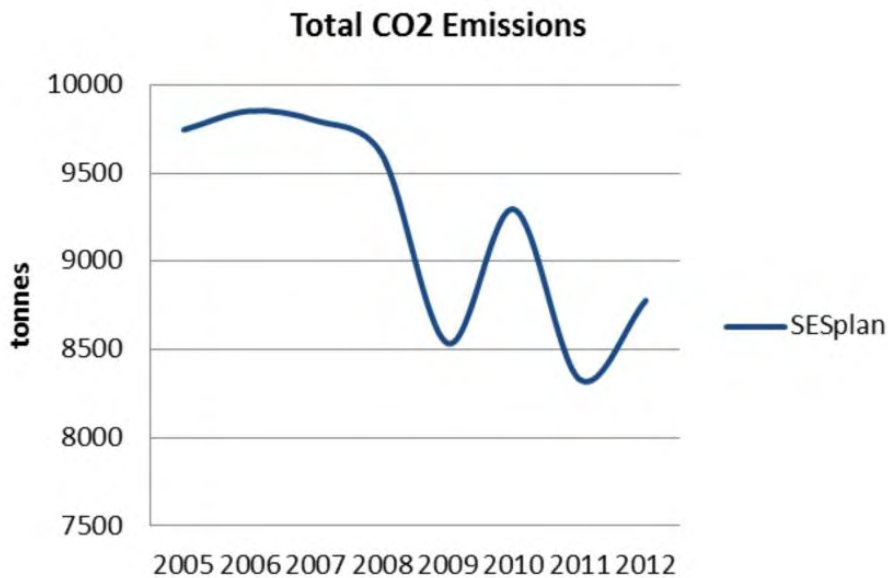
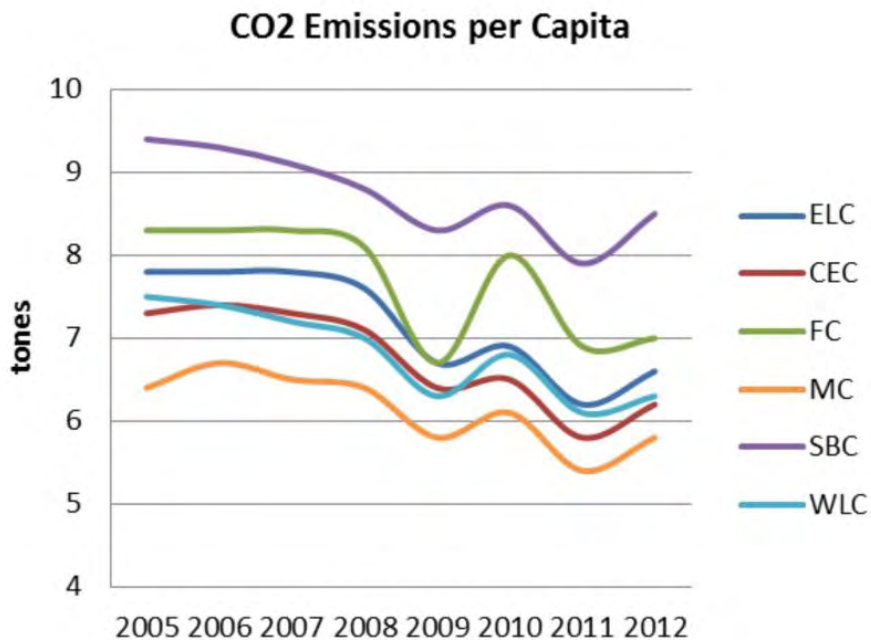


Figure 4.39 CO2 Emissions Per Capita



Monitoring 4

Electricity Generation

4.95 Renewable electricity generation including hydro, wind, wave, solar, landfill gas and other sources has grown significantly since 2000. In 2012 electricity generation from these sources was almost 4 times higher than 2002 levels. The rate of growth has accelerated since 2010 following publication of the Climate Change Act 2009 strongly supporting growth in renewable energies and setting ambitious targets. Renewable generation by gigawatt-hour (GwH) has followed a similar pattern to generation as a % of total consumption.

Figure 4.40 Renewable Electricity Generation

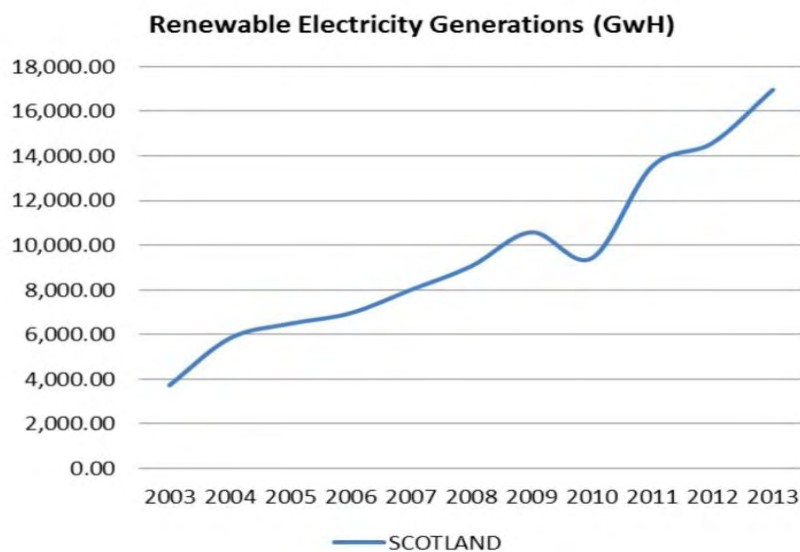
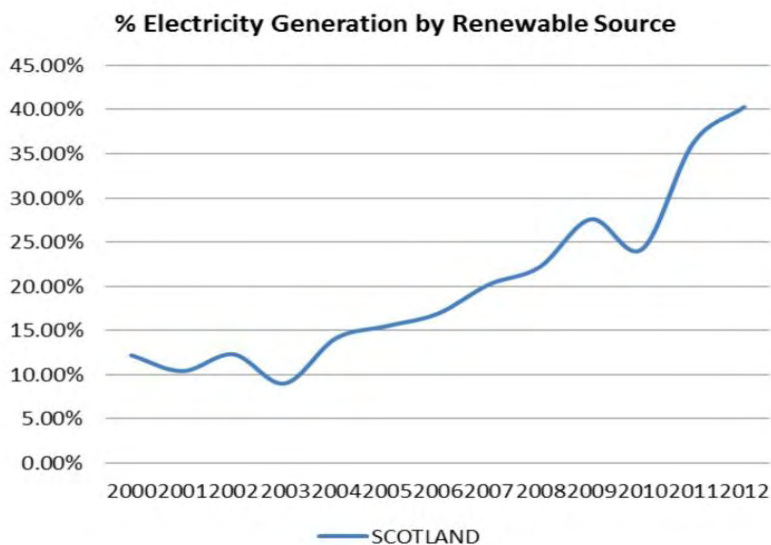


Figure 4.41 % Electricity Generated by Renewable Source

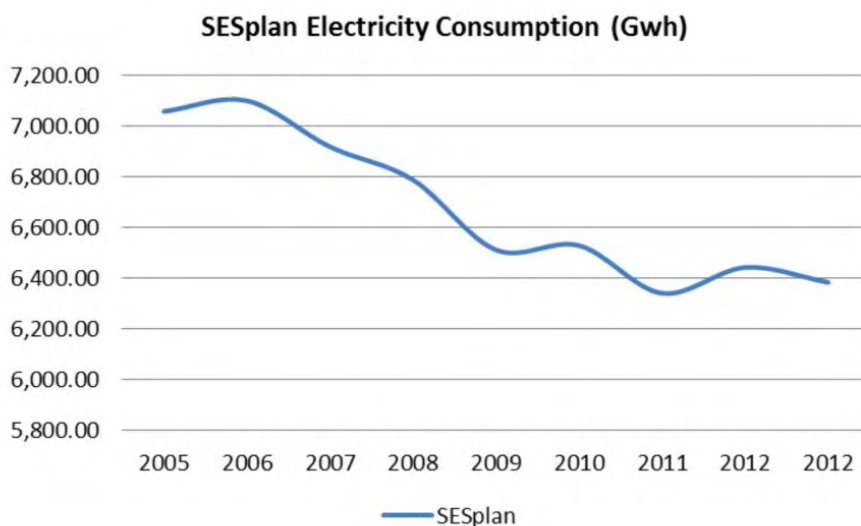


4 Monitoring

Electricity Consumption

4.96 Total electricity consumption across the six SESplan authorities has fallen by close to 1,000 Gwh between 2005 - 2012. The fall in consumption is beneficial in meeting Scottish Government targets such as reducing energy consumption that will help meet targets such as generating 100% of electricity demand from renewable sources by 2020. Influences over electricity consumption include weather conditions, energy efficiency improvements, such as increased levels of insulation, new boilers and more energy efficient appliances; increased prices; the recession; changes in the building stock; and household composition. The recession reduced electricity demand from non-domestic consumers, however figure 4.42 shows that electricity consumption has been falling since before the recession and been steady throughout.

Figure 4.42 Source: DECC



Conclusions

4.97 Additional information can be found in:

- The SEA.

4.98 Priorities identified in the SESplan Action Programme relating to Policy 10 on transport and infrastructure includes:

Table 4.18

Electricity Grid Reinforcements
Opportunities for Heat Reuse

Monitoring 4

Principal Changes

Indicator	Assessment
CO2 Emissions per Capita	Green
Total Co2 Emissions	Amber
Total Renewable Electricity Generation	Green
% Electricity Generation by Renewable Source	Green
Electricity Consumption	Green
Overall	Green

What the Indicators Show

- Co2 emissions per capita have been declining slowly since 2005;
- Total emissions in the region have been steady but this reflects the increasing population;
- Renewable electricity generation has increased significantly since 2003; and
- % of electricity generation from renewables has increase significantly since 2000 and this has accelerated even further since 2009.

4 Monitoring

Policy 11: Delivering the Green Network

4.99 Policy 11 of the SDP supports the creation of a strategic Green Network which is incorporated into the Central Scotland Green network (CSGN), Lothians and Fife Green Network and the Scottish Borders Green Network. LDPs should identify opportunities to contribute to and extend these networks while applying the principles included in the SDP.

4.100 Green Networks should link together the natural, semi-natural and manmade open space providing an interconnected network with recreational opportunities. The network improves accessibility in urban areas and through the countryside offering enhanced biodiversity and the landscape setting. SESplan's green network is part of the CSGN connecting the region beyond the area's boundaries.

4.101 The area has varied opportunities for active travel routes whether they are through the city, town or rural areas, connecting the places for pedestrians and cyclists in a safe environment. There are several benefits associated with the networks including benefits to the economy and health, including mental health. The CSGN vision is for the environment to add value to the economy and enrich people's lives.

4.102 Several projects contributing to the Strategic Green Network have recently been delivered or are progressing including:

- John Muir Way – A 134 mile route passing through East Lothian, City of Edinburgh, and West Lothian;
- Lynne Burn Green network Improvements in Fife;
- Fife Pilgrim Way linking North Queensferry with St Andrews;
- Reconnecting green and blue networks in Livingston; and
- Active Travel Information Hubs in Edinburgh.

LDP Strategic Green Network Strategies

East Lothian

4.103 East Lothian aims to complement the Green Belt through the Green Network improving connectivity for people and wildlife. Strategic connections will add to the CSGN and contribute to cross boundary connections; strategic opportunities include the Edinburgh City Bypass improving access across the road into the city, Shawfair and the South East SDA. There are 9 identified strategic green network proposals included in the MIR.

City of Edinburgh

4.104 The Edinburgh Green Belt supports many Green Network routes around the city including through Pentland Hills Regional Park, Cammo Estate and the Union Canal. The Proposed Plan includes guidance on what is expected from new developments to

Monitoring 4

contribute towards the green network and opportunities to expand the Network – mainly through the identified SDAs. The plan includes 11 proposals to be incorporated into the green network by creating or improving connections to other spaces.

Fife

4.105 Under Policy 12 Natural Heritage and Access of the Proposed Fife Plan, Green Network assets and opportunities for extension are identified in settlement proposals and on the green network map, providing advice on including green network proposals in new development.

Midlothian

4.106 The Council fully supports the development of a green network as part of the CSGN to enhance the environment for people and wildlife including the themes climate change, active travel, biodiversity and place making. The proposed LDP identifies 20 strategic green network connections. Further details are available in the Green Network Technical Note.

Scottish Borders

4.107 Scottish Borders Proposed Plan includes a Strategic Green Network connecting the Central Borders SDA with the Western Borders SDA. Key Green networks are also identified in major towns including Duns, Eyemouth, Hawick, Jedburgh, Kelso and Lauder which also complement the delivery of SDAs. 125 miles of disused railway has also been supported as an opportunity for additions to active travel networks.

West Lothian

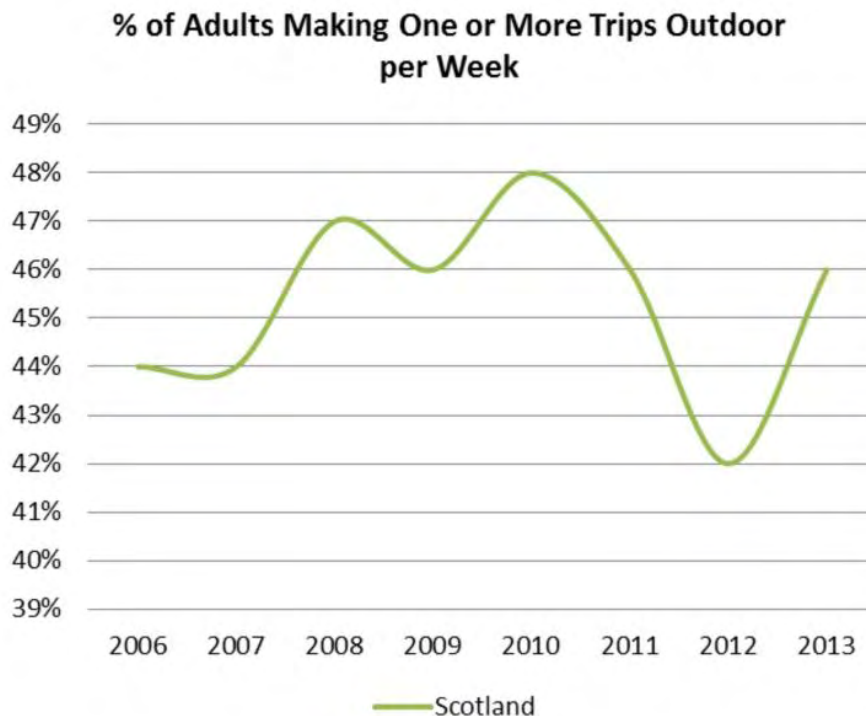
4.108 The expansion of the CSGN is supported and included in the Central Scotland Forest, the West Lothian Open Space Strategy 2005-15 and the Local Authorities Core Paths Plan. Strategic contributions are outlined in the Green Networks Background Paper. New SDAs allow for integration and expansion of existing networks.

Visits Outdoors

4.109 Access to the outdoors and recreational space contributes towards improving people's health and quality of life. In Scotland, almost half the population visit the outdoors at least once per week. The SDP contributes to maintaining access to parks and recreational spaces through protecting these sites and supporting appropriate uses that enhance public participation in using the outdoors. Across Scotland, overall current use is above 2006 levels after recovering from a decline between 2010 and 2012.

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Figure 4.43 Source: Scottish Government



Conclusions

4.110 Additional information can be found in:

- The SEA; and
- The Green Network Technical Note.

4.111 Priorities identified in the SESplan Action Programme relating to Policies 11 on Green Network include:

Borders Rail	A1 Improvements
Pedestrian and Cycling Facilities to Support Borders Rail	Flood prevention Schemes
CSGN	Strategic SUD Schemes
SDAs	Westfield – Green Business Park
Bus and Cycle Networks	
SDP2 Green Network Strategy	
Implement Forest and Woodland Strategies	

Monitoring 4

Principal Changes

Indicator	Assessment
Progress	Green
LDP Strategy	Green
Visits Outdoors	Green
Overall	Green

What the Indicators Show

- There have been significant additions to the Green Network. This includes major additions to the CSGN such as the John Muir Way;
- Almost 50% of adults make at least one trip to the outdoors per week, which is a slight increase on 2006 levels but below the 2010 peak; and
- All LDPs include Green Network Strategies in the latest stage in their plan preparation.

4 Monitoring

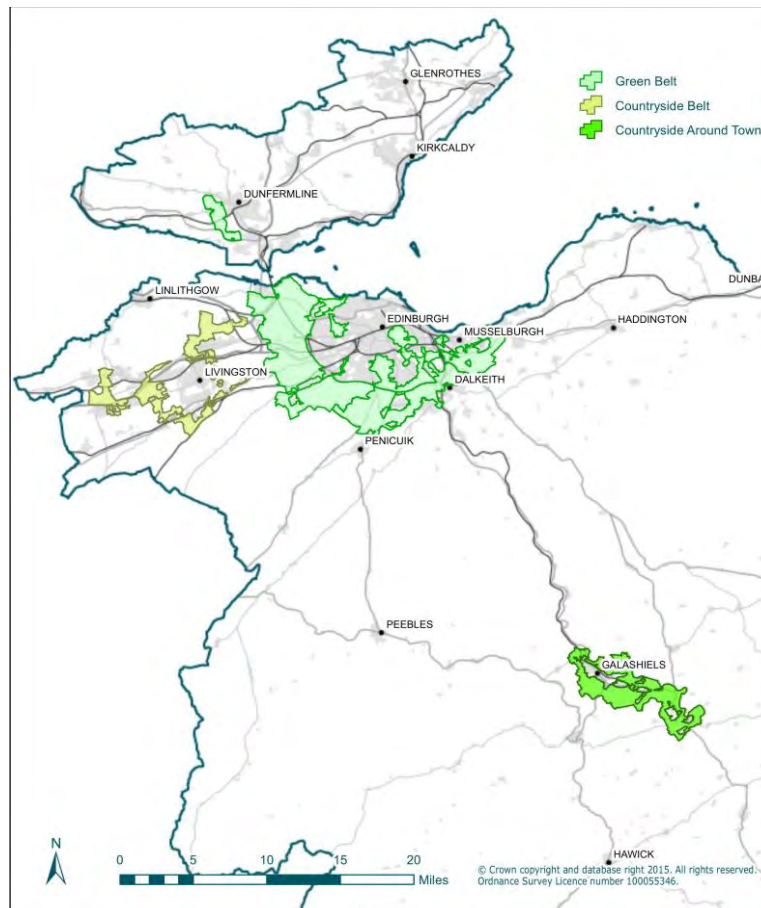
Policy 12: Green Belt and Policy 13: Other Countryside Designations

4.112 The aim of policy 12 is to protect and maintain the Dunfermline and Edinburgh Green Belt. The purpose of the green belt is to protect the identity and character of these areas by avoiding the coalescence of settlements. Policy 13 of the SDP instructs LDPs to review countryside designations which protect and enhance sites of significant interest of value through cultural or natural heritage. These areas provide opportunities to connect with green networks and bring added value to these sites.

4.113 LDPs should define Green Belt boundaries that conform to these purposes whilst defining acceptable types of development such as opportunities to connect with the CSGN. Green Belts have faced significant development pressure in recent years, particularly around Edinburgh, where there has been some release of designated land. LDPs should protect areas of landscape value or other countryside designations there may be scope for development out with these areas. Key indicators for monitoring the effectiveness of this policy are:

- Green Belt development.

Figure 4.44 Green Belt and Other Designations



Monitoring 4

Green Belt Development

4.114 Since 2009 there have been 94 housing completions within the Edinburgh Green Belt. Edinburgh Green Belt development is managed through City of Edinburgh, Midlothian and East Lothian. The Dunfermline Green Belt is managed by Fife Council and differs from Edinburgh's in that it is a fairly recent designation and sees little pressure for development. The Green Belt was designated to direct growth to other areas and protects Dunfermline's setting and character.

Table 4.19 Housing Completions in the Green Belt 2008/09-2013/14

Local Authority	Edinburgh Green Belt
City of Edinburgh	94
Midlothian	3
East Lothian	N/A

Conclusion

4.115 Additional Information can be found in:

- The SEA; and
- The Spatial Strategy Technical Note.

4.116 There are no priorities identified in the SESplan Action Programme relating to Policies 12 and 13 on Green Belt and other Countryside Designations.

Principal Changes

Indicator	Assessment
House Completions in the Green Belt	Amber
Overall	Amber

What the Indicators Show

- Housing applications are being approved in Green Belt areas outwith planned Green Belt releases; and
- There have been significantly more completions in Edinburgh when compared to Midlothian.

4 Monitoring

Policy 14: Waste Management and Disposal

4.117 Policy 14 of the SDP directs LDPs to support recycling and recovery of waste applications in accordance with the zero waste plans. Sites should be safeguarded at Easter Langlee, Millerhill marshalling Yards, Oxwellmains and Westfield as waste treatment sites. LDPs should consider applications for landfill development where the need is supported by Zero Waste Scotland and SEPA Landfill Capacity reports.

4.118 To monitor this policy SESplan will use the following indicators:

- Status of safeguarded sites;
- Recycling rates;
- Landfill capacity; and
- Waste collected.

Safeguarded Sites

4.119 SPP states that plans should safeguard existing waste management installations and ensure that the allocation of land on adjacent sites does not compromise waste handling operations, which may operate partly outside buildings. Sites identified in the SDP have been safeguarded or designated through LDPs to support the Zero Waste Strategy. These new facilities are of a strategic scale and will help the region achieve the aims of the zero waste strategy such as a reduction in waste sent to landfill.

Table 4.20 Status of Safeguarded Sites

<u>Site</u>	<u>Local Authority</u>	<u>Status</u>
Langlee	SBC	Supported in Proposed Plan, soon to be built.
Millerhill	MC	Supported/Safeguarded in Proposed Plan
Oxwellmains	ELC	Safeguarded in MIR
Westfield	WLC	Safeguarded in MIR

Recycling Rates

4.120 SPP paragraph 178 states that plan's should reflect the aims of the Zero Waste Plan and promote the waste hierarchy. The Scottish Government's Zero Waste Plan aims to achieve a rate of 70% recycling by 2025 and to consider waste as a resource. An interim target of 50% recycling rate in 2013 was only achieved by Fife in the SESplan area and 9

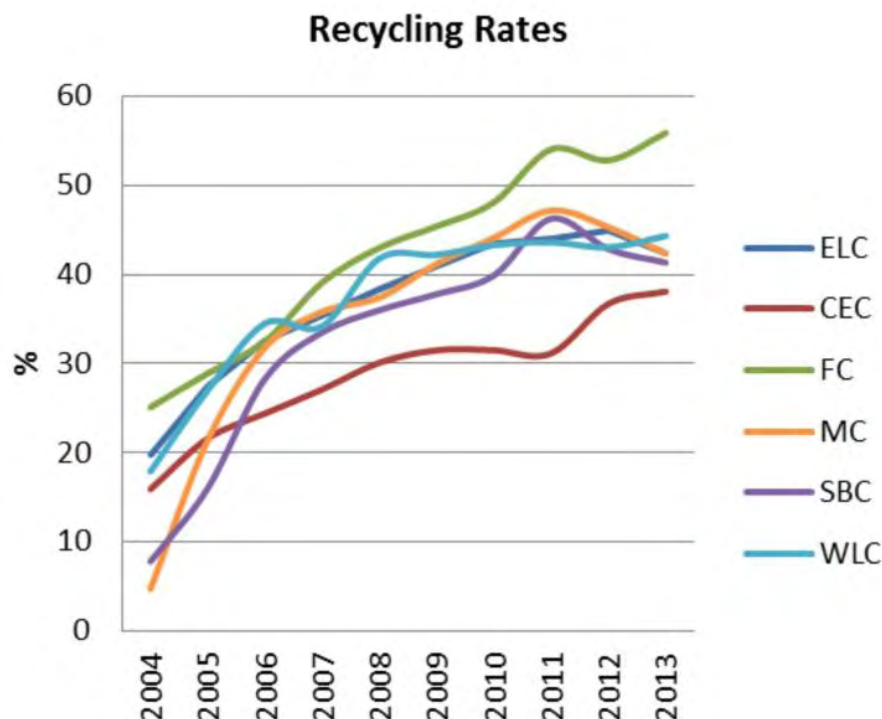
Monitoring 4

authorities over Scotland. The recycling rate has risen significantly since 2004 levels but significant investment in infrastructure is required to support recycling targets. The recycling waste hierarchy is:

1. Prevention;
2. Reduction;
3. Recycle;
4. Recover; and
5. Dispose.

4.121 Recycling rates by Local Authority are shown in figure 4.45. Edinburgh has a lower recycling rate because of the number of flatted dwellings within the city making recycling more difficult. Other authorities were around a similar level apart from Fife which is significantly more successful on this measure.

Figure 4.45 Source: SEPA



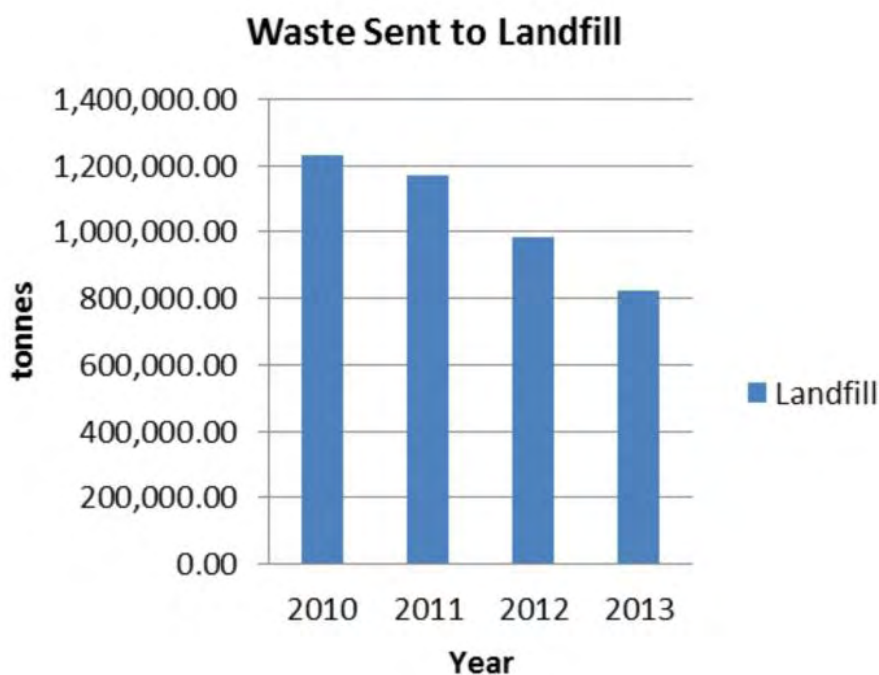
Waste Collected and Landfill

4.122 The waste collected or managed on behalf of Local Authorities has declined marginally between 2004 and 2010 but this decline is against a backdrop of growing populations in most of the region which indicates a more significant reduction in waste collected per capita.

4 Monitoring

Avoiding the creation of waste is the first step in achieving the Zero Waste Scotland objectives. The Scottish Government aims to cut waste sent to landfill to 5%. Fife are currently closest to achieving this target and Edinburgh is furthest behind, following a similar trend to recycling rates, highlighting the relationship between higher recycling rates and lower levels of waste sent to landfill. The landfill capacity in the region as of 2012 was 21,213,398 tonnes. No further landfill sites required to be identified in the plan period but this will be reviewed if the need arises. Additional landfill capacity will be considered when the need is supported by SEPA Landfill Capacity Reports and the Zero Waste Plan. Figure 4.46 shows a downward trend in the amount of waste sent to landfill due to increased recycling rates and a reduction in waste.

Figure 4.46 Source: SEPA



Conclusions

4.123 Additional information can be found in:

- The SEA; and
- The Waste Technical Note.

4.124 Priorities identified in the SESplan Action Programme relating to Policy 14 on Waste Management and Disposal includes:

Water and Sewerage Improvements

Recycling Facilities

Monitoring 4

Principal Changes

Indicator	Assessment
Safeguarded Sites Status	Green
Recycling Rates	Green
Overall	Green

What the Indicators Show

- Sites identified for waste facilities through the SDP have been safeguarded and progressed under LDP strategies;

4 Monitoring

Policy 15: Water and Flooding

4.125 LDPs should identify areas of flood risk and priority flood schemes to assist in the aims of reducing overall flood risk in accord with the principles of sustainable development. New developments should avoid high and medium flood risk areas and land that contributes to reducing the overall risk of flooding should be safeguarded. A key aim of water policy should be to prevent deterioration of water bodies as a result of new development and promote enhancement of the water environment.

4.126 A Strategic Flood Risk Assessment is being prepared by SESplan identify and cross boundary issues around the region and highlight impacts from new development. Indicators for Policy 15 are:

- Overall status of water bodies;
- Change between 2010 - 2013;
- LDPs Approach; and
- New Flood Prevention Schemes.

Flooding

4.127 LDPs policies regarding water comply with the aims of the SDP. City of Edinburgh, Fife, Midlothian and Scottish Borders have included policies in their Proposed Plans (West and East Lothian have yet to be published). Key themes across all policies are the safeguarding of the functional flood plain and no support is given to development which will have an adverse effect on flood risk either on site or elsewhere. All policies also give consideration to maintaining or enhancing the water environment and will not support development that will negatively impact on the ecological status of water bodies. Proposals which are lower than a 0.5% probability of flood risk without adverse impact on quality are generally considered to be acceptable and comply with the LDP policies on water.

Planned Flood Infrastructure

4.128 Several Flood Prevention Schemes have been confirmed since 2009 by the Scottish Government. Of relevance to SESplan are two schemes confirmed for the Scottish Borders:

- Galashiels, Gala Water, includes works to improve conveyance, raise existing and new flood defence walls / embankments in the Plumtree and Netherdale areas of Galashiels.
- Selkirk, Ettrick Water, to mitigate the effects of flooding to residential community and business properties in the Philiphaugh, Bannerfield and riverside areas of Selkirk from the Ettrick Water.

Monitoring 4

Water Environment

4.129 River quality has improved greatly in the last 25 years across Scotland and over half of the rivers are now classed as good or high status. Poorer river quality is affected by agriculture, hydropower schemes and urbanisation. Ambitious targets have been set to achieve 96% of rivers or canals at good or high status by 2027. SEPA's River Basin Management Plan 2015 - 2021 will be published this year, further information is available [here](#).

4.130 SESplan has a large coastal area, 97% of Scottish coastal water is classed as high or good quality, and the other 3% is of moderate quality. Human activity has impacted on the status of estuaries being lost or damaged through land claim, building and sea defence walls. Further information on water bodies is available [here](#).

Table 4.21 Source: SEPA

	<u>HIGH</u>	<u>GOOD</u>	<u>MODERATE</u>	<u>POOR</u>	<u>BAD</u>
2013	4	127	96	74	6
2012	5	126	95	68	13
2011	4	127	95	67	13
2010	4	122	101	68	11

Change in Status

4.131 The overall status of water bodies is assessed annually by SEPA. The summary of changes between 2010 - 13 shown in table 4.21 shows that there was an increase in the number classified as poor and less classified as bad. This could be a result of some water bodies moving from the bad category to poor. There was a slight increase in the number of water bodies class as good. Key pressures on the SESplan water environment include nutrient enrichment, morphological alterations, abstraction, iron levels and presence of oils, metals and other modifying substances.

Conclusion

4.132 Additional information can be found in:

- The SEA; and
- The Spatial Strategy Technical Note.

4.133 Priorities identified in the SESplan Action Programme relating to Policy 15 on Water and Flooding include:

Prepare an SFRA for SESplan Area

4 Monitoring

Identify Flood Risk Areas

Principal Changes

Indicator	Assessment
Water Environment	Green
Infrastructure	Green
Overall	Green

What the Indicators Show

- There has been a slight improvements in the quality of the water environment;
- Several flood prevention schemes are progressing; and
- A Strategic Flood Risk Assessment has been prepared to inform the Main Issues Report.

Continual Monitoring 5

5 Continual Monitoring

5.1 In order to gather and analyse long term trends, SESplan will identify key outcomes that the Strategic Development Plan aims to achieve. These outcomes will be split between contextual indicators and plan monitoring indicators. Contextual indicators give an overview of social, environmental and physical characteristics of an area and less likely to be influenced by plan policy. Plan monitoring indicators are influenced by the plan and show the success of the plan. The key outcomes identified below have a series of indicators with information on sources included in the table. This will allow for a consistent method of measuring performance and will assist in preparation of future Monitoring Statements. A spreadsheet recording these indicators will be maintained and updated annually.

Table 5.1 Continual Monitoring Indicators

THEMES	ANNUAL INDICATOR	SOURCE
The Spatial Strategy	Life Expectancy at Birth	NHS Scotland
	Deprived Areas	Scottish Index of Multiple Deprivation
	Progress of SDAs	Local Authorities
A Place to do Business	Life Expectancy at Birth	Office for National Statistics
	Deprived Areas	Office for National Statistics
	Progress of SDAs	Office for National Statistics
	Median Gross Weekly Earnings	Office for National Statistics
	GVA per Capita	Office for National Statistics
	Business Survival rates	Employment Land Audits
	Business Births	Scottish Labour Market Statistics
	Business Deaths	Scottish Government
	Employment Land Take-Up	Scottish Government
	Employment Rate	Department for Work and Pensions
	Vacant Land	SEPA
	Derelict Land	SEPA
	Job Seeker Allowance Claimants	DECC
A Place for Communities	Recycling Rates	Local Authorities
	Total Waste	Local Authorities

5 Continual Monitoring

THEMES	ANNUAL INDICATOR	SOURCE
	Renewable Electricity Generation	Scottish Housing Register
	Hectares Removed From the Green Belt	Local Authorities
	Housing Completions by Sub Housing Market Area	Local Authorities
	House Prices	Registers for Scotland
	Housing Land Supply	Planning Performance Frameworks
	Dwelling Increase	National Records for Scotland
	Housing Failing the Scottish Quality Standard	Scottish Housing Register
	Carbon Dioxide Emissions per Capita	DECC
A Better Connected Place	Traffic Volumes	Transport Scotland
	Main Mode of Transport	Transport Scotland
	Access to Superfast Broadband	Ofcom
General	Buildings at Risk	Buildings at Risk Register

Interim Environmental Report



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Executive Summary

1 A Strategic Environmental Assessment (SEA) process seeks to inform the strategies and policies of a plan (and assess their alternatives). This to help meet or have less impact on environmental objectives (Chapter 4). Environmental objectives include minimising CO₂ emissions, improving air quality and protecting and enhancing townscapes and landscapes. These objectives are based the key content of plans, programmes and strategies related to sustainable development (Appendix C) and the environmental characteristics and trends in the area (Chapter 3 and Appendix B). An Interim Environmental Report (IER) of this process is required at the Main Issue Report (MIR) stage of plan preparation.

2 As the MIR builds on the adopted SDP, this IER builds on the Environmental Report of the adopted SDP (Chapter 2). The report focus on the assessment of the spatial strategy options in the MIR: Concentrated Growth; Distributed Growth; and Growth Corridors. Other issues in the MIR have not been subject to SEA as they relate to pace and effectiveness of delivery of the plan and strategy rather than different policy options which would have different consequences on the environment.

3 The IER finds that the Growth Corridors spatial strategy option contained the most positive impacts on some objectives and the least negative impacts on other objectives compared to the the reasonable alternatives. These were:

- Minimising CO₂ emissions;
- Increased housing, job opportunities, services and delivering green network initiatives supporting Population and Human Health aims;
- Lesser impact on flood risk; and
- Lesser impacts on natural heritage townscapes, landscapes and built and cultural heritage.

4 Concentrated development was found to have greater positives impacts on air quality and minimising CO₂ emissions but had worse impacts on other SEA objectives. Dispersed Growth was found to magnify some of the negative impacts compared to Growth Corridors. This is why Growth Corridors has been chosen as the preferred spatial strategy option in the Main Issues Report.

5 In order to sustainably deliver the preferred strategy, the SDP, LDP and developers will need to integrate the mitigation measures identified in the SEA process (Chapter 6). These seek to enhance the positive impacts and nullify or reduce the negative impacts from the strategy.

6 If required, this Environmental Report will be revised to reflect the finalised strategy in the Proposed Plan. This will be accompanied by a Habitats Regulations Appraisal Report which will identify the potential impacts on biodiversity sites with European level protection.

1 Introduction

1 Introduction

Name of Responsible Authority	SESplan - Strategic Development Planning Authority for Edinburgh and South East Scotland
Title of Draft Plan, Programme or Strategy	SESplan Strategic Development Plan 2
Period Covered by PPS	2017-2037
Geographic Area Covered	City of Edinburgh Council, East Lothian Council, Fife Council (Mid and West only), Midlothian Council, Scottish Borders Council and West Lothian Council - As set out in Map 1.1.
Contact Point	<p>Graeme Marsden - graeme.marsden@sesplan.gov.uk</p> <p>SESplan Planner</p> <p>West Lothian Civic Centre</p> <p>Livingston</p> <p>West Lothian</p> <p>01506 282881</p>

Purpose

1.1 The purpose of the Strategic Environmental Assessment (SEA) is to estimate and analyse the impacts of this Strategic Development Plan (SDP) on the environment of the SESplan area (Map 1.1 'SESplan Coverage'). This Interim Environmental Report assesses the estimated impacts of the spatial strategy options in the Main Issues Report (MIR). It then looks identify what should be the preferred option based on environmental objectives and what measures can be adopted in the SDP and subsequent Local Development Plans (LDPs) to minimise those impacts.

Map 1.1 SESplan Coverage



1.2 A proportionate approach towards SEA and the Interim Environmental Report (IER) will be taken for SDP2. It will focus on the significant impacts and take into account the strategic scale of the SDP. Therefore, the SEA will not identify potential impacts at a site specific level as that is not the scale at which the SDP operates and such detail is not available.

1.3 SDP1 was adopted in June 2013 and the Housing Land Supplementary Guidance in October 2014. Therefore it is only in the early stages of implementation. It is proposed that a significant proportion of development requirement and policies in SDP2 will be carried forward from previous

1 Introduction

plans, SDP1 and LDPs currently being prepared. Whilst there will be an overall impact assessment, in order to understand the impacts of decision making elements of this plan, the assessment will focus on the significant changes and additional strategic development options set out in this MIR.

1.4 The IER is being public consulted upon alongside the MIR. This allows all groups and individuals to comment on whether they agree with the assessment of the options. The feedback received will be reviewed alongside a further assessment on any changes to the strategy and policies following the consultation. Details of the SEA process and how it aligns with the SDP preparation process is set out in Table 1.1 'SDP and SEA Preparation Process'. SDP2 has to be submitted to Scottish Ministers for examination by June 2017 to meet the requirement to submit within four years of approval of the previous plan.

1.5 This Environmental Report has been produced using the 2013 Scottish Government SEA Guidance. The Report is structured as follows:

- The remainder of Chapter 1 sets out the Screening and Scoping stages undertaken prior to this production of the IER and the key decisions made at those points.
- Chapter 2 sets out the key findings from the SEA of SDP1 and the Housing Land Supplementary Guidance. It looks to compare these with the impacts identified from daughter LDP Environment Reports. The process and findings have been used to inform this SEA methodology.
- Chapter 3 sets out a contextual summary of environmental characteristics and issues for the SESplan Area. It also sets out the key plans, policies and strategies that influence the environmental content and SEA of the SDP. Details are set out in Appendices B & C.
- Chapter 4 sets out the assessment framework being used to assess the Spatial Strategy options in the MIR.
- Chapter 5 sets out the findings of the assessment of the preferred and reasonable alternative option for the Spatial Strategy in the MIR. Detailed assessment matrices for each SESplan member authority area are set out in Appendix D.
- Chapter 6 sets out mitigation measures that should be incorporated into the SDP and daughter LDPs to prevent and mitigate the impacts identified of the preferred strategy.
- Chapter 7 sets out the proposed monitoring framework which will be used to identify the impacts of delivering the SDP.
- Chapter 9 details the next steps in the process.

Table 1.1 SDP and SEA Preparation Process

Timescales	SDP Stage	SEA/HRA Stage
July 2014		Submit Scoping Report to SEA Gateway
August 2014	Ongoing Preparation of Main Issues Report (MIR)	Consultation Authorities consider Scoping Report - respond within 35 days
August 2014 to April 2015		Preparation of SEA Interim Environmental Report (IER)
May 2015	SESplan Joint Committee consider MIR, IER and supporting documents for public consultation	
May & June 2015	Ratification of the Joint Committee decision by all six member authorities. MIR, IER and supporting documents publicly available online during this period	
Summer 2015	Eight week formal public consultation (21 July to 15 September) on the MIR, IER and Supporting Documents	

Introduction 1

Timescales	SDP Stage	SEA/HRA Stage
Summer to Winter 2015	Consider responses; continue to develop evidence base; prepare Proposed Plan and Action Programme	Consider responses; assess changes to plan; amend assessment if required.
Spring 2016	SESplan Joint Committee to consider publishing Proposed Plan	SESplan consider updated Environmental Report and HRA
Spring/Summer 2016	Ratification of the Joint Committee decision by all six member authorities. Proposed Plan, Environmental Report and supporting documents publicly available online during this period	
Spring/Summer 2016	Six week period of representation on Proposed Plan	Six week consultation period on updated Environmental Report and HRA
Summer/Autumn 2016	Consider responses and prepare summaries of unresolved responses	
Spring 2017	SESplan Joint Committee Submit Proposed Plan and Action Programme to Scottish Ministers	
Autumn/Winter 2017	Examination of Proposed Plan	
Spring/Summer 2018	Reporters report submitted to Scottish Ministers	
Spring/Summer 2017	Ministers approve SDP with or without modifications or reject	Produce SEA Post Adoption Statement & Scottish Ministers agree finalised HRA
Ongoing	SDP2 Monitoring	SEA Monitoring

Previous Steps

Screening

1.6 Screening determines whether a plan, programme or strategy should be subject to SEA. However, the Environmental Assessment (Scotland) Act 2005 requires that the environmental impacts, and potential mitigation measures, of SDPs are assessed and considered. SEA is mandatory for SDPs. The SEA should inform the decision making process on the content of SDPs.

Scoping

1.7 The first part of the SEA process was a scoping exercise. This set out how the potential environmental impacts of the options and reasonable alternatives for the SDP MIR would be assessed in this Environmental Report. All SEA topics were considered to be in scope for SDP2. The breadth of SDP policy coverage and the large and varied geographic area of the SDP results in the potential for significant impacts for each SEA topic.

1 Introduction

Table 1.2 SEA Topics

Air Quality	Biodiversity, Flora & Fauna	Cultural Heritage
Population & Human Health	Landscape & Townscape	Climatic Factors
Material Resources	Soil	Water & Water Quality

1.8 The Scoping Report allowed for the Consultation Authorities⁽¹⁾ to assess if the proposed assessment methodology allows for an effective and proportionate evaluation of proposals and alternatives prior to the production of the Interim Environmental Report.

1.9 The Consultation Authorities broadly agreed with the approach but suggested some minor modifications to the process. A table of the Consultation Authorities main comments, suggested modifications and the SESplan responses is set out in Appendix A.

1.10 SESplan officers twice met with officers from HS, SEPA and SNH following scoping to discuss both the emerging IER and MIR. Their comments have informed this IER.

1 Scottish Environment Protection Agency (SEPA), Scottish Natural Heritage (SNH) and Historic Scotland (HS)

2 Findings from SDP1

Findings from SDP1

2.1 In order to understand the context in which SDP2 is being prepared, it is important to set out the findings of the SEA of SDP1 and the accompanying Housing Land Supplementary Guidance (HLSG). The SEA of SDP1 assessed the proposed strategies by Strategic Development Areas.

2.2 Scottish Ministers approved SDP1 in June 2013 subject to modifications, the most significant of these involved changes to the housing section. HLSG was required setting out how much of the housing requirement was to be met by each Member Authority. Prepared and publicly consulted upon during 2013/14, this was then adopted by each member authority in October 2014 and used to inform their emerging plans. The SEA of the HLSG built on the Environmental Report from SDP1 and sought to assess the additional and overall impact of the housing requirements proposed for each Local Authority. SDP1 and the HLSG required a significant level of development, a large proportion of which was committed from previous plans and approved development.

2.3 The regional scale of the SDPs meant potential impacts could not be specific for locations in SDP1 and the HLSG. Exact locations of development are not defined or detailed boundaries provided, instead it identifies Strategic Development Areas, which are broad areas of strategic growth. It is the responsibility of the LDP to set out the detail of sites required to meet the targets set out in the HLSG and make up the strategic development areas. Therefore, SEA at a strategic level can only identify broader impacts of the SDP or HLSG.

2.4 Full details of the SEAs for SDP1 and the HLSG are in the Environmental Reports and Post Adoption Statements available at <http://www.sesplan.gov.uk/strategic-development-plan>. Short summaries of the SEA findings of the chosen SDP1 and SG strategy and mitigation measures by SEA topic are set out in Table 2.1 'SEA Findings of SDP1 and Supplementary Guidance'.

Table 2.1 SEA Findings of SDP1 and Supplementary Guidance

SEA Topic	Findings	SESplan Mitigation
Air	- Potential negative impacts on air quality in some parts of the region from emissions from increased car journeys.	- SDP strategy focuses in locating development in areas with access to sustainable modes of transport and with scales of development that will support services - Promotion of sustainable transport projects
Biodiversity, Flora & Fauna	- Spatial Strategy for SDP1 and the SG was considered to have a neutral impact	- Land should be allocated away from important biodiversity areas and European Sites - Development of green network ⁽²⁾ initiatives

2 Connected areas of green infrastructure and open space that together form an integrated and multi-functional network

2 Findings from SDP1

SEA Topic	Findings	SESplan Mitigation
Climatic Factors	<ul style="list-style-type: none"> - Potential synergistic effects from the combination of increased air pollution and soil sealing could cause increases in greenhouse gas emissions 	<ul style="list-style-type: none"> - Building on opportunities related to natural habitat networks, sustainable water management and settlement patterns to enable climate change mitigation and adaptation - Promotion of decarbonising transport and implementing sustainable transport projects - Promotion of sustainable energy resources - SDP directs development to brownfield sites first
Cultural Heritage	<ul style="list-style-type: none"> - Potential impact on cultural heritage assets from development 	<ul style="list-style-type: none"> - SDP Policy 1B requires LDPs to have no significant impacts on identified cultural assets - Design-led approach at LDP level to include assessment of development of sites on cultural assets.
Landscape & Townscape	<ul style="list-style-type: none"> - Greenfield development could affect landscapes and settings of towns - Brownfield development could impact on existing townscapes 	<ul style="list-style-type: none"> - Landscape designations protected in SDP Spatial Strategy - Design led approach at all levels to ensure that impacts are minimised and opportunities for enhancements are maximised
Material Assets	<ul style="list-style-type: none"> - Negative impacts considered unlikely due to policy positions on minerals and waste 	<ul style="list-style-type: none"> - LDPs required to safeguard mineral resources - Sites identified for future zero waste facilities
Population & Human Health	<ul style="list-style-type: none"> - Positive impacts by locating development in areas supported by existing services - Delivery of housing, employment sites and greenspaces for new and existing communities - Potential secondary and synergistic effects identified - sea level rises impacting on coastal settlements and air quality and emissions rises impacting on human health 	<ul style="list-style-type: none"> - Promotion of access to green networks and other sustainable access routes - Policy positions adopted on transport and energy to reduce the effects.
Soil	<ul style="list-style-type: none"> - Fuller analysis needed through the LDP process but some loss of agricultural land, soil 	<ul style="list-style-type: none"> - SDP directs development to brownfield sites first

Findings from SDP1 2

SEA Topic	Findings	SESplan Mitigation
	erosion and soil sealing through greenfield development	
Water	<ul style="list-style-type: none"> - Cumulative impact of soil sealing and climate change leading to potential increased flood risk - Possible impacts on water environment status 	<ul style="list-style-type: none"> - LDPs to identify and avoid areas of flood risk - Prevent deterioration and promote enhancement of water environment

Local Development Plan Comparison and Analysis

2.5 Following advice from the Consultation Authorities, it was decided to check the correlation of the SEA findings from Environmental Reports of SDP1 and the subsequent emerging LDP Environmental Reports. This would determine if the approach to SEA undertaken in SDP1 was robust and that the framework identified similar assessments as emerging through the LDPs. LDPs SEAs are site specific and can include better detailed information for different sites within the SDA. Table 2.2 is a short summary of the assessment at the SDP level and then what the overall findings were from emerging LDPs. Following Table 2.2 are short summaries setting out the approach to SEA for each of the SESPlan Member Authorities.

Table 2.2 Comparison of SDP and LDP Assessments

SDA/Growth Area	SDP SEA: Identified Impacts on SEA Topics		LDP Overall Assessment
KEY	Negative/Neutral Effect	Positive Effect	
Central Edinburgh	Landscape and Townscape, Population and Human Health, Soil.		Selection of sites in the SDAs and the development of policies has been strongly influenced by environmental considerations and cumulative effects of the plan have been minimised where possible through mitigation measures. Key considerations for sites were the accessibility to public transport and developments that would minimise the impact on the landscape setting of the city. There will be opportunities to improve public transport and support the creation of walking/cycling links through mitigation measures such as green networks. Green networks and biodiversity will be enhanced through site linkages because of the close proximity of sites. Site briefs, development principles and masterplanning will be used to implement mitigation measures where possible. There is a risk to cultural heritage around Cammo, Burdiehouse and Brunstane, which will require site briefs. There are five Air Quality Management Areas in Edinburgh and further development
	Air, Biodiversity, Climatic Factors, Cultural Heritage, Material Assets, Water.		
Edinburgh Waterfront	Landscape and Townscape, Population & Human Health, Soil		
	Air, Biodiversity, Climatic Factors, Cultural Heritage, Material Assets, Water		
West Edinburgh	Population & Human Health		
	Air, Biodiversity, Climatic Factors, Cultural Heritage, Landscape and Townscape, Material Assets, Soil. Water		

2 Findings from SDP1

SDA/Growth Area	SDP SEA: Identified Impacts on SEA Topics	LDP Overall Assessment
South East Edinburgh/Midlothian Shawfair	Population & Human Health	may lead to further degradation of these areas and negatively impact other key transport corridors. There is likely to be significant greenfield release to accommodate growth, having a negative impact on soil. Landscape and visual impacts will be carefully considered but unlikely to have a detrimental impact. No new flood risk areas have been allocated under this plan, for existing identified flood risk sites such as the International Business Gateway and the Edinburgh Bioquarter flood management strategies have been identified. Positive cumulative impacts on green networks and open space are anticipated.
	Air, Biodiversity, Climatic Factors, Cultural Heritage, Landscape & Townscape, Material Assets, Soil, Water	
East Coast Corridor	Landscape & Townscape, Population & Human Health	The preferred ELC strategy is to have compact growth in the west of the county. This area is more built up and accessible than rural coastal and eastern parts of East Lothian. The strategy would have an overall positive impact on biodiversity and population and health, a negative impact on soil, air, climate change, assets and landscape and a neutral impact on water and heritage. Overall the strategy has a less negative impact than a dispersed strategy through minimising negative impacts through enhancing biodiversity, population and human health through mitigation measures such as enhancing green networks, including active travel routes in new design and planting woodland. Population and human health would benefit from the regeneration of existing area with the inclusion of affordable housing and good accessibility to sustainable transport modes and open space provision included in new design and habitat connectivity. Overall air quality is likely to deteriorate under any scenario as development will increase CO ₂ emissions and increased transport or population. The quality of the water environment of water will be maintained or enhanced and development located away from flood risk areas resulting in a neutral impact on water objectives. Soil will be degraded because of the development of greenfield and prime quality agricultural land although this will be minimised through increasing density of
	Air, Biodiversity, Climatic Factors, Cultural Heritage, Material Assets, Soil, Water	

Findings from SDP1 2

SDA/Growth Area	SDP SEA: Identified Impacts on SEA Topics	LDP Overall Assessment
		development in appropriate locations and the prioritisation of brownfield sites.
Midlothian/Borders Corridor	Population & Human Health	Development that will result in a negative impact will require measures such as preserving flood plains, including green networks to compensate for green belt loss as well as significant landscaping to mitigate against any deterioration in the landscape or townscape. Effects are similar across the three SDAs in Midlothian (A7/A68/Borders Rail Corridor, A701 Corridor and part of South East Edinburgh). Greenfield land will be required resulting in a loss of prime agricultural land and deterioration in soil functionality. Landscape and townscape will be negatively impacted through the threat of coalescence of some settlements particularly Bonnrigg/Eskbank and Easthouse/Dalkieth. Development in the SDAs is expected to improve accessibility benefiting the population by widening job opportunities and providing sustainable transport modes. Masterplanning of SDAs is considered to minimise the impact on landscape/townscape and cultural heritage.
	Air, Biodiversity, Climatic Factors, Cultural Heritage, Landscape & Townscape, Material Assets, Soil, Water	
Fife Forth - Dunfermline & Ore and Upper Leven Valleys	Population & Human Health	The overall plan would include a number of negative impacts on key SEA themes, however they are addressed and mitigated against. There is likely to be negative impact on water from development of the West Villages, new development will be subject to a Flood Risk Assessment, siting and design will also be given consideration to minimise impacts. There are existing issues regarding air quality in Dunfermline that will deteriorate from increased traffic from developments near that increase demand on Appin Crescent. Landscape and townscape impacts will be addressed through site design, landscaping and layout. Overall the strategy can be delivered through mitigation efforts without a significant impact on the environment.
	Air, Biodiversity, Climatic Factors, Cultural Heritage, Landscape & Townscape, Material Assets, Soil, Water	
West Lothian	Landscape & Townscape, Population & Human Health	There is expected to be an improvement in public transport accessibility through development of the West Lothian Core

2 Findings from SDP1

SDA/Growth Area	SDP SEA: Identified Impacts on SEA Topics	LDP Overall Assessment
	Air, Biodiversity, Climatic Factors, Cultural Heritage, Material Assets, Soil, Water	Development Areas. Masterplanning and using landscape buffers will be used to protect the landscape and townscape with further development of the green network. Whilst, there is a risk of coalescence between Livingston and its surrounding settlements and impacts on wider view, green networks and landscaping will be used as mitigation. Greenfield land will be required for development around Linlithgow because of the lack of brownfield sites in the town. Measures will be required to avoid flood risk and an SFRA has been prepared by West Lothian Council. There will be an opportunity to improve landscape distinctiveness and biodiversity.

City of Edinburgh

2.6 The [Edinburgh LDP Environmental Report](#) forms part of the SEA of the Local Development Plan highlighting significant positive or negative effects on the environment resulting from development or policy. All policies and proposals were assessed as part of the SEA. Where proposals have been identified as having negative consequences on the environmental objectives mitigation measures have been identified to reduce negative impact. The LDP highlights the potential for seven proposals (excluding soil) which will have a negative impact on the environmental quality of the area, six of which relate to housing proposals. With the exception of Buileyon Road and Curriehill Road, the proposals are in areas identified as SDAs in SDP1 and comply with what was said in the SDP1 assessment.

Fife

2.7 [FIFEplan's Environmental Report](#) assess all the sites promoted as candidate sites. It identifies those that are recommended as the preferred strategy. The Report uses a scoring system to assess negative and positive impacts from development. The assessment identified that preferred sites scored better than those that were not supported. The authority has taken steps to mitigate against negative impacts of development including only using parts of site if the full site will have a detrimental impact to the Environmental Objectives that the sites were assessed against.

East Lothian

2.8 East Lothian's [Interim Environmental Report](#) uses ten headings to assess the impact from the strategy and the preferred and alternative sites. The preferred strategy of compact growth would have a positive outcome on biodiversity, population, health, assets, heritage. There would be a negative impact on soil, air, climate and landscape. The biggest issue is likely to be the impact on prime agricultural land from development in the West of East Lothian and the potential release of more green field land.

Midlothian

2.9 The [Midlothian SEA](#) uses nine headings and has used colour shading to identify whether development will result in environmental change or have no environmental change associated from development. The Council expects development in the SDAs will largely lead to neutral impacts or

Findings from SDP1 2

will to seek to achieve the least detrimental environmental effects through provisions in masterplans and planning conditions/agreements. The main positive environmental changes expected are improved public transport links and opportunity to expand the green network.

Scottish Borders

2.10 The [Scottish Borders SEA](#) aims to promote sustainable development through the plan making process and assessed sites against nine SEA topic headings. Key challenges in the area are linking green networks that can provide functional routes into Central Scotland and balancing development requirements with environmental protection. There are three SDA areas in the Scottish Borders, the Eastern SDA, Central SDA and Western SDA. Significant constraints identified in the SDAs include the development of prime quality agricultural land and landscape capacity issues.

West Lothian

2.11 The [West Lothian Environmental Report](#) assessed likely significant impacts on implementing the LDP. Where development is likely to have negative consequences mitigation and/or enhancement measures have been recommended to make the plan environmentally responsible and sustainable. For SDP1 all of West Lothian was considered as an SDA. The LDP Environmental Report includes a table of sites separated by each topic heading on their likely impact.

Summary

2.12 This analysis shows that the assessment of SDP1 broadly correlated with that of the subsequent LDPs. There was some minor variation in predicted impacts but these related to where there was a more detailed analysis available at a site specific level. Alongside this feedback, the SEA of SDP2 will use an updated baseline data analysis and the identified SDP1 mitigation measures as a starting point for developing policy positions in SDP2. They will also inform the assessment of the options within the Main Issues Report for SDP2. This work highlights the potential impacts that may be identified through the assessment of the options for the MIR of SDP2.

3 Contextual Summary of Environmental Issues

3 Contextual Summary of Environmental Issues

3.1 In order to be able to assess the potential environmental impacts of the plan it is necessary to understand the current environmental status and trends in the region. This section therefore sets out the key environmental characteristics by SEA topic. This has been undertaken using the monitoring framework from SDP1 and updating its baseline data.

3.2 The characteristics are set out in the table below. Also set out are what the issues and implications of the environmental status and trends on the SDP. It would be appropriate to read this section alongside the SESplan Monitoring Statement (INSERT HYPERLINK) which sets of key economic and social as well as environmental characteristics and trends.

3.3 Detail environmental data and maps of the strategically important environmental designations and constraints are set out in Appendix B Baseline Data.

Table 3.1

SEA Topic	Current Characteristics	Issues & Implications for SDP2
Air	<p>The number of Air Quality Management Areas (AQMAs) has increased from 4 to 8</p> <p>Edinburgh - 5</p> <p>East Lothian - 1</p> <p>Fife - 1</p> <p>West Lothian - 1</p> <p>Car ownership levels in the SESplan area have increased between 2001 and 2011 with the exception of Edinburgh where there has been a decrease.</p> <p>Overall traffic levels have dropped slightly since 2009 but this could be linked to recession and might rise again as the economy grows. Positive modal shift towards walking, cycling and public transport commuting has occurred within Edinburgh but not in other SESplan Authorities where journeys are predominantly made by car.</p>	<p>- Need to minimise additional vehicle traffic to improve air quality and reduce the number of AQMAs</p> <p>- SDP2 strategy should promote modal shift, sustainable transport and active travel alternatives</p>
Biodiversity, Flora & Fauna	<p>- The SESplan area has a high quality environment that supports a wide range of biodiversity, flora and fauna. Within the SESplan area there are:</p> <p>- 7 RAMSAR Sites (7 unfavourable condition)</p> <p>- 11 Special Areas of Conservation (7 unfavourable condition)</p>	<p>- Spatial Strategy must be developed (or refined) to avoid contributing to the deterioration of the condition of natural heritage assets.</p> <p>- Particular concern is raised over development impacts on the Firth of Forth Special Protection Area, associated birdlife and supporting habitats.</p>

Contextual Summary of Environmental Issues 3

SEA Topic	Current Characteristics	Issues & Implications for SDP2
	<ul style="list-style-type: none"> - 10 Special Protection Areas (5 unfavourable condition) - 198 SSSIs - 5 National Nature Reserves - 13 Local Nature Reserves - 1 Area of Identified Wild Land - The SESplan area has an expanding green network through the work of member authorities, the Lothians and Fife Green Network Partnership and other delivery groups. Local Development Plans are setting out green network programmes. 	<ul style="list-style-type: none"> - Options should look to maximise green network opportunities to provide additional benefits and mitigate negative impacts e.g air quality, loss of connectivity for wildlife etc.
Climatic Factors	<ul style="list-style-type: none"> - Per capita CO₂ emissions had dropped in each authority since 2005. However, much of the reduction in each authority occurred from 2008 to 2009 suggesting the recession had a significant impact on emissions. - The Scottish Government has set targets of reducing CO₂ emissions by 42% by 2020 and a 80% reduction in greenhouse gas emissions by 2050. - 100% of gross annual electricity consumption and 11% of heat demand is to be met by renewable sources by 2020. As of 2015 the former is approaching 50%. 	<ul style="list-style-type: none"> - The SDP must mitigate against the impact of and minimise climate change, including flooding. Flood mitigation involves protecting and not losing functional flood plain. - SDP2 strategy should promote modal shift, sustainable transport and active travel alternatives. - SDP2 should require energy efficient measures in new development and support renewable energy development where appropriate.
Cultural Heritage	<ul style="list-style-type: none"> - The SESplan region has large number and high quality of cultural heritage features: - Edinburgh UNESCO World Heritage Site with candidate site at the Forth Bridges. - 1,558 Category A listed buildings - 1,445 Scheduled Ancient Monuments - 123 Historic Gardens and Designed Landscapes - 11 Historic Battlefields 	<ul style="list-style-type: none"> - Development should look to protect and enhance (where appropriate) and not detract from these features that make the region culturally and economically attractive.

3 Contextual Summary of Environmental Issues

SEA Topic	Current Characteristics	Issues & Implications for SDP2
Landscape & Townscape	<ul style="list-style-type: none"> - SESplan area has a broad mixed landscape. It ranges from coastal landscapes, through urban settlements and onto uplands and moorlands through the Lothians and Scottish Borders. - There are 2 regional parks and 10 Country Parks. - Two National Scenic Areas and an area of Core Wild Land are located in the Scottish Borders. - Local authorities are producing landscape studies which will inform development proposals and LDP policies. - There are a large number of conservation areas within SESplan settlements that add to their sense of place. 	<ul style="list-style-type: none"> - Take cumulative impact of development on landscapes and townscapes into account. - Safeguarding and enhancement of landscapes including Green Network initiatives. - Identifying a strategic level placemaking led approach. - Avoid coalescence of settlements where possible.
Material Assets	<ul style="list-style-type: none"> - There is a long history of mineral extraction in the SESplan area. Hard rock, coal, sand and gravel are extracted across the region - Peat and shale resources are also extracted. - Local authorities are focused on reducing the amount of waste that goes to landfill as part of Zero Waste Scotland requirements - Large areas of the region are identified as having prime quality agricultural land, particularly surrounding Edinburgh and the majority of East Lothian. - Maps of current mineral extraction and major waste processing sites are contained in the appendix. 	<ul style="list-style-type: none"> - Waste should be utilised as an energy resource. - Prevention of sterilisation of minerals assets. - The spatial strategy should seek to avoid developing prime quality agricultural land where possible retaining it for local food production. - Maintaining or preserving existing assets.
Population and Human Health	<ul style="list-style-type: none"> - SESplan population is 1.25M (2012). This is projected to increase to 1.57M (18%) by 2037. Within this Edinburgh and East Lothian have the largest population growth forecasts. - Forecasts show an ageing population and increased number of households through decreasing household size. This is mostly through increasing single person elderly and young person households. 	<ul style="list-style-type: none"> - SDP2 should seek to identify the requirements for all aspects of housing need - SDP2 will need to promote healthier lifestyles through placemaking in new and existing development and delivering accessible green networks

Contextual Summary of Environmental Issues 3

SEA Topic	Current Characteristics	Issues & Implications for SDP2
	<ul style="list-style-type: none"> - Housing completions are below the level required by SDP1 and are expected to remain so for the immediate future. - Affordable housing represents over half of future housing demand but completion levels are a fraction of that due to a lack of funding. - SESplan levels of life expectancy are around the national average but lower in some member authorities. 	
Soil	<ul style="list-style-type: none"> - Planned greenfield development will lead to soil sealing - Climate change could cause increase in soil erosion and impact on drainage function - Areas of peat and carbon rich soils are mostly located in the Southern Borders but with pockets elsewhere - Brownfield development is prioritised in SDP1 and there is a large supply of brownfield land are identified for development. However, it will not meet the full development requirements of SDP1. - Development of many brownfield sites has stalled due to funding and other issues. Greenfield land will be required for development of SDP1 and SDP2. 	<ul style="list-style-type: none"> - Spatial strategy should look to protect soil functionality, carbon rich soils protecting food production, water and carbon storage. - Innovative ways need to be found to ensure that stalled brownfield development sites are kickstarted. - Brownfield land should remain prioritised for development.
Water	<ul style="list-style-type: none"> - Climate change will increase the likelihood of flooding becoming more severe and frequent - Some undeveloped land performs important drainage functions - Development of greenfield sites can lead to loss of drainage and increased risk of flooding. - A SESplan wide SFRA has been undertaken which identifies strategic areas of flood risk in the region. - Agricultural run-off flows into the Forth and other water courses impacting on water quality. 	<ul style="list-style-type: none"> - Through a Strategic Flood Risk Assessment the spatial strategy will be informed to avoid areas of flood risk and areas required for drainage - Potential mitigation and adaptation measures need to be identified

3 Contextual Summary of Environmental Issues

SEA Topic	Current Characteristics	Issues & Implications for SDP2
	- 2008 SEPA data shows a range of river water quality in the SESplan area. Much of it was shown as poor. Quality levels are higher in the Scottish Borders.	

Relevant Plans, Policies, and Strategies

3.4 The SDP is not produced in isolation. Relevant plans, policies and strategies that inform and influence the SDP have been reviewed to ensure that the strategic and policies are compatible and that their environmental policies are reflected into the SEA process. The full list of all plans, policies and strategies reviewed as part of this process and their implications for the SEA and SDP are set out in Appendix C - Relevant Plans, Policies and Strategies.

Assessment Framework 4

4 Assessment Framework

4.1 The assessment framework is the methodology by which each of the Spatial Strategy options will be assessed to determine the potential environmental impacts. This framework uses objectives and sub objectives that will be tested against the Spatial Strategy options to indicate what potential positive and negative impacts could arise. This will then help identify what the preferred Spatial Strategy option should be for SDP2 from an environmental impact perspective. It should be noted that not mandatory that the option with least/most beneficial environmental effects is the preferred strategy in the SDP MIR due to other non-environmental policy objectives. Further LDP level SEAs will be required to set out more detailed impacts at a site specific level.

4.2 The objectives (set out in Table 4.1 'SEA Objectives') are based on the framework used for the SEA of SDP1 and the subsequent Supplementary Guidance. This allows that analysis, and subsequent LDPs to be built upon. However, the objectives have been modified to take account of the following influences:

- Findings from SDP1;
- Correlation with LDP Environmental Reports;
- Updated environmental characteristics and baseline data (Chapter 3 and Appendix B);
- Updated relevant plans, policies and strategies analysis (Appendix) C; and
- Comments from the Consultation Authorities on the Scoping Report (Appendix A).

Table 4.1 SEA Objectives

SEA Topic	SEA Objective	Sub-objectives
Air	To maintain and improve on current air quality levels	<ul style="list-style-type: none"> - Minimise emissions - Provide greater opportunities for access to sustainable forms of transport - Minimise the need to travel by private car
Biodiversity	Protect and enhance natural heritage assets	<ul style="list-style-type: none"> - Protect and enhance international conservation areas - Protect and enhance national/local conservation areas - Protect woodlands of high nature conservation value - Protect and enhance the Green Network - Prevent the loss of protected species
Climatic Factors	Minimise CO ₂ emissions and other causes and effects of climate change, such as flooding	<ul style="list-style-type: none"> - Locate development in areas accessible that could support multi modal and active travel

4 Assessment Framework

SEA Topic	SEA Objective	Sub-objectives
		<ul style="list-style-type: none"> - Promote the potential for renewable energy and heat generation from development - Reduce energy consumption - Minimise emissions
Cultural heritage	To protect and enhance the built and historic environment so that it continues to provide economic, cultural, social and environmental value	<ul style="list-style-type: none"> - Protect and enhance listed buildings and their settings - Protect scheduled monuments and their settings - Protect and promote world heritage sites and their settings - Protect and enhance designed gardens & landscapes and their settings - Protect historic battlefields
Landscape & Townscape	To protect and enhance the landscape and townscape	<ul style="list-style-type: none"> - Protect and enhance designated sites - Protect and enhance settlement character and townscape - Regenerate degraded sites - Ensure design led development
Material assets	To use resources sustainably	<ul style="list-style-type: none"> - Conserve and sustainably use mineral resources - Increase recycling of waste - Increase the use of waste as an energy resource - Minimise loss of agriculture land - Preserve and maintain quality of existing assets
Population & Human Health	To improve the quality of life and human health for communities	<ul style="list-style-type: none"> - Increase access to employment - Meet all types of housing need - Improve access to services

Assessment Framework 4

SEA Topic	SEA Objective	Sub-objectives
		<ul style="list-style-type: none"> - Improve and maintain access to green networks and recreation opportunities - Improve and maintain access to footpaths & cycle routes
Soil	To minimise the impact on soil quality and to adhere to contaminated land regulations	<ul style="list-style-type: none"> - Prioritise development of previously developed land - Protect soil quality - Protect areas of peatland and minimise loss of carbon rich soils
Water	Minimise flood risk and adverse significant effects on water bodies	<ul style="list-style-type: none"> - Protect and enhance water quality in line with RBMP objectives - Minimise flood risk - Increase sustainable drainage opportunities - Improve existing water/waste water infrastructure

4.3 The SEA objectives will be used in the matrix set out in Table 4.2 'Option Assessment Table' to assess the Spatial Strategy options from the MIR. It will set out a text based, qualitative analysis with potential positive and negative significant impacts for each objective. A traffic light will then indicate what the overall impact of the option will be for each SEA objective. The summary will set out an overall assessment of each option.

4.4 The assessment will recommend ways that the strategy option could be modified to change the environmental effects and what mitigation measures can be introduced either in the SDP or subsequent LDPs. These will be specific to that option. There will be mitigations that would apply to every option. A full list of these modifications and mitigations for the preferred option that are to be included in the Proposed Plan SDP and daughter LDPs are set out in Chapter 6. Parallel running of the SEA and MIR preparation process will allow options to be modified as the issues are identified and therefore reduce delay in the process.

4 Assessment Framework

Table 4.2 Option Assessment Table

SEA Objective	Option 1	Option 2	Option 3
To maintain and improve on current air quality levels	Overall Positive Impact	Neutral Impact	Overall Negative Impact
Protect and enhance natural heritage assets	Large Overall Positive Impact	Neutral Impact	Large Overall Negative Impact
Minimise CO ₂ emissions and other causes and effects of climate change			
Protect and enhance the built and historic environment			
To protect and enhance the landscape and townscape			
To use resources sustainably			
To improve the quality of life and human health for communities			
To minimise the impact on soil quality and to adhere to contaminated land regulations			
Minimise flood risk and adverse significant effects on water bodies			
Summary			

Assessment Framework 4

SEA Objective	Option 1	Option 2	Option 3
Mitigation and Modification Options			

Evolution without SDP2

4.5 Before setting out the assessment of the options it is important to understand what the evolution of the environmental situation would be without SDP2. It is considered that the most likely initial impacts are those set out in the assessment of SDP1 and subsequent LDPs as these are now being implemented (see Chapter 2). However, toward the latter end of, and beyond the plan period of 2024, there would be an absence of regional level spatial planning strategy. Whilst there are other policies and strategies that would influence development, the absence of a SDP would result in:

- A lack of strategic policy direction and the loss of development mitigation policies;
- no process for resolving cross boundary issues and coordination of development resulting in piecemeal development. This is likely to have negative effects on all SEA objectives but particularly those whose mitigation requires cross boundary working and co-ordination between planning authorities and other bodies such as climate change, biodiversity and population & human health;
- Lack of co-ordinated development between authorities potentially resulting in development pursuing competing objectives and subsequent environmental impacts

5 Assessment of Preferred Options and Reasonable Alternatives

5 Assessment of Preferred Options and Reasonable Alternatives

5.1 Chapter 5 sets out the analysis of the three spatial strategy options within the MIR. As the SDP does not set out specific development locations, only an indication of potential impacts can be given. Further LDP level SEAs will be required to set out the exact effects of the growth set out in the SDP.

5.2 Table 5.1 'Assessment of Spatial Strategy Options' sets out the assessment matrix of the spatial strategy options on the overall SESplan area for the totality of development identified across the SESplan Area. Within this it must be remembered that a significant level of development is already committed from previous plans and planning applications (MIR paragraphs 4.8 to 4.13, Housing Land Technical Note and Spatial Strategy Technical Note - SESplan Audit **INSERT HYPERLINKS**). Therefore while the assessment looks at overall impacts, it takes a proportional approach with the comments mainly focusing on the additional impacts that could arise from the additional SDP2 related development. There are approximately 126,000 dwellings already allocated or permitted from SDP1, emerging LDPs and previous plans up to 2037. 835 hectares of available employment land are already allocated.

5.3 In order to read between the options and the assessment, a short summary of each spatial strategy option and the potential level of additional development for each area is set out in below. The differences between the strategy options is the level of distribution from Edinburgh to the other SESplan Authorities and the implications of the spatial geographies of that growth pattern. Therefore, the assessment focuses on these differences.

5.4 Note that because no exact Housing Supply Targets (HSTs) have yet been identified, this assessment uses the Housing Need and Demand Assessment (HNDA) Steady Economic Recovery housing need and demand estimate (see MIR Issues F and G). This is set out as the preferred starting point towards identifying HSTs as set out in the MIR. The alternative HNDA outputs have been discounted for reasons set out in the MIR Issue F. HNDA estimates of need and demand are not housing supply targets in themselves but an evidence base towards them, based on economic factors and population forecasts and therefore are not subject to SEA.

Spatial Strategy Option Summaries

Concentrated Growth

5.5 This would be an Edinburgh focused strategy with significant green belt releases around the city to accommodate development. Up to 1,500 additional hectares of developable land may be required in Edinburgh to accommodate this strategy⁽³⁾. Due to the large existing housing supplies, only some small scale additional allocations may be required in other parts of the region. This would depend on eventual agreed housing supply targets. The City of Edinburgh Council Area would look to almost meet all of its identified housing need over the plan period to 2037. In terms of housing this option reflects MIR Issue G Option 1A.

Distributed Growth

5.6 Relating to Edinburgh, this would have a similar distribution of housing between the city and other LDP areas as SDP1 and accompanying Housing Land Supplementary Guidance. This would restrict additional development close to the city and therefore require only limited green belt release to the west and south east of the city. Up to 72 additional hectares of developable land may be required in Edinburgh to accommodate this strategy. Strategic and local scale allocations would be

3 Dependent on land supply (**INSERT HYPERLINK TO HOUSING LAND TECHNICAL NOTE**), eventual housing supply targets, density of build out and other factors. This assumes a density of 17 dwellings per hectare factoring in that land will also be required for infrastructure, openspace, flood protection, education, left undeveloped etc. This is based on housing site densities in peripheral City of Edinburgh areas. The use of higher densities would reduce the land take required.

Assessment of Preferred Options and Reasonable Alternatives 5

directed to many settlements across the region irrespective of their distance from Edinburgh. The level of this would depend on eventual agreed housing supply targets. In terms of housing this option reflects MIR Issue G Option 1C.

Growth Corridors

5.7 This option is more focused on the city and its hinterland than Distributed Growth. Green Belt release would be required and would be focused on the west and south-east of the city. Up to 400 additional hectares of developable land may be required in Edinburgh to accommodate this strategy. Additional distribution would be directed to settlements within surrounding areas close to Edinburgh's urban area along public transport corridors from strategic employment locations. The level of this would depend on eventual agreed housing supply targets. In terms of housing this option reflects MIR Issue G Option 1B.

5.8 Appendix D contains SESplan Member Authority area specific assessment matrices on the differences between the three Spatial Strategy Options. They focus on the spatial strategy impacts at a local authority level. These assessments, alongside the SESplan Audit (see Spatial Strategy Technical Note and other factors set out in SPP paragraph 115⁽⁴⁾, will inform the setting of housing supply targets.

Table 5.1 Assessment of Spatial Strategy Options

SEA Objective	1. Concentrated	2. Distributed Growth	3. Growth Corridors
To maintain and improve on current air quality levels	A concentration of development in and around Edinburgh would shorten and reduce the number of journeys compared to existing patterns. These journeys are more likely to be made by public transport and active travel as in Edinburgh car ownership rates are lower and fewer journeys to work are made by car than other authorities. This would contribute towards minimising additional CO ₂ and NOx emissions. Concentrated development would support a greater public transport interventions including tram extensions and further bus services. These could be extensions of existing public transport	Not all of the locally arising and distributed development need could met in locations on accessible transport corridors. A high proportion would still travel by car in journeys to Edinburgh and surrounding areas. Outside of Edinburgh a higher proportion of journeys to work are made by car. Air quality would worsen in settlements and on congested routes to Edinburgh (including existing AQMAs) because of increased traffic.	Strategic growth in expansion areas adjacent to Edinburgh would have scale to support existing and additional public transport services. Dispersed development would be directed along public transport corridors and the areas with the best public transport access. However, car use may still be high on these journeys which could exacerbate existing Edinburgh AQMAs.

4 The housing supply target is a policy view of the number of homes the authority has agreed will be delivered in each housing market area over the periods of the development plan and local housing strategy, taking into account wider economic, social and environmental factors, issues of capacity, resource and deliverability, and other important requirements such as the aims of National Parks. The target should be reasonable, should properly reflect the HNDA estimate of housing demand in the market sector, and should be supported by compelling evidence

5 Assessment of Preferred Options and Reasonable Alternatives

SEA Objective	1. Concentrated	2. Distributed Growth	3. Growth Corridors
	<p>corridors or creating new corridors. A proportion of journeys would still be made by car which could exacerbate existing Edinburgh AQMAs or worsen air quality in other areas. Concentrated higher density development could place significant transport demands over a small areas, that unless successfully mitigated, could lead to a worsening of air quality in that area.</p>		
<p>Protect and enhance natural heritage assets</p>	<p>This option would require large areas of greenfield land release around Edinburgh impacting on biodiversity. Whilst designated sites would be avoided, the level of development required in Edinburgh could impact on supporting habitats and woodland. Meeting full need in Edinburgh could create pressure to use sites less suitable for development. There is only limited capacity within the city, including available brownfield land. Higher development requirements in Edinburgh would lead to less land being available for green network development. Impact across the region would be reduced due to lower development requirements outwith Edinburgh.</p>	<p>This option would see a high proportion of development dispersed across the region putting pressure on supporting habitats, negatively impacting on biodiversity, including woodland. Impact on Edinburgh biodiversity assets would be reduced.</p>	<p>Development would be spread between Edinburgh and other well connected towns, alleviating some of the pressure to develop areas close to designated sites. It is therefore considered that this strategy would have a neutral impact on biodiversity. Green spaces between growth corridors would have enhanced protection and there would be land available for green network development, supporting biodiversity.</p>
<p>Minimise CO₂ emissions and other causes and effects of climate change</p>	<p>Concentrated development closer to the city would have scale and be delivered at higher densities which would support:</p> <ul style="list-style-type: none"> a greater level of walking, cycling and 	<p>Edinburgh (limited in this option) and some settlements in SESplan could accommodate strategic scale development which would support:</p>	<p>The proportion concentrated closer to and in the city would be delivered at higher densities which would support:</p> <ul style="list-style-type: none"> a greater level of walking, cycling and

Assessment of Preferred Options and Reasonable Alternatives 5

SEA Objective	1. Concentrated	2. Distributed Growth	3. Growth Corridors
	<p>public transport interventions including tram extensions and further bus services minimising emissions;</p> <ul style="list-style-type: none"> • decentralised energy, district heating and the re-use of heat; • building forms with less external surface area minimising emissions. <p>Development pressures in towns surrounding Edinburgh would be reduced allowing the most appropriate sites to support public transport to be developed.</p>	<ul style="list-style-type: none"> • a greater level of walking, cycling and public transport interventions including tram extensions and further bus services; • decentralised energy, district heating and the re-use of heat; • building forms with less external surface area minimising emissions. <p>However, if development was distributed to smaller sites amongst a range of settlements all of these features could not be accommodated. Due the scale of distributed development need, plus the own development needs of those areas, only a proportion could be located in settlements or parts of settlements with high public transport access to Edinburgh. This would lead to increased commuting by car and the accompanying CO₂ emissions.</p>	<p>public transport interventions including tram extensions and further bus services minimising emissions;</p> <ul style="list-style-type: none"> • decentralised energy, district heating and the re-use of heat; • building forms with less external surface area minimising emissions <p>Development pressures in towns surrounding Edinburgh would increase. The strategy should require the most appropriate sites to support public transport to be developed.</p>
Protect and enhance the built and historic environment	<p>Concentration of development in Edinburgh could negatively impact on the setting of the World Heritage Site and Edinburgh built heritage. Impacts on SESplan wide assets (such as historic battlefields) would be reduced due to less development pressures outside Edinburgh. Well designed development can enhance the historic assets such as listed buildings.</p>	<p>Lower development requirements would have less potential impacts on Edinburgh heritage assets. Distributing development to other settlements may lead to development pressures that could affect historic battlefields and their settings. Dispersal will lead to more overall sites being required potentially affecting more historic settings. Well designed development can</p>	<p>A balance of development between Edinburgh and surrounding areas should not lead to pressure for inappropriate sites and development from a built & historic environment perspective. Well designed development can enhance the historic assets such as listed buildings.</p>

5 Assessment of Preferred Options and Reasonable Alternatives

SEA Objective	1. Concentrated	2. Distributed Growth	3. Growth Corridors
		enhance the historic assets such as listed buildings.	
To protect and enhance the landscape and townscape	High pressure on land could encourage regeneration of brownfield sites within Edinburgh. Careful design guidance should be followed for development within sensitive areas cityscapes to avoid having a detrimental impact. Large areas of greenfield land around Edinburgh would be required potentially having a negative impact on the setting of the city. Well designed and planned new development can enhance townscapes, improve settlement edges and create gateways.	Dispersed development is likely to have a negative effect on the landscape and townscape of towns accommodating some of Edinburgh's development needs as well as their own. This would require additional sites that could have a detrimental impact on these towns, including coalescence. There would be a lower risk of development with a negative impact around Edinburgh. Well designed and planned new development can enhance townscapes, improve settlement edges and create gateways	Development pressure could encourage more greenfield land use affecting the setting of towns. There will be less need to develop sites that have a negative impact on the landscape or townscape. Coalescence impacts will be reduced compared to distributed growth. Well designed and planned new development can enhance townscapes, improve settlement edges and create gateways
To use resources sustainably	Concentrated development would require the loss of large areas of prime agricultural land around Edinburgh. This would negatively effect the sustainable use of mineral resources and increase flood risk in some areas around Edinburgh including existing development. Brownfield development would be prioritised in all options. Minerals and waste objectives are supported equally in each option.	Development here could avoid prime agricultural land around Edinburgh but would place additional pressure on towns accommodating Edinburgh's need to develop large areas of prime agricultural land. Brownfield development would be prioritised in all options. Minerals and waste objectives are supported equally in each option.	Greenfield releases would be required, negatively impacting on prime agricultural land across the wider area. There would be less demand for development on prime agricultural land than under option 1. Brownfield development would be prioritised in all options. Minerals and waste objectives are supported equally in each option.
To improve the quality of life and human health for communities	All solutions equally capable of providing affordable and market housing. Quicker access to employment with shorter journeys leading to greater amounts of leisure and family time. There will be a high level of pressure to	All solutions equally capable of providing affordable and market housing. This option will lead to high levels of additional commuting due to dispersal with resultant less leisure and family time. Whilst a dispersed	All solutions equally capable of providing affordable and market housing. Some dispersal leading to commuting and impacts on leisure time but majority of need being met nearby. The majority of need being dispersed

Assessment of Preferred Options and Reasonable Alternatives 5

SEA Objective	1. Concentrated	2. Distributed Growth	3. Growth Corridors
	<p>find land in around Edinburgh which could result in the loss greenspaces and open land. Concentrating development in a small area will lead to pressure to identify land for housing instead of green network opportunities with subsequent impacts on quality of life. Concentrated development provides greater support for new and existing services and access to them. Development will create opportunities for new and enhanced walking and cycling routes.</p>	<p>strategy should allow impacts to be spread and more appropriate sites to be chosen the level of development could result in the loss of open and green spaces and less land for green network development. New development in SESplan settlements would support service provision. Development will create opportunities for new and enhanced walking and cycling routes.</p>	<p>will be located within 60 minute public transport travel time. A balanced development approach should allow for space and access to green networks and reduce pressures on existing green and open spaces in both Edinburgh and other settlements. Edinburgh urban extensions will have scale to provide support for new services and access to them. Development will create opportunities for new and enhanced walking and cycling routes.</p>
<p>To minimise the impact on soil quality and to adhere to contaminated land regulations</p>	<p>Insufficient levels of brownfield land in and around Edinburgh to meet the level of development required will lead to soil sealing through significant greenfield development surrounding the city. Other SESplan settlements will be able to prioritise brownfield sites and less greenfield land will be required for development. The options are not considered to impact on peat and carbon rich soils.</p>	<p>Greenfield land in Edinburgh will largely be protected. Brownfield sites will be prioritised but significant levels of greenfield development will need to be identified in SESplan settlements resulting in soil sealing. The options are not considered to impact on peat and carbon rich soils.</p>	<p>Insufficient levels of brownfield land in and around Edinburgh will lead to soil sealing through significant greenfield development surrounding the city. Other settlements will be able to prioritise brownfield land but some greenfield release will also be required. The options are not considered to impact on peat and carbon rich soils.</p>
<p>Minimise flood risk and adverse significant effects on water bodies</p>	<p>This strategy would lead to large scale loss of greenfield natural drainage land in a concentrated area with replacement hard surfaces, likely lead to higher flood risk. Efforts should be taken to avoid development that is likely to increase flood risk in the first instance. The higher housing land requirement for Edinburgh would prioritise land for housing pressuring land that</p>	<p>A dispersal of development would place pressure on towns to build on flood risk areas to accommodate additional need. It would be difficult to implement infrastructure requirements due to lower densities under this strategy. Land around Edinburgh would retain its natural drainage function, but less suitable sites could be required</p>	<p>Under this strategy there is a better ability to avoid flood risk areas and retain natural flood defences and new developments could incorporate natural drainage solutions SUD schemes. This would mitigate against the loss of smaller proportions of greenfield land release. The scale of development areas could fund significant flood prevention schemes</p>

5 Assessment of Preferred Options and Reasonable Alternatives

SEA Objective	1. Concentrated	2. Distributed Growth	3. Growth Corridors
	operates as functional flood plain. The scale of development areas could fund significant flood prevention schemes.	adjacent to other SESplan settlements.	
Summary	Positive impacts on air quality, human health and minimising CO₂ emissions and climate change impacts. However a concentrated strategy would lead to pressure to develop less suitable sites around Edinburgh resulting in negative impacts on biodiversity, cultural heritage, soil and flood risk. Not all of these impacts could be mitigated against. There would be a significant loss of agricultural land.	Positive impacts have only been identified for population and human health. Whilst the strategy would have some positive impacts in and around Edinburgh these are more than outweighed by the impacts on other SESplan settlements and the impacts of increased numbers and length of journeys. Notable negative impacts identified on air quality, biodiversity, climate change, historic, environment, landscape, soil and agricultural land. Not all of these impacts could be mitigated against.	Positive impacts have been identified on minimising CO₂ emissions, population and human health and flood risk and water quality. As this option would also require greenfield development there would be negatives impacts on soil and material resources. The rest of the impacts have been identified as neutral but could be made positive in places through mitigation and enhancement measures.

5.9 The above assessment shows that none of the spatial strategy options have an overall positive impact on the environmental objectives. Development can deliver and support beneficial environment improvements. However, development and economic growth causes a net increase in carbon emissions. Through mitigation using public transport measures, option 1 has the potential to minimise impacts on air quality and would have the best possibility of minimising CO₂ emissions at a regional level. However, it is considered the least acceptable because of the concentrated impacts it would have on biodiversity, landscape, townscape, cultural heritage, agricultural land the ability to create successful green networks in and around Edinburgh.

5.10 The two remaining options look to distribute a proportional amount of housing growth. Both options will have similar impacts on agricultural land and on the sustainable use of resources. However, option 3 Growth Corridors and its level of distribution is assessed to have less significant negative impacts and positive impacts on the environmental objectives because of a balanced approach to growth. Therefore from an SEA perspective, it is the most appropriate spatial strategy option at the regional scale. However extensive mitigations measures (including those identified above) will be required to reduce the impacts and enhance the benefits of the strategy. These are set out separately in Chapter 6 for easy identification.

5.11 The assessment matrices set out what the potential effects of the spatial strategy would be. Whilst cumulative impacts were covered in the overall assessment table, secondary and synergistic are also required to be identified. These are set out in Table 5.2 'Secondary & Synergistic Effects'. Mitigation of these effects will be identified in Chapter 6. Many of these effects are similar as to what was set out in the SDP1 assessment.

Assessment of Preferred Options and Reasonable Alternatives 5

Table 5.2 Secondary & Synergistic Effects

<p>Secondary Effects - Effects that are not a direct result of the SDP, but are a secondary result of the original impact</p>
<p>Population and Human Health: Worsening air quality through increased traffic could impact on population health with potential respiratory impacts and other conditions. Worsening air quality could also effect species habitats.</p>
<p>Climatic Factors: Loss of woodland would impact on carbon sequestration and therefore have a minor overall impact on reducing CO₂ emissions</p>
<p>Climatic Factors: Increasing CO₂ emissions will increase the likelihood of river and coastal flooding. Climate change impacts will also affect the condition of biodiversity sites.</p>
<p>Synergistic Effects: Individual impacts that interact to produce a total effect that is different from the individual impacts identified.</p>
<p>Climatic Factors: A combination of air quality worsening and loss of carbon sequestration through soil sealing and woodland loss would increase CO₂ emissions. This would increase the likelihood of climate change effects such as flood risk.</p>

6 Mitigation and Enhancement

6 Mitigation and Enhancement

6.1 Based on the preferred option, the following mitigation and enhancement measures should be incorporated appropriately into SDP policies, LDPs and planning proposals for developments to mitigate the identified impacts and effects where possible. These were identified through the overall assessment in Chapter 5 and the member authority specific assessments set out in Appendix D. These have been categorised by the relevant SEA theme.

Table 6.1 SDP Mitigation Measures

SEA Theme	Potential Mitigation Measures
Air	<ul style="list-style-type: none"> Encourage higher densities of development, where appropriate, ⁽⁵⁾ to support public transport and active travel and a mix of uses to reduce the need to travel SDP transport policy to require new development to incorporate public transport services and active travel SDP transport policy to require Locate development near existing public transport services and provide direct access to interchanges and stops where possible SDP and LDP policies to direct development that generates significant travel demand to centres and areas show to be highly accessible by sustainable modes SDP to set out regional active travel network priorities with direct links between new and existing development and generators of travel Encourage sustainable mixed mode travel by provide direct active travel access to stations with suitable bike storage. Development to incorporate green networks to support active travel Decisions on transport investment should prioritise Sustainable transport and active travel infrastructure
Biodiversity	<ul style="list-style-type: none"> LDPs will require development to be located away from local, regional and international designated sites and locations LDPs will direct development to avoid sites which provide supporting off-site habitats for qualifying species of protected sites, particularly within coastal zones SDP and LDP policies will require development to incorporate green networks and SUDS which support increasing biodiversity
Climatic Factors	<ul style="list-style-type: none"> Air Theme measures relating to transport and accessibility SDP and LDP policies will look to increase the generation of renewable energy where shown to be appropriate. This will be directed through spatial frameworks, LDP criteria policies and environmental studies, including landscape. Development to incorporate green networks to support recreational and commuting walking and cycling. SDP to set out regional walking and cycling network. LDPs will require new development should use building forms which increase energy efficiency and incorporate renewable technologies Where possible new development should look to make use of decentralised energy including district heating networks LDPs will identify development opportunities to re-use wasted heat energy As appropriate LDPs will require development to accommodate climate change adaptation measures

Mitigation and Enhancement 6

SEA Theme	Potential Mitigation Measures
Cultural heritage	<ul style="list-style-type: none"> Development should use placemaking principles and guidance on design and siting to protect and enhance (where appropriate) historic/cultural assets and their settings. For development allocated in LDPs these will be set out in LDPs and, where appropriate, development briefs.
Landscape & Townscape	<ul style="list-style-type: none"> Development should use good placemaking principles and guidance on design and siting to enhance landscapes and townscapes. For development allocated in LDPs these will be set out in LDPs and, where appropriate, development briefs.
Material assets	<ul style="list-style-type: none"> SDP and LDP spatial strategies and allocations should, where possible, avoid development being located on prime quality agricultural land Higher densities (where appropriate) and appropriate house types to meet identified need should be used to reduce the level of prime quality agricultural land required for development Increase the provision of energy from waste facilities to increase sustainable resource use LDPs will be required to safeguard mineral resources LDPs will be required to prioritise development on brownfield land over greenfield sites
Population & Human Health	<ul style="list-style-type: none"> Development should be required to incorporate green space and link to green networks to support recreation and active travel Development should meet affordable housing requirements. Affordable housing supply targets will be set out in the SDP. LDPs will contain identify land to meet these. Development should incorporate appropriate levels of, and good access to essential services
Soil	<ul style="list-style-type: none"> Delivery policy should look to phase development where appropriate to prioritise brownfield development Actions should look at how to unblock stalled development of brownfield sites Development should look to accommodate a high level of greenspace and not rely on hard surfacing
Water	<ul style="list-style-type: none"> New development should not look to exacerbate coastal erosion New development should not be located in the 1:200 flood risk area. Redevelopment of areas in the 1:200 flood risk area should comply with the Flood Risk Management (Scotland) Act 2009 and Scottish Planning Policy The Proposed Plan for SDP2 will build on the Strategic Flood Risk Assessment by mapping flood risk of potential areas of development arising from SDP2 requirements SDP and LDP strategy should require land for natural drainage to be left undeveloped SDP and LDP policy will require SUDS schemes should be incorporated into new developments, where deemed appropriate Green field development should include permeable surfaces where possible Development should not impact on the water quality of watercourses

7 Monitoring

7 Monitoring

7.1 The potential for any environmental effects of the plan should be monitored to be consistent with the Environmental Assessment (Scotland) Act 2005. For this SDP, the baseline data monitoring set has been updated from SDP1 (Chapter 3 and Appendix B). The SDP is also supported by a Monitoring Statement which sets out progress against delivery SDP1 strategy and its policies. SESplan has worked with the Consultation Authorities and SESplan Member Authorities in updating the environmental baseline data.

7.2 Even with a thorough monitoring framework, it is difficult to pin specific environmental impacts as being the result of SDP policies or strategies. This is because the SDP is one of many plans, policies or strategies that act together on the policy areas that the SDP covers, including sustainable economic growth and delivering positive environmental outcomes. Many impacts also arise from other sources than development, such as economic or social changes. For example the economic crash of 2008 had an impact on traffic volumes and CO₂ emissions. This assessment cannot also be exact about predicting impacts as the SDP is implemented through LDPs and then planning applications. Assessments may reveal further or lesser environmental effects at each stage.

7.3 We will continue to review the monitoring indicators to develop a framework that focuses on the impacts of the SDP strategy and policies.

8 Next Steps

8.1 As required by the Environmental Assessment Act, the Main Issues Report and accompanying Interim Environmental Report will be subject to public consultation. This will last for 8 weeks from 21 July until 15 September 2015 but the documents will be publicly available online from 11 May 2015. The table below sets out the next steps after this.

Table 8.1

Timescales	SDP Stage	SEA/HRA Stage
Summer to Winter 2015	Consider responses; continue to develop evidence base; prepare Proposed Plan and Action Programme	Consider responses; assess changes to plan; amend assessment if required.
Spring 2016	SESplan Joint Committee to consider publishing Proposed Plan	SESplan consider updated Environmental Report and HRA
Spring/Summer 2016	Ratification of the Joint Committee decision by all six member authorities. Proposed Plan, Environmental Report and supporting documents publicly available online during this period	
Spring/Summer 2016	Six week period of representation on Proposed Plan	Six week consultation period on updated Environmental Report and HRA
Autumn/Winter 2016	Consider responses and prepare summaries of unresolved responses	
Winter/Spring 2017	SESplan Joint Committee Submit Proposed Plan and Action Programme to Scottish Ministers	
Summer/Autumn 2017	Examination of Proposed Plan	
Autumn 2017	Reporters report submitted to Scottish Ministers	
Winter 2017	Ministers approve SDP with or without modifications or reject	Produce SEA Post Adoption Statement & Scottish Ministers agree finalised HRA
Ongoing	SDP2 Monitoring	SEA Monitoring

8.2 Whilst analysing the consultation responses, we will consider the need to modify the environmental report. Summaries of responses from the Consultation Authorities on the SEA will be included in the Environmental Report accompanying the Proposed Plan.

8.3 Any changes to the strategy included in the Proposed Plan will be considered using the SEA Framework. These assessments will be included in an updated Environmental Report that will accompany the Proposed Plan.

9 Appendices

9 Appendices

Appendix A - Scoping Report Comments and Responses

Table 9.1 Scoping Report Comments and Responses

Consultation Authority	Comment	SESplan Response
Historic Scotland	Scoping Report is clear and concise, providing helpful details on the scope and proposed method of assessment. The assessment for effects for the historic environment should focus upon any new or amended strategic growth areas and their alternatives and key infrastructure commitments, expanding upon the previous work undertaken for the SEA of SDP1 wherever possible.	Noted. Whilst the SDP will focus on overall impact, there will be proportionate focus on new development requirements as a result of this SDP.
Historic Scotland	Review impacts of delivering Strategic Development Areas in LDPs from LDP Environmental Reports.	Will be undertaken (See Chapter 2).
Historic Scotland	Strategic implications should be considered against the historic environment as a whole and where possible against spatially expansive designations (such as Gardens and Designed Landscapes and Historic Battlefields). Finer grain assessment on other heritage assets will occur as part of the Local Development Planning process.	Agreed
Historic Scotland	Cultural heritage sub-objective to include consideration of historic battlefields.	Agreed
Historic Scotland	Cultural heritage sub-objective for World Heritage Sites to be amended to 'protect and promote' (as opposed to enhance).	Agreed
Historic Scotland	Remove reference to enhancement of scheduled ancient monuments to reflect policy position of protection/minimum intervention to secure long term preservation.	Agreed
Historic Scotland	New historic sub objective to ensure that the cultural, social, environmental and economic value of Scotland's historic environment continues to make a strong contribution to the wellbeing of the nation and the people.	Agreed
Historic Scotland	Include Historic Environment Strategy for Scotland in relevant PPS.	Agreed
SEPA	Generally, the scoping report provides clear and detailed information on the proposed scope and level of detail of the assessment and covers most of the aspects that we would wish to see addressed at this stage. Subject to the comments	Noted.

Appendices 9

Consultation Authority	Comment	SESplan Response
	below, we are generally content with the scope and level of detail proposed for the ER	
SEPA	Need to build on SDP1 by refining assessment of significant impacts on the environment from development.	Where possible refinement will be sought but SDPs are not site specific and so exact environmental impacts of sites due to the presence of designations cannot be accurately forecasted.
SEPA	The SEA of SDP2 should build on the SEA for the LDPs which have been developed in the framework of SDP and the Supplementary Guidance.	An correlation assessment of impacts forecast by SDP1 and subsequent LDPs has been undertaken. This feedback loop will improve the accuracy of the assessment of preferred options and reasonable alternatives within the MIR.
SEPA	SEA of SDP2 should be informed by a SESplan Strategic Flood Risk Assessment and also content of Local Development Plan Flood Risk Assessments	Agreed. The SESplan SFRA will be prepared to inform the MIR.
SEPA	Assessment summaries must clearly highlight negative or positive impacts from the assessment.	The summary section will be brief and highlight the key impacts identified.
SEPA	Include Scotland's Heat Map in the relevant PPS	Will be included.
SNH	Subject to specific points below, SNH are content with the scope and level of detail proposed for the environmental report.	Noted.
SNH	Take a design led approach beyond the cultural heritage topic as it covers several SEA topic areas	The findings from SDP1 sections sets out that there are design led and placemaking approaches for multiple topic areas and not just cultural heritage.
SNH	Update peat mapping	Latest data to be included although it is noted that SNH peat mapping is yet to be officially agreed.
SNH	Unconventional gas recovery will be relevant to several SEA topic areas.	No policy position has yet been developed. The MIR will contain a hook on the subject. Any policy position developed at the Proposed Plan stage will be assessed by the SEA.

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Consultation Authority	Comment	SESplan Response
SNH	Include details on coastal flooding and erosion in the environmental appendix.	Reference will be made to coastal flooding and erosion in the environmental context .
SNH	Change Protect Ancient Woodland sub objective to include woodlands of high nature conservation value; and include a presumption in favour of protecting woodland.	Agreed, However, detailed analysis of woodland impacts may not be possible due to strategic scale of the SDP MIR.
SNH	Make Prevent Species Loss sub objective more specific.	Agreed. Change to prevent loss of protected species. However, detailed analysis of species impacts may not be possible due to strategic scale of the SDP MIR.
SNH	Include Green Belt sub objective under landscape and townscape.	Green Belt is a policy position that does not wholly reflect the quality of landscape and townscape of the area it covers. Adopting such a position could direct development to alternative areas not covered by Green Belt designation where more harm to landscape and townscape could occur than if sited in Green Belt locations. Green Belt will be taken into account in the Spatial Strategy formation but not in the SEA.
SNH	Amend two of the Population and Human Health Objectives to: <ul style="list-style-type: none"> Improve and <i>maintain</i> access to green networks and recreation opportunities Improve and <i>maintain</i> access to footpaths and cycle routes 	Agreed.
SNH	Additional Soil sub objective: <ul style="list-style-type: none"> Protect areas of peatland and minimise loss of carbon rich soils 	Agreed.
SNH	Include reference to improving change between transport modes under Climate Change implication for SDP and SEA from PPS - Strategic Transport Projects Review.	Agreed.
SNH	Include reference to active travel under Human Health implication for SDP and SEA from PPS - SESTRAN Regional Transport Strategy.	Agreed.

Appendices 9

Consultation Authority	Comment	SESplan Response
SNH	Include reference to SNH Better Places for Nature policy statement in Relevant PPS	Agreed.
SNH	Include reference to coastal as well as marine assets under Biodiversity implication for the SDP and SEA from PPS - Planning Scotland's Seas	Agreed.
SNH	PAN 44 is dated.	PAN 44 will be removed from the relevant PPS.
SNH	Include Good Places Better Health in Relevant PPS.	Agreed.
SNH	Include reference to Biodiversity and Landscape implications for SDP and SEA.	Agreed.

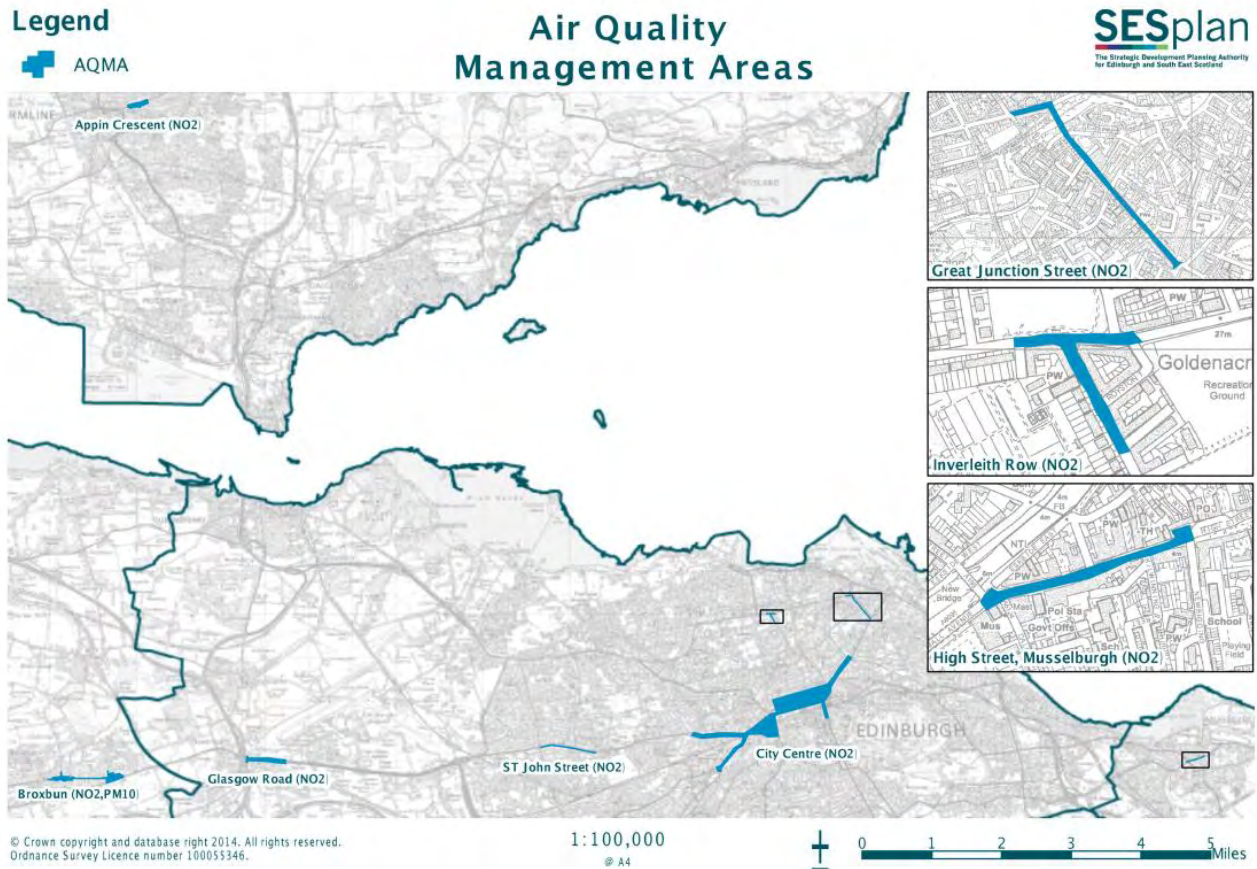
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Appendix B - Environmental Baseline Data

AIR

There are eight Air Quality Management Areas (AQMA) in the SESplan area, including five in Edinburgh and one each in Dunfermline, Musselburgh and Broxburn. During the preparation of SDP1 there were four AQMAs, three in Edinburgh and one in Pathhead, Midlothian. The latter AQMA was revoked after measures improved air quality. Several areas that were considered to be marginal in SDP1 have since deteriorated and are now designated AQMAs.

Figure 9.1



BIODIVERSITY

Conservation Designations

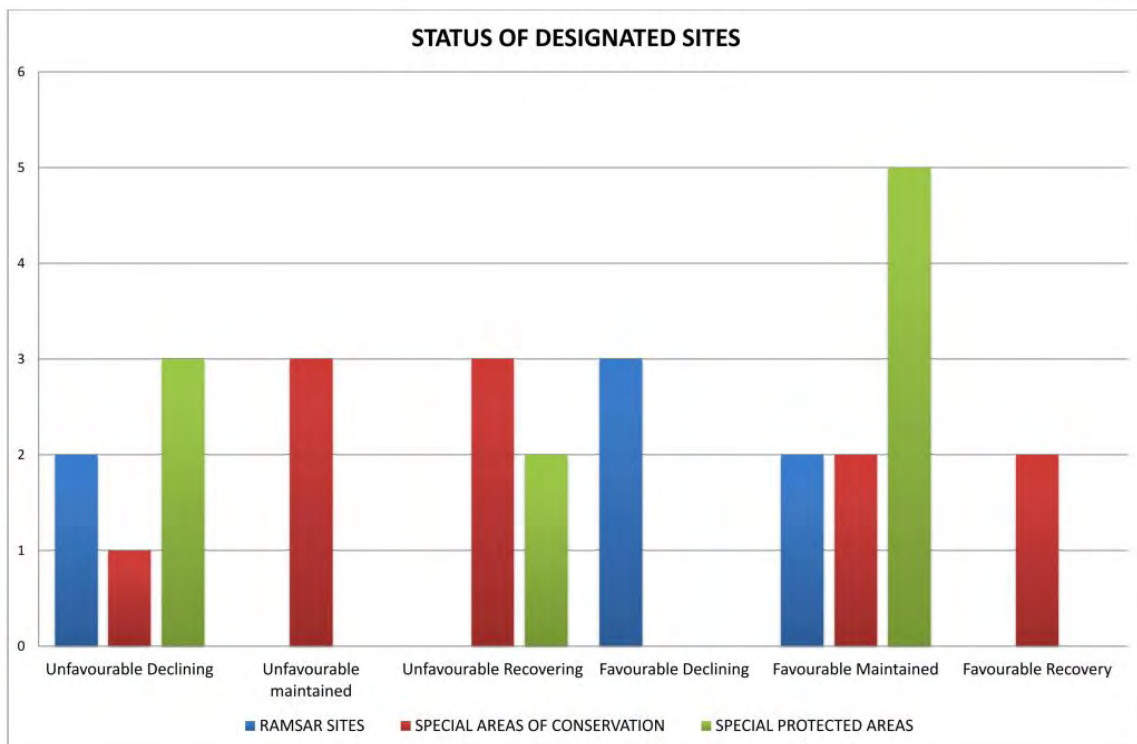
A principal asset of the SESplan region is its high quality natural environment and diverse range of species and habitats which are protected and conserved by a range of designations. The status of designated sites is shown the graph below. Half of the 28 sites in unfavourable conditions. Sites designated as unfavourable are a focus for improvement.

Table 9.2 Unfavourable Sites

Site Type	UNFAVOURABLE DECLINIING	UNFAVOURABLE MAINTAINED	UNFAVOURABLE RECOVERING
RAMSAR	Din Moss - Hoselaw Loch Gladhouse Reservoir		
SPECIAL AREAS OF CONSERVATION	Whitlaw and Branxholm	River Tweed Threepwood Moss Craigengar	Peeswit Moss Moorfoot Hills Blawhorn Moss
SPECIAL PROTECTED AREAS	Gladhouse Reservoir Din Moss - Hoselaw Loch St Abb's - Head to Fast Castle		Firth of Forth Langholm

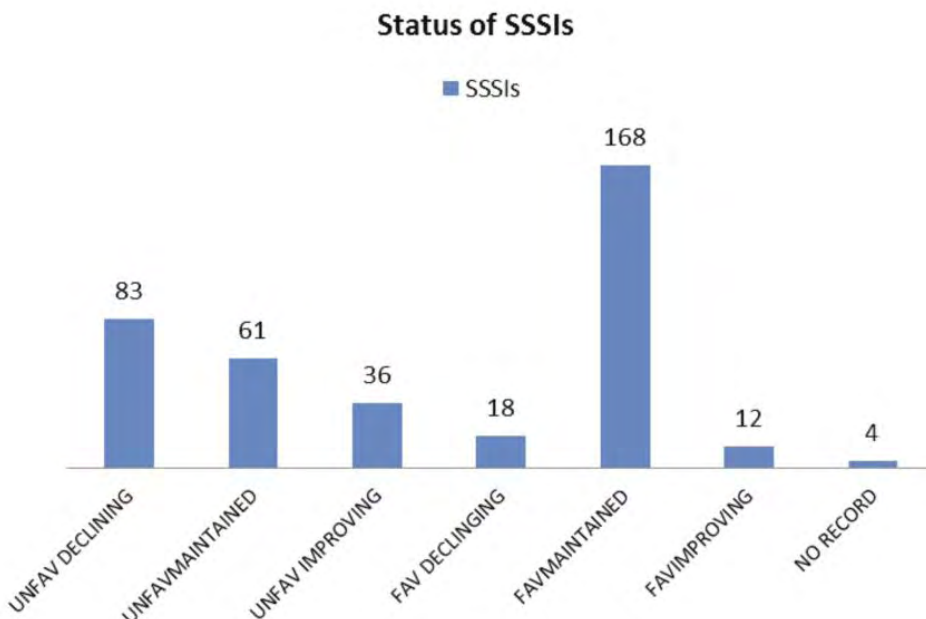
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Figure 9.2



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Figure 9.3



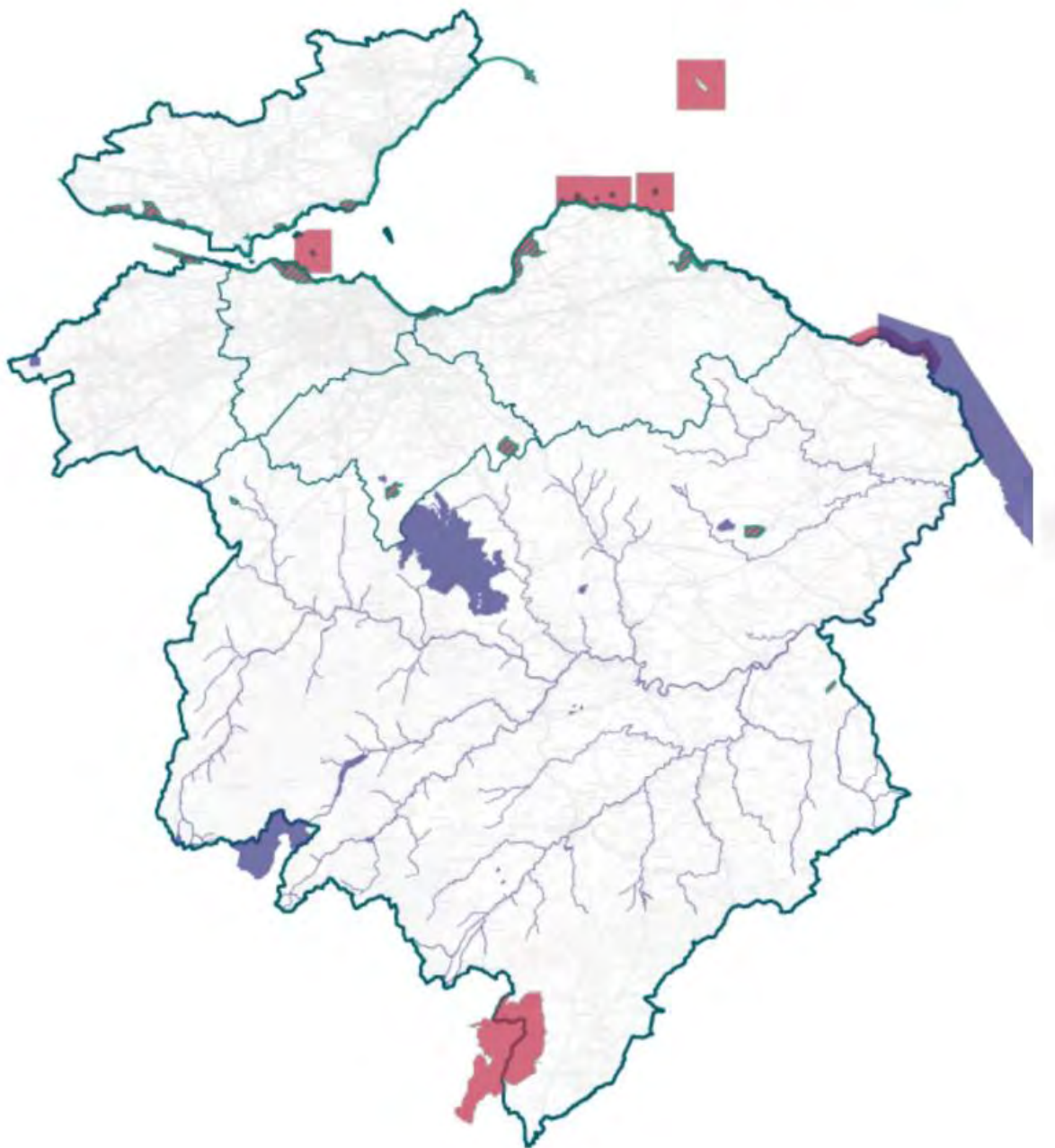
SNH conducts site condition monitoring to determine the condition of designated natural features within sites. The monitoring assesses whether the feature is likely to maintain itself under its current management regime in the medium to long term. The condition of sites is unlikely to be influenced by development or the SDP, most change is caused by other changes in the environment.

Figure 9.4

European Designations

Legend

-  RAMSAR
-  Special Area of Conservation
-  Special Protection Area



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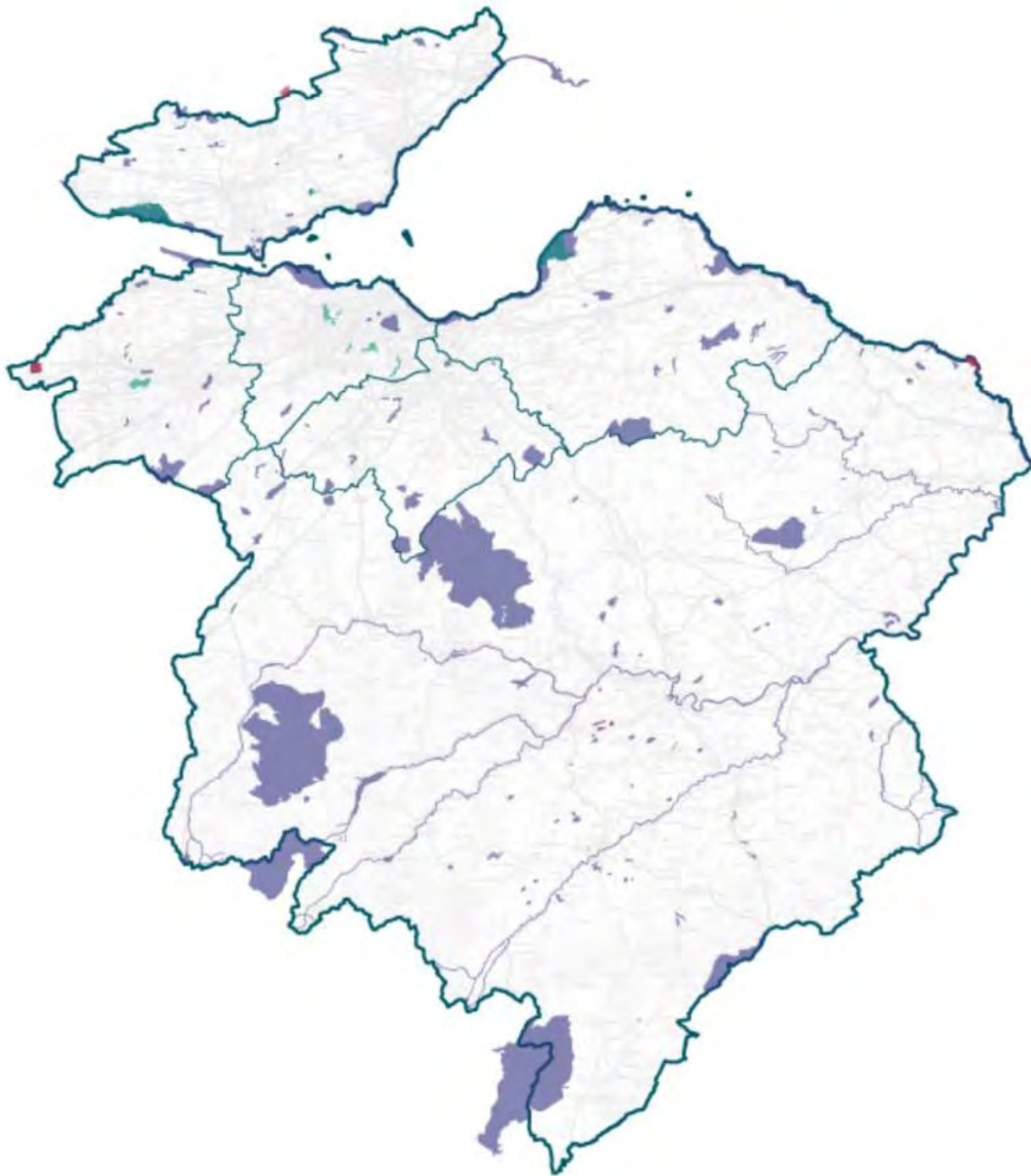
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Figure 9.5

National and Local Designations

Legend

-  National Nature Reserves
-  Local Nature Reserves
-  SSSI



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SESplan
The Strategic Development Planning Authority
for Edinburgh and South East Scotland

Local Biodiversity Action Plans and Woodland

There are a number of habitats and species that comprise the biodiversity of the area. Some of the priority habitats are within Local Biodiversity Actions Plans (LBAPs). The LBAPs prepared for the six council authorities show important habitats are:

- Woodland and Scrub;
- Grassland and Marsh;
- Tall Herb and Fern;
- Heathland;
- Mires and Peatlands;
- Swamp;
- Open Water;
- Coastland;
- Rock and Spoil; and
- Miscellaneous (cultivated land).



There are large areas semi natural and ancient woodland throughout the region. The Woodland diagram shows some areas of high density semi natural woodland in the Scottish Borders and in Fife north of Kirkcaldy. Ancient woodland is mainly spread throughout the Lothians and Fife, particularly in West Fife. Other than these large concentrations other wooded designations are intermittent and evenly spread throughout SESplan. The Forestry Commission for Scotland produce detailed reports on the condition of ancient, semi-natural and native woodland by local authority area. These are available at www.scotland.forestry.gov.uk/native-woodland-survey-of-scotland.

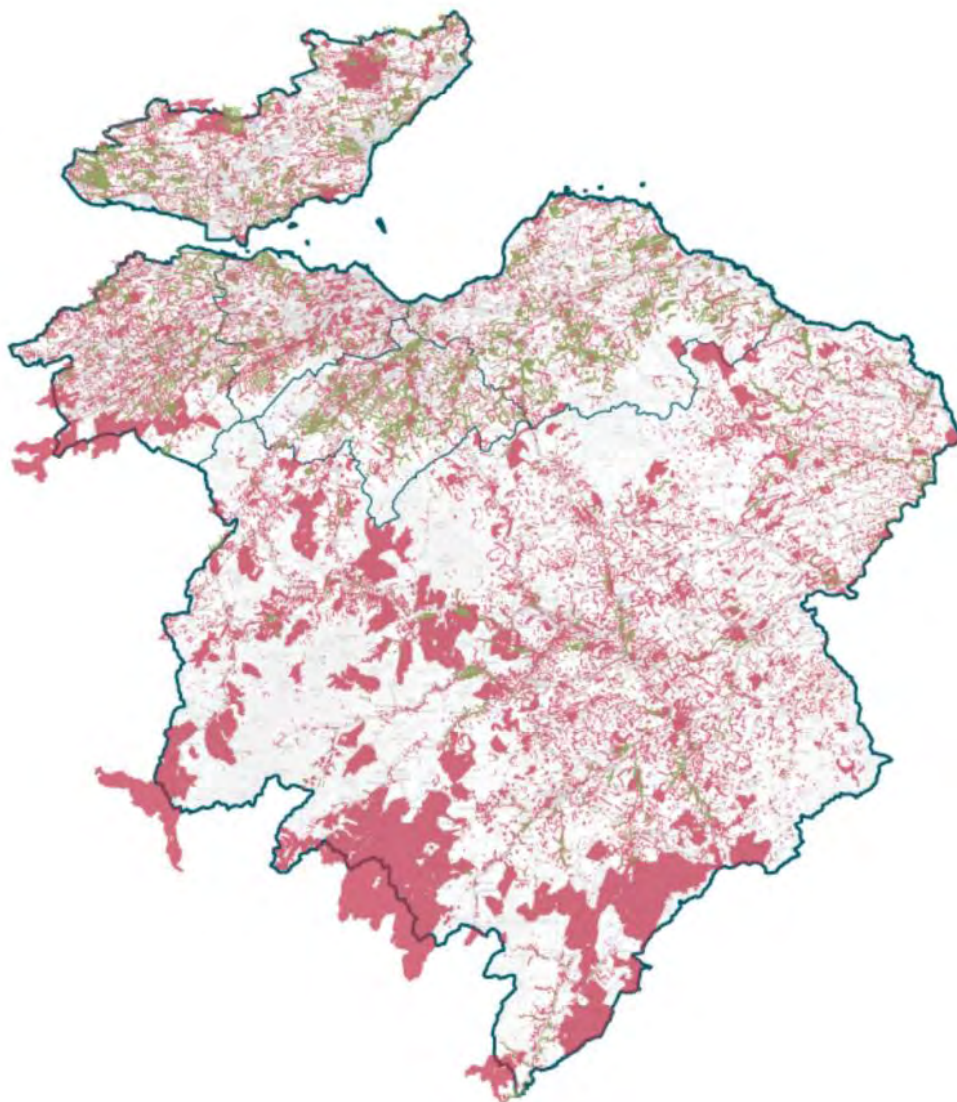
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Figure 9.6

Woodland

Legend

-  Ancient Woodland
-  Semi Natural Woodland



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CLIMATIC FACTORS

Renewable Energy Capacity

South East Scotland has a key role in the development of renewable energy and meeting Scottish Government target of the equivalent of 100% demand for electricity from renewable sources by 2020. There are several proposed and existing renewable energy developments existing in the region. Table 9.3⁽⁶⁾ shows total electricity generation capacity from renewable source by local authority in 2013. Figure 9.7 shows the operational and consented onshore wind turbines in the region. More detail is available in the Place to do Business chapter in the MIR.

Table 9.3 Renewable Energy Generation Capacity

LOCAL AUTHORITY	GENERATION CAPACITY
East Lothian	48.12
City of Edinburgh	0.6
Fife	91.15
Midlothian	49.43
Scottish Borders	594.13
West Lothian	20.5
SESplan	755.21

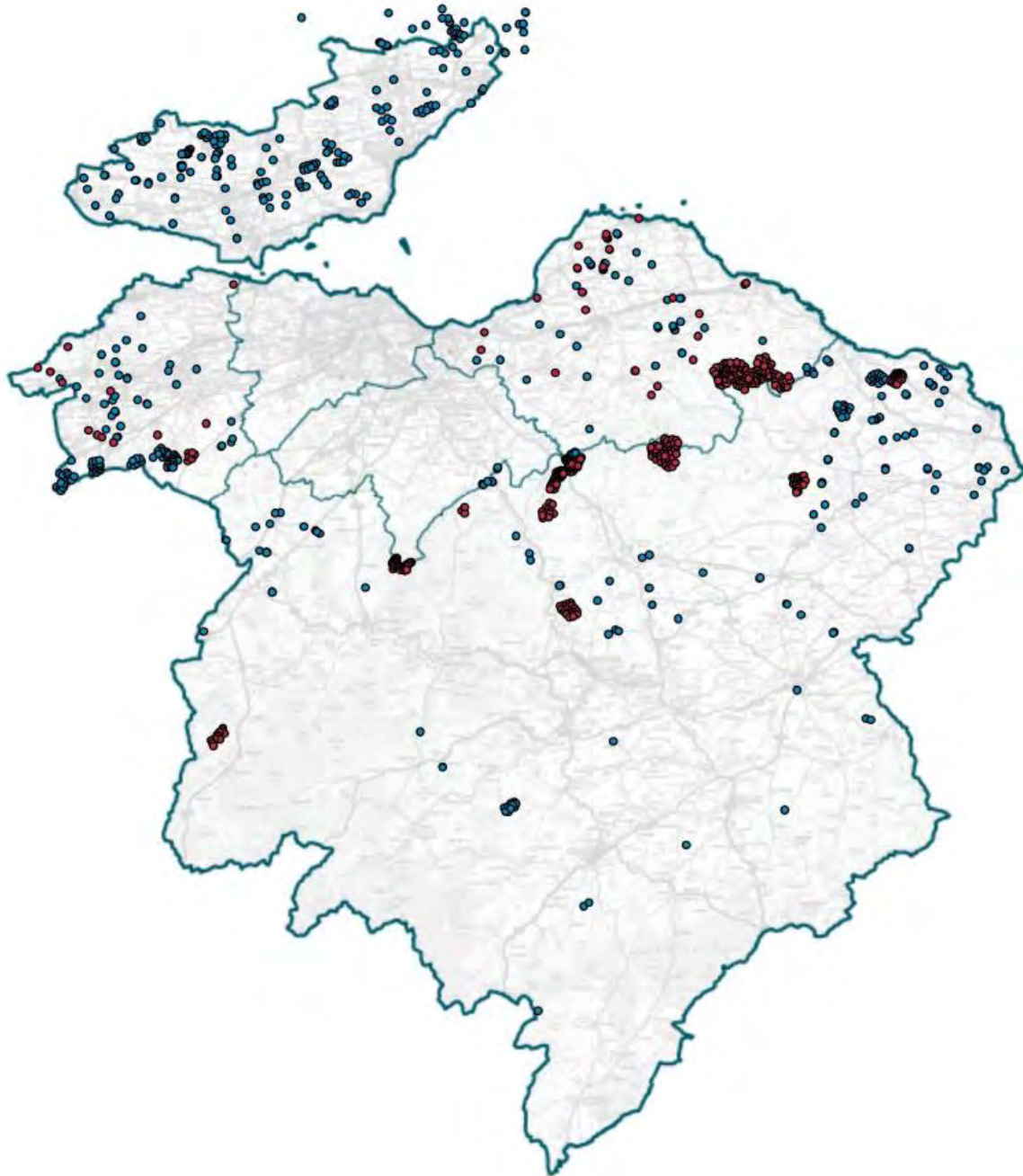
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Figure 9.7

Renewable Energy

Legend

- Operational
- Consented



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CO₂ Emissions

Table 9.4 '2012 Per Capita Local CO₂ Emission Estimates (tonnes)' shows CO₂ emissions at a Local Authority level in the SESplan area, split by emissions from transport, domestic and industrial & commercial sources. Scottish Borders Council has shown the highest emissions in areas of transport and domestic which reflects the rural character of the area where areas are less accessible with fewer sustainable transport options and there are older and less energy efficient building forms. This contrast with Edinburgh which has the highest density of the Local Authorities and has the lowest emissions for transport per person because of the variety of sustainable transport options available. Fife and East Lothian Councils show higher industrial and commercial emissions which is partially due to coal power stations at Longannet and Cockerzie⁽⁷⁾.

Total emissions for the whole of SESplan were around the same level in 2012 as 2009 but lower than 2005. The economic downturn from 2008 onwards has been considered as a factor in the lowering of emissions along with energy efficiency and low carbon measures.

Table 9.4 2012 Per Capita Local CO₂ Emission Estimates (tonnes)

Authority	Industry & Commercial	Domestic	Transport	Total
Edinburgh	2.6	2.5	1.5	6.6
Midlothian	1.8	2.3	1.7	5.8
Fife ⁽⁸⁾	5.7	2.5	1.6	9.8
East Lothian	6.8	2.4	1.9	11.1
West Lothian	2.7	2.3	2.2	7.2
Borders	3.3	2.9	2.3	8.5
Scotland Average	3.3	2.5	1.9	7.7
SESplan Average	3.8	2.5	1.9	7.6

7 still operating in 2012 when the data is from

8 For all of Fife

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CULTURAL HERITAGE

Built and Historic Environment

Cultural heritage as an SEA objective aims to safeguard and enhance the historic environment through protecting and enhancing listed buildings and their settings. Scheduled monuments and their settings should be protected and the historic environment promoted. There is a wide range of cultural heritage designated sites as set out in figure 9.8 and 9.9. The Old and New Towns of Edinburgh is the only World Heritage Site in the area but the Forth Rail Bridge is currently under consideration as a candidate site. Figures 9.8 and 9.9 also show Historic Battlefields and Gardens & Designated Landscapes as well as the more locally important designations of listed buildings and scheduled ancient monuments. The SEA assessment will focus less on the local level designations and more on general heritage impact and the major designations. The maps show a high proportion of the designations are within Edinburgh, East Lothian and Midlothian. West Lothian has a low number of designations in comparison.

Table 9.5 SESplan Historic Environment

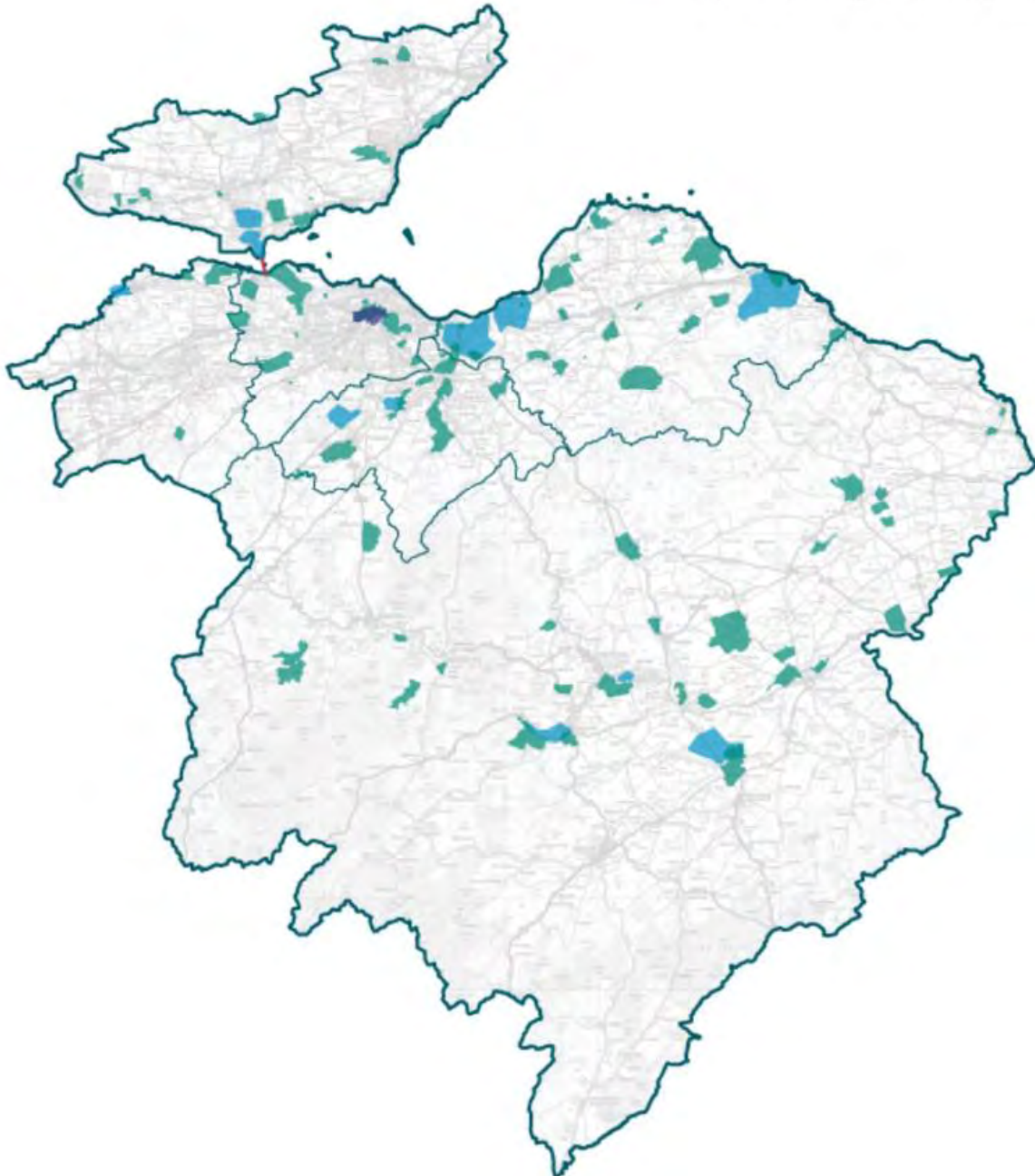
DESIGNATION	NUMBER
Category A Listed Building	1558
Scheduled Ancient Monument	1445
Historic Gardens and Designated Landscapes	123
Historic Battlefields	11
World Heritage Sites	1 (+1 Proposed)

Figure 9.8

Heritage

Legend

-  World Heritage Sites
-  Gardens and Designed Landscapes
-  Historic Battlefields
-  Proposed Forth Bridge World Heritage Site



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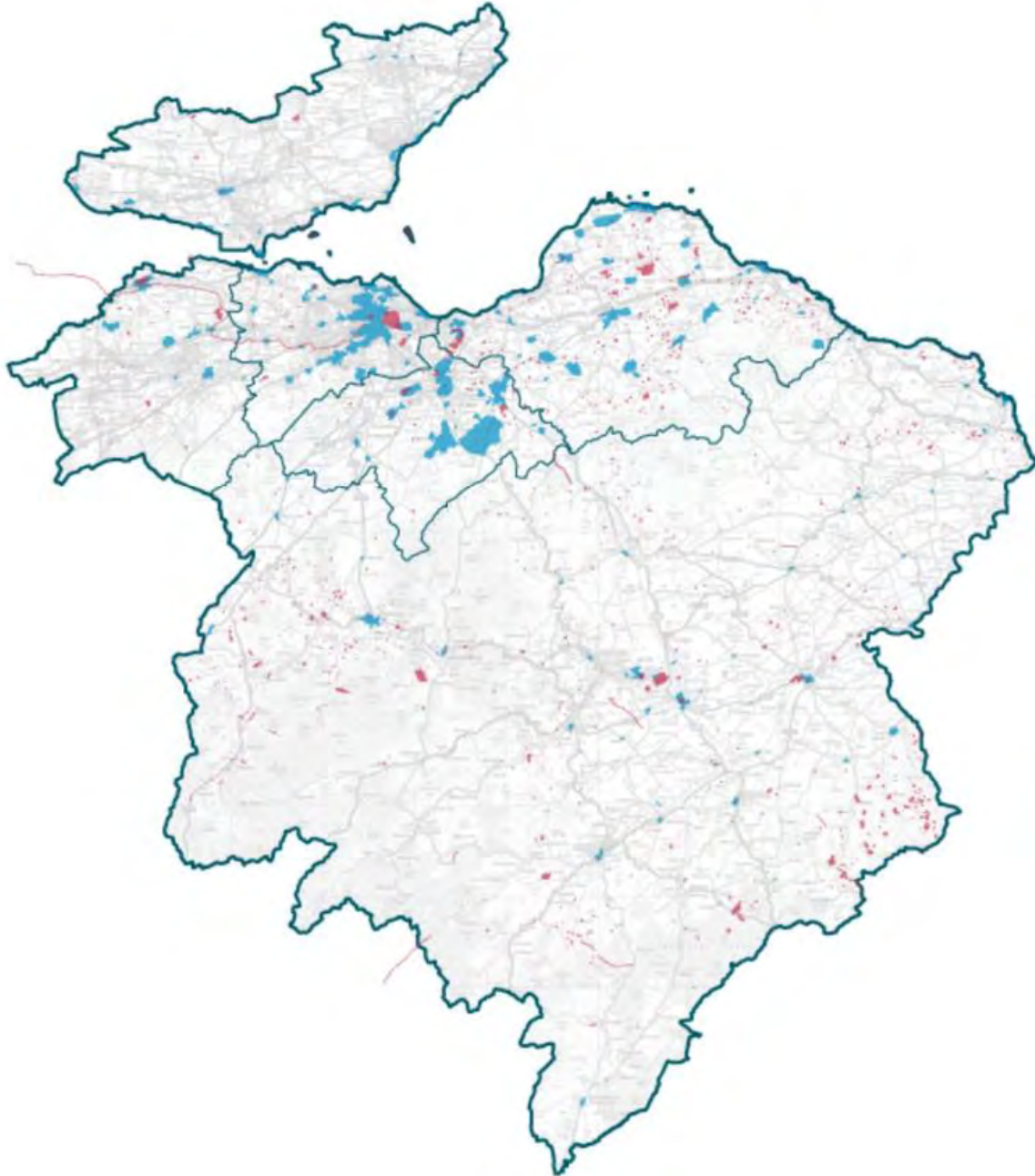
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Figure 9.9

Heritage Local

Legend

-  Scheduled Monuments
-  Conservation Areas



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POPULATION & HUMAN HEALTH

Health is a significant factor in the quality of life for the people within Scotland. Table 9.6 'Key SESplan Health Indicators' below looks at key indicators related to health in the region. With the exception of Fife, the percentage of people income deprived is below the Scottish average. Income deprivation is linked to poorer communities and is often linked to childhood obesity and a deterioration in mental health.

Table 9.6 Key SESplan Health Indicators

Local Authority	Life Expectancy (Male-Female)		Childhood Obesity in P1(%)	Mental Health (%) ⁽⁹⁾	Income Deprived (%)
East Lothian	76.1	80.6	7.1	9.2	11.3
Edinburgh	75.9	80.9	9.1	7.8	11.9
Midlothian	75.5	79.6	10.6	10	12.5
Scottish Borders	76.6	80.7	7.7	9.4	11.4
West Lothian	74.9	78.7	7.7	10	14.4
Fife	75.4	80.6	8.0	9.7	15.1
Scottish Average	74.5	80.6	8.0	9.7	15.1

Population & Housing

The SESplan population is expected to grow from 1.25 million in 2012 to 1.46 million by 2037⁽¹⁰⁾. This rise in population plus the decreasing average household size will require a significant increase in housing completions to accommodate it. The decreasing household size is partially caused by the increasing number of single young people and elderly households.

Information from the Housing Need and Demand Assessment indicates that over half of the housing need to 2038 will be for forms of affordable housing. The graph below shows that overall and social housing completions have fluctuated since the beginning of the SDP1 plan period. Overall completions are still significantly short of the 7,170 completions required annually by SDP1 and the accompanying Housing Land Supplementary Guidance.

9 Mental Health refers to patients prescribed drugs for anxiety, depression or psychosis.

10 from NRS 2012 base projections

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Figure 9.10 Annual Housing Completions

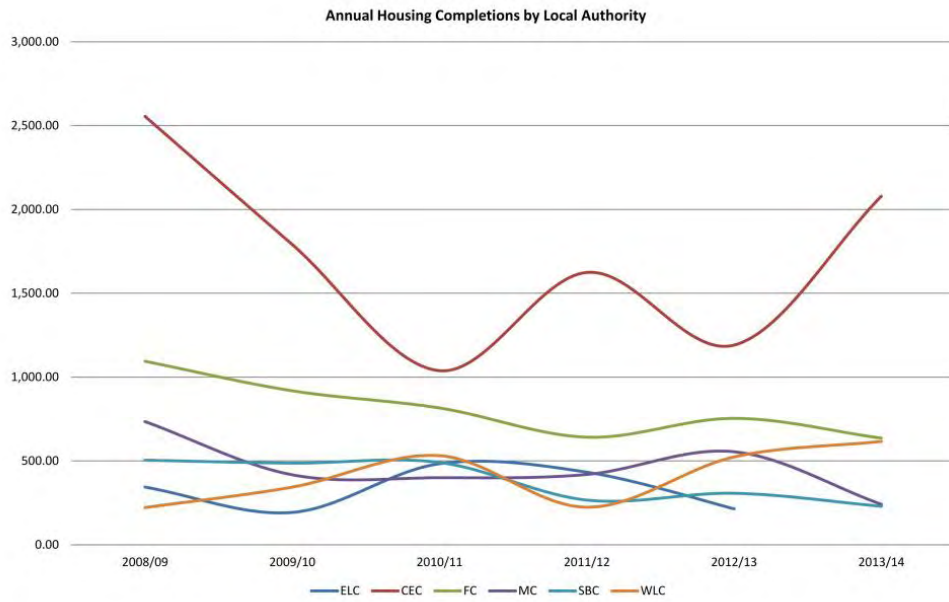


Figure 9.11 Social Housing Completions

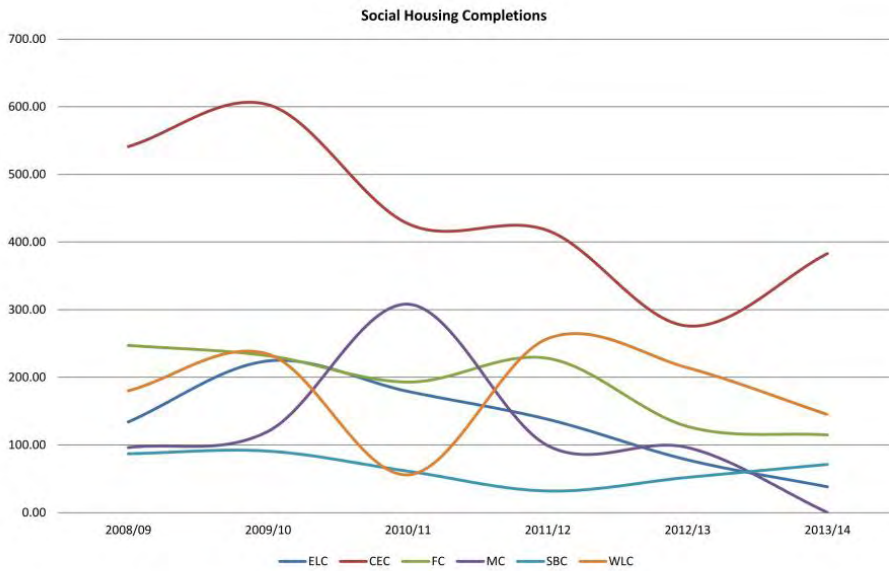


Figure 9.12 Source: Scottish Government

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Vacant & Derelict Land

Vacant and derelict land (VDL) presents an opportunity for development and regeneration of previously developed areas, and reduces pressure on greenfield land. With the exceptions of Fife and West Lothian, the SESplan area has lower levels of VDL than the majority of Central Scotland. There are fewer VDL opportunities in East Lothian and Scottish Borders resulting in higher proportions of new housing requiring greenfield sites. A key objective of the [Central Scotland Green Network](#) is restoring and greening VDL.

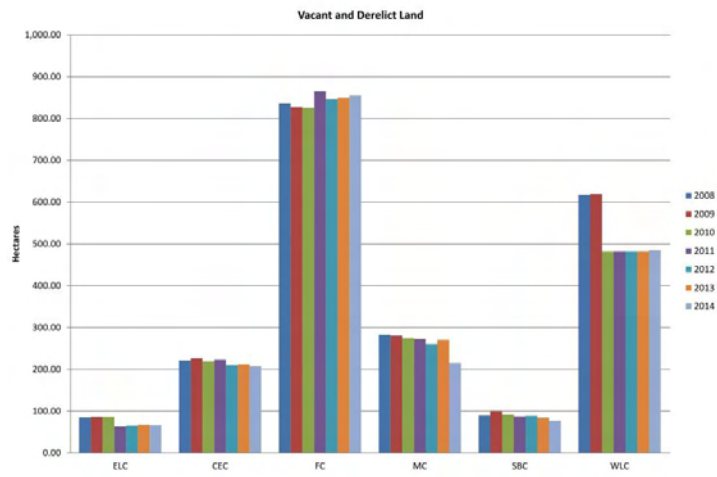
Table 9.7

Vacant Land (HAs)								
	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>Change</u>
<u>ELC</u>	8	9	9	9	8	10	10	+23%
<u>CEC</u>	96	95	96	97	97	100	97	+1%
<u>FC</u>	98	84	84	88	86	100	99	+1%
<u>MC</u>	21	20	15	17	7	17	11	-44%
<u>SBC</u>	14	30	29	29	30	30	28	+108%
<u>WLC</u>	65	65	65	66	66	66	72	+12%
<u>SESplan</u>	302	303	298	306	304	323	317	+5%

Table 9.8

Derelict Land (HAs)								
	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>Change</u>
<u>ELC</u>	77	77	77	54	57	57	56	-28%
<u>CEC</u>	125	131	123	126	113	112	110	-12%
<u>FC</u>	738	743	741	777	760	750	756	+2%
<u>MC</u>	261	260	259	255	253	253	204	-22%
<u>SBC</u>	75	70	62	58	58	54	49	-35%
<u>WLC</u>	552	554	417	416	416	416	413	-25%
<u>SESplan</u>	1828	1835	1679	1686	1657	1642	1588	-13%

Picture 9.1 Vacant and Derelict Land

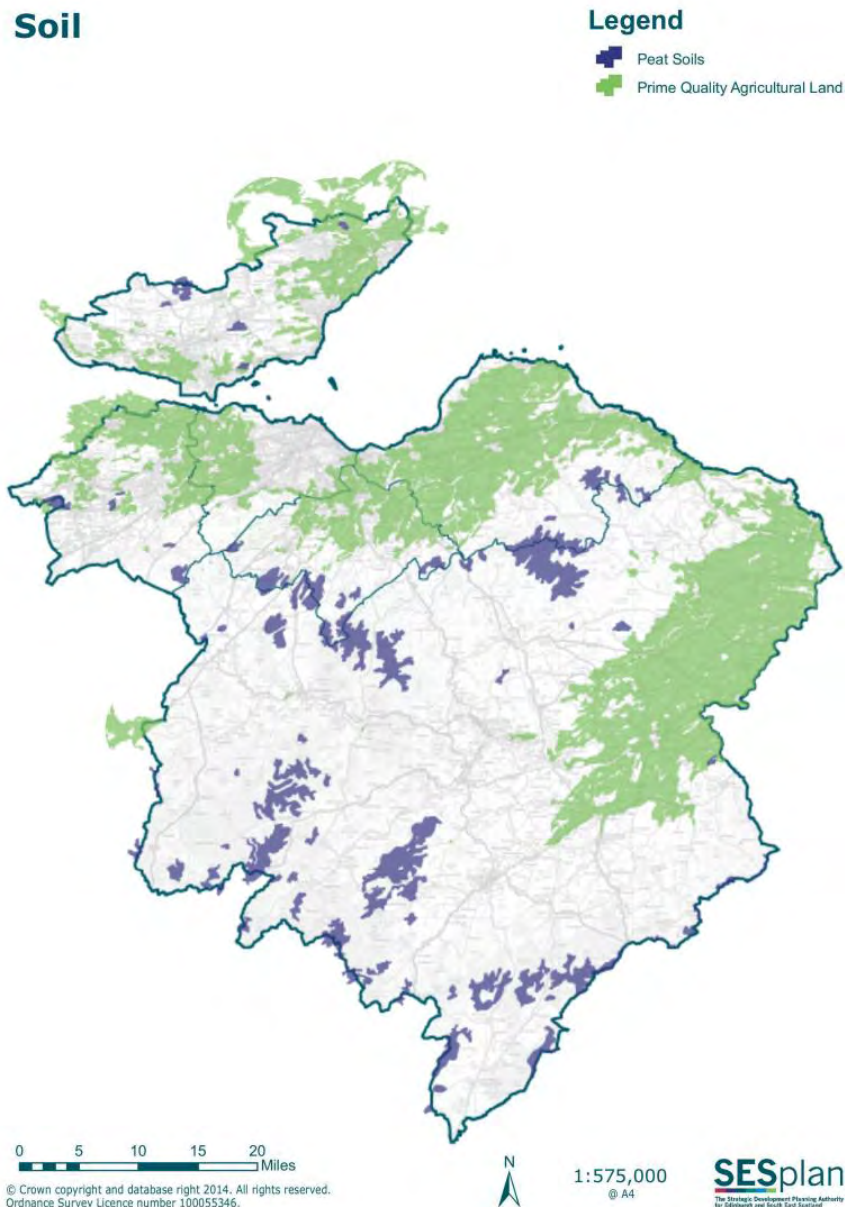


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Soil

9.2 Soil objectives in the SEA aim to adhere to contaminated land regulations and minimise the impact on soil quality. This can be achieved by prioritising development on previously developed land, protecting soil quality and minimising the loss of agricultural land. Soils in the SESplan area have a varied quality of agricultural capability with better quality soil capable of supporting a wider range of arable crops. Areas of prime agricultural land are located predominantly in East Lothian, West Edinburgh and parts of West Lothian. There are also large areas in the east of the Scottish borders and central Fife as shown in figure 9.14. The poorest quality soils are in upland areas such as the Pentlands and uplands of the Scottish Borders. The majority of peat and carbon rich soils within the region are found in the Scottish Borders.

Figure 9.13



WATER

Water Quality

Watercourses should be protected and enhanced in line with river basin planning objectives, minimising flood risk, increasing sustainable drainage opportunities and improving existing water/waste water infrastructure. Figure 9.15 below shows the ecological quality of water bodies throughout the region. We can see that water quality is significantly higher in the Scottish Borders and quality is worse in industrial areas such as Fife or West Lothian. Most of the poorer quality is in the north and centre of the region. Over the last few years there has been little change in water quality from previous years. New development does not have significant impacts on water quality. It is predominantly impacted by process, farming and water abstraction.

Details on flooding and flood risk in the region are available in the SESplan wide Strategic Flood Risk Assessment in the Spatial Strategy Technical Note Appendix A.

Figure 9.14 River Quality (Source: SEPA)

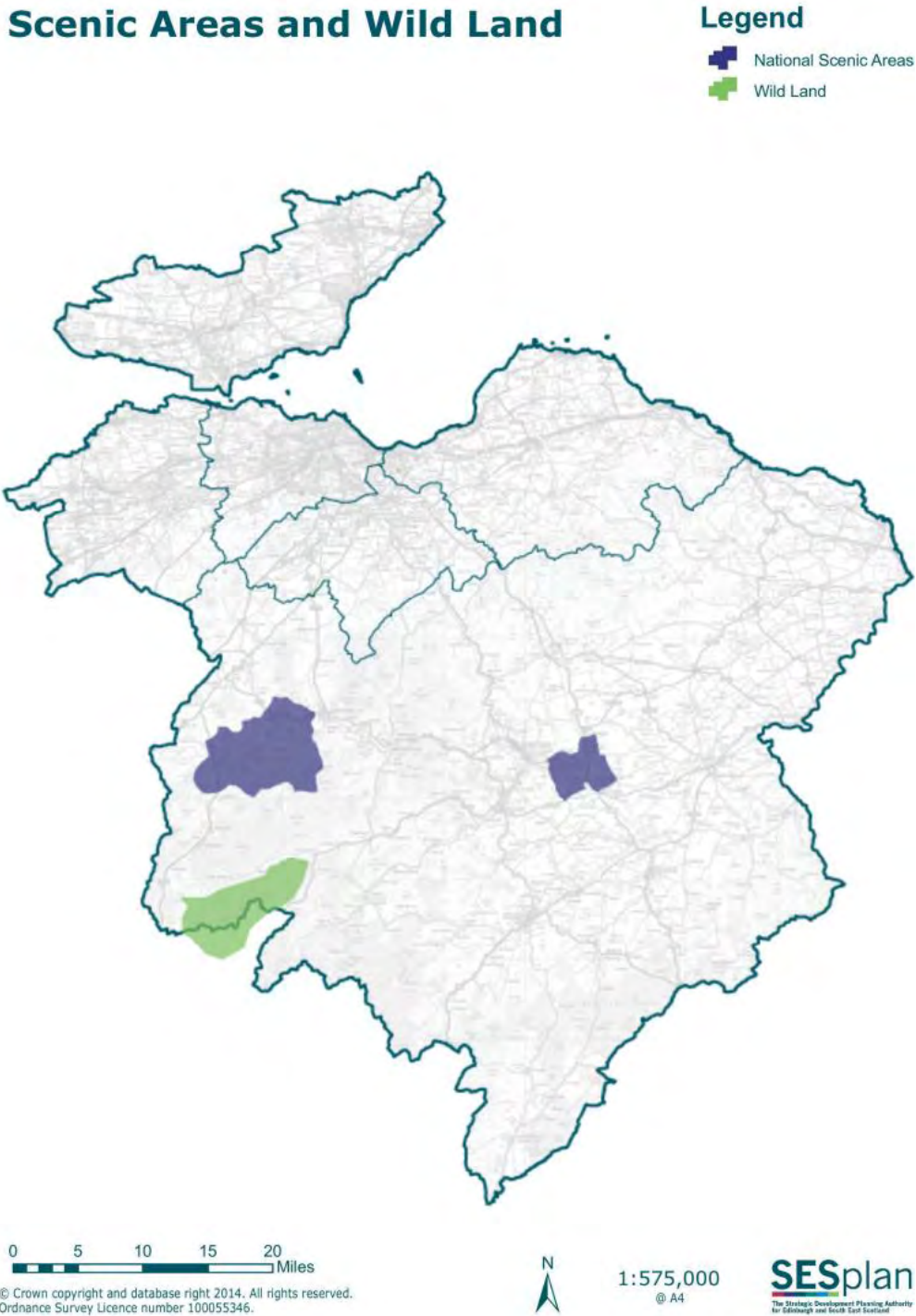


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LANDSCAPE & TOWNSCAPE

Landscape objectives aim to protect and enhance the townscape of settlement landscapes and regenerate degraded sites through design led development. SESplan has a broad mixed landscape varying from the Scottish Borders to City of Edinburgh, a number of areas within the region having been identified as having local or national value. Figure 9.16 below shows there are two national scenic areas within the Scottish Borders, local landscape designations and and one area of wild land identified by SNH.

Figure 9.15

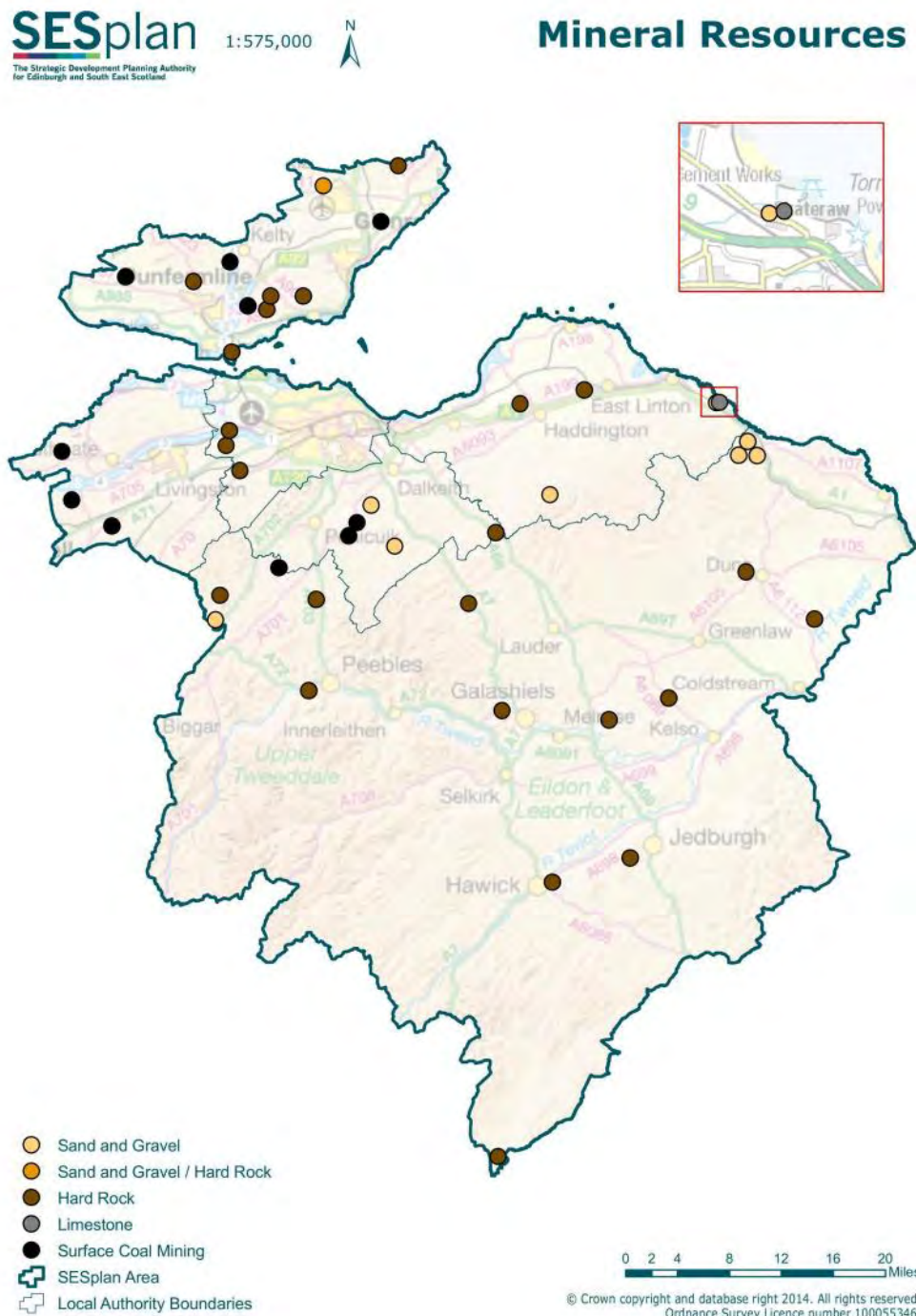


MATERIAL ASSETS

Sustainable Use of Mineral Resources

This objective aims to use resources sustainably by conserving mineral resources, increasing recycling rates, minimising the loss of agricultural land and increase the use of waste as an energy resource. Mineral resources are finite resources and can only be worked where they occur. The use of recycling or alternatives only partially contributes to meeting demand. Securing local supplies is an important contributor towards sustainable development. The diagram below sets out the current locations for minerals extraction.

Figure 9.16



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Recycling of Waste

Scotland's Zero Waste Plan and the European Council Landfill Directive establish a framework for reforming the waste management system in Scotland and sets a target for improving the sustainability of waste management until 2020. The figure 9.18 shows recycling rates in the SESplan area from 2004-13. There has been a significant improvement across all authorities. Fife has performed particularly well and Edinburgh has seen a significant improvement but is still below average.

Figure 9.17 Recycling Rates

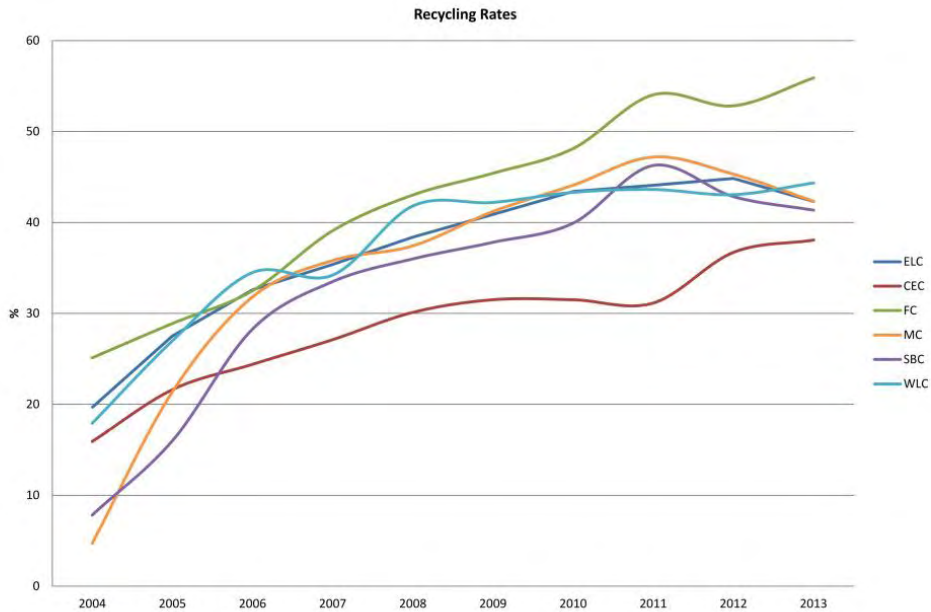
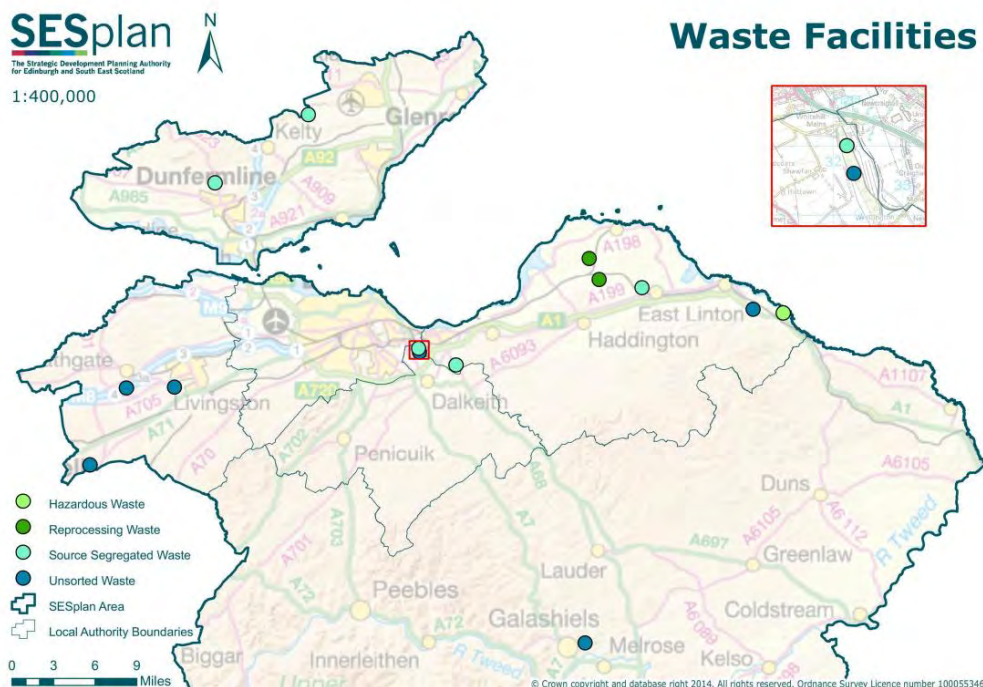


Figure 9.18 Waste Facilities



Appendix C - Review of Relevant Plans, Policies and Strategies

Name of Plan	Environmental Requirements of Plan	Implications for the SDP & SEA
Overarching		
NPF3	<p>Deliver sustainable economic growth with a focus on city regions.</p> <p>Meet carbon reduction and renewable energy targets through low carbon living and new renewable and efficient energy infrastructure</p> <p>Deliver green infrastructure and protect and enhance Scotland's environmental assets</p> <p>Increase digital and transport connectivity</p>	All: Identifies 8 National Developments that impact on the SESplan area. Requires SESplan to deliver a large supply of housing within a constrained infrastructure network.
SPP (2014)	<p>Sets out spatial and policy requirements which should be met and set out in SDPs.</p> <p>Includes a presumption in favour of sustainable development.</p>	All: underpins the development and implementation of the SDP.
Getting the Best from Our Land: A Land Use Strategy for Scotland	<p>Represents the Scottish Government's statement of policy on land use. Contains 3 objective:</p> <ul style="list-style-type: none"> • Land based businesses working with nature to contribute more to Scotland's prosperity • Responsible stewardship of Scotland's natural resources delivering more benefits to Scotland's people • Urban and rural communities better connected to the land, with more people enjoying the land and positively influencing land use 	Biodiversity, Climatic Factors, Material Assets, Soil, Water, Landscape & Townscape and Population & Human Health: Consider land use processes and their roles when considering scales and locations for growth and how its positives could be enhanced and negative impacts mitigated.
Air		
The Air Quality Strategy for England, Scotland, Wales and	Sets out the air quality strategy for the UK with objectives and targets, referring to the Environment Act 1995 legislation.	Air & Population & Human Health: ensure that development does not exacerbate existing Air Quality

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Name of Plan	Environmental Requirements of Plan	Implications for the SDP & SEA
Northern Ireland. Working Together for Clean Air (2007)	<p>It seeks a reduction in the levels of eight harmful pollutants present in the air, which in turn promote:</p> <ul style="list-style-type: none"> ● the protection of human health; and ● the protection of vegetation and ecosystems 	Management Areas (AQMA), nor result in designation of further AQMA
Local Air Quality Management Act (Part of the Environmental Act 1995)	Sets out duties requiring local authorities to review and assess air quality in their area from time to time, the reviews forming the cornerstone of the system of local air quality management.	<p>Air: sets out requirements to reduce air pollution which SDP should adhere to.</p> <p>Population & Human Health: looks to maintain and improve air quality for the benefit of human health</p>
Long Term Vision for Active Travel in Scotland 2030	Sets out how infrastructure, planning, integrating transport, maintenance and behavioural change can contribute towards increasing levels of active travel to meet Scottish Government targets.	<p>Air: increase active travel levels particularly through the location, layout and design of development.</p> <p>Population & Human Health: increase active travel levels particularly through the location, layout and design of development.</p>
Edinburgh Air Quality Action Plan (2008-2010)	Sets out declared Air Quality Management Areas (AQMA) and details the initiatives required to meet targets to improve air quality.	<p>Air: sets out initiatives to reduce air pollution including influence the location of development</p> <p>Population & Human Health: looks to improve air quality for the benefit of human health</p>
Scotland's National Transport Strategy (2006)	<ul style="list-style-type: none"> ● Promote social inclusion by connecting remote and disadvantaged communities and increasing the accessibility of the transport network: ● Protect our environment and improve health by building and investing in public transport and other types of efficient and sustainable transport which minimise emissions and consumption of resources and energy ● Improve safety of journeys by reducing accidents and enhancing the personal safety of pedestrians, 	<p>Material Assets: integrate with the aims of the National Transport Strategy.</p> <p>Population & Human Health: Locate development in areas with access to sustainable transport methods</p>

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Name of Plan	Environmental Requirements of Plan	Implications for the SDP & SEA
	cyclists, drivers, passengers and staff.	
Strategic Transport Projects Review (STPR) (2008)	<p>STPR complements the National Transport Review and seeks to:</p> <ul style="list-style-type: none"> • improve journey times and connections – to tackle congestion and the lack of integration and connections in transport which impact on our high level objectives for economic growth, social inclusion, integration and safety • reducing emissions – to tackle the issues of climate change, air quality and health improvement which impact on our high level objective for protecting the environment and improving health, and • improving quality, accessibility and affordability – to give people a choice of public transport, where availability means better quality transport services and value for money or an alternative to the car 	<p>Material Assets: seek to integrate with the aims of the STPR.</p> <p>Population & Human Health: support the STPR interventions aimed at reducing congestion, emissions etc and improving human health. As well as to locate development accessible by sustainable transport</p> <p>Climatic Factors and Air: Support the STPR interventions aimed at reducing congestion, emissions etc such as tackling issues of climate change and the availability of forms of public transport (including improving changing between modes) and increasing active travel through green networks to reduce dependency on cars.</p>
SESTRAN Regional Transport Strategy (2008-2023)	<p>The Strategy contains the following objectives related to this process:</p> <ul style="list-style-type: none"> • to ensure that development is achieved in an environmentally sustainable manner: reducing greenhouse gas emissions and other pollutants and enabling sustainable travel/ reduce car dependency • to promote a healthier and more active SESTRAN area population 	<p>Material Assets: seek to integrate with the aims of the transport strategy</p> <p>Climatic Factors and Air Quality: ensure that development is achieved in an environmentally sustainable manner, helping to maintain air quality where possible</p> <p>Population & Human Health: locate development with sustainable access to recreation and active travel opportunities.</p>
PAN 75 Planning for Transport	<p>PAN 75 accompanies SPP and aims to create greater awareness of how linkages between planning and transport can be managed. It highlights the roles of different bodies and professions in the process and points to other sources of information.</p>	<p>Material Assets: locate development in a manner which assists in reducing the need to travel and contributes to sustainable transport nodes.</p>
Biodiversity, Flora and Fauna		

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Name of Plan	Environmental Requirements of Plan	Implications for the SDP & SEA
Nature Conservation (Scotland) Act (2004)	Introduced a 'duty to further the conservation of biodiversity' for all public bodies, and sets out more specific provisions within this (e.g. for SSSIs). Also states a requirement for the preparation of a Scottish Biodiversity Strategy, to which all public bodies should pay regard.	Biodiversity, flora & fauna: avoid locating development where the region's natural heritage assets may be adversely affected.
Scotland's Biodiversity- It's in Your Hands 2004 & 2020 Challenge for Scotland's Biodiversity 2013	Sets out Scottish aims relating to biodiversity over 25 year period. Seeks to go beyond a previous emphasis on protecting individual sites to achieve conservation at a broader scale. Aims to halt loss and reverse decline of key species, to raise awareness of biodiversity value at a landscape or ecosystem scale, and to promote knowledge, understanding and involvement amongst people.	Biodiversity, flora & fauna: avoid locating development where the region's natural heritage assets may be adversely affected.
Choosing Our Future – Scotland's Sustainable Development Strategy (2005)	Details the Scottish Government's strategy for tackling issues such as climate change, biodiversity, resource use and pollution.	<p>Biodiversity, flora & fauna: avoid locating where the region's natural heritage assets may be adversely affected.</p> <p>Climatic Factors & Air: locate development to minimise the impact on climate change and to build in mitigation and climate change adaptation.</p> <p>Material Assets: aim to minimise resource depletion and encourage the responsible use of natural resources by locating development in sustainable locations</p>
SNH Advice for Planners & Developers - Good Practice Guidance	The conservation of Scotland's plants, animals, landscapes, geology, natural beauty and amenity is important and should be considered in all development plans.	Biodiversity, flora & fauna & Landscape & townscape: avoid locating development where the region's natural heritage assets and designated landscapes may be adversely affected.
Better Places for People and Nature (SNH 2012)	Promotes the role of placemaking and using Scotland's natural heritage to play its full role in developing better places for people to live, work, play and learn in.	Biodiversity, flora & fauna & Landscape & townscape: Use natural heritage to help create better places.

Appendices 9

Name of Plan	Environmental Requirements of Plan	Implications for the SDP & SEA
		<p>Population & Human Health: SDP should look to create better places in improving health and tackling social, economic and environmental disadvantage</p>
The Scottish Forestry Strategy (2006) (and associated SEA)	<p>Key themes include to:</p> <ul style="list-style-type: none"> ● reduce the impact of climate change; ● get the most from Scotland's increasing and sustainable timber resource; ● make access to and enjoyment of woodlands easier ● for all to improve health; ● protect the environmental quality of our natural ● resources; and ● help to maintain, restore and enhance Scotland's biodiversity 	<p>Biodiversity, flora & fauna: avoid locating development where it would adversely affect the region's forest assets</p> <p>Population & Human Health: locate development where access to biodiversity and green infrastructure benefits is possible by sustainable means</p>
Local Biodiversity Action Plans (LBAPs)	<p>The LBAPs translate national targets for species and habitats into effective local action, stimulates local working partnerships into tackling biodiversity conservation, raises awareness, identify local resources, identify local targets for species and habitats, ensure delivery and monitor progress.</p>	<p>Biodiversity, flora & fauna: avoid adversely affecting key habitats and species as identified therein by locating development where detrimental impacts will be avoided.</p>
Local Environmental Strategies	<p>Key themes include:</p> <ul style="list-style-type: none"> ● safeguard, promote and improve the social, economic, environmental and democratic wellbeing of all the people in the local authority area 	<p>Biodiversity, flora & fauna: avoid adversely affecting the biodiversity assets of the region</p> <p>Population & Human Health: locate development where access to biodiversity and green infrastructure benefits is possible by sustainable means</p>
Local Woodland/ Forestry Strategies	<p>The creation, through forestry and woodland initiatives, of an attractive environment providing biodiversity and green infrastructure benefits and to improve the health and well being of the area.</p>	<p>Biodiversity, flora & fauna: Avoid locating development which may adversely affect the region's forest assets</p> <p>Population & Human Health: Locate development where access to biodiversity and green infrastructure benefits is possible by sustainable means</p>

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Name of Plan	Environmental Requirements of Plan	Implications for the SDP & SEA
Planning Scotland's Seas Scotland's National Marine Plan - Consultation Draft	Sets a strategic plan to cover inshore waters (to 12 nautical miles) and offshore waters (12-200 nautical miles). Marine planning will interact with other planning and consenting regimes. The Scottish marine planning system should promote development and activities that support sustainable economic growth.	<p>Biodiversity, flora & fauna: avoid development of land where marine and coastal based natural heritage assets may be adversely affected.</p> <p>Landscape and Townscape: protect and enhance the distinctiveness of coastal areas.</p> <p>Water: avoid development where designated water bodies may be adversely affected. Allocated land should aim to fit with relevant policy aims for water bodies.</p>
Climatic Factors		
Changing Our Ways – Scotland's Climate Change Programme (2006)	Details the Scottish Executive's (now Government's) programme for reducing and adapting to climate change.	<p>Climatic Factors, Air & Material Assets: consider development where the possibility of infrastructure to assist towards low and zero carbon development can be explored.</p>
Climate Change (Scotland) Act 2009	<ul style="list-style-type: none"> ● sets a target for the year 2050, an interim target for the year 2030, and to provide for annual targets, for the reduction of greenhouse gas emissions; ● to provide about the giving of advice to the Scottish Ministers relating to climate change; ● to confer power on Ministers to impose climate change duties on public bodies; ● to make further provision about mitigation of and adaptation to climate change; ● to make provision about energy efficiency; ● to make provision about the reduction and recycling of waste 	<p>Climatic Factors, Air & Material Assets: development should include the use of measures to assist towards low and zero carbon development, including the use of resource efficiency and natural processes.</p>
Low Carbon Economic Strategy (2010)	<ul style="list-style-type: none"> ● To secure sustainable economic growth ● To meet Scotland's climate change targets ● Secure the transition to a low carbon economy in Scotland 	<p>Climatic Factors, Air & Material Assets: consider development land where the possibility of infrastructure to assist towards low and zero carbon development can be</p>

Appendices 9

Name of Plan	Environmental Requirements of Plan	Implications for the SDP & SEA
		explored. Consider policy positions that lead to lower CO ₂ emissions.
Energy Efficiency and Microgeneration: achieving a Low Carbon Future: A Strategy for Scotland (2008)	Strategy sets out the action to take to help Scotland meet carbon savings targets etc outlined in Changing Our Ways – Scotland’s Climate Change Programme (2006) through improving energy efficiency and encouraging a greater uptake of microgeneration.	Climatic Factors, Air & Material Assets: consider development where the possibility of infrastructure to assist towards low and zero carbon development can be explored.
Biomass Action Plan for Scotland (2007)	<p>The Biomass Action Plan sets out a coordinated programme for the development of the biomass sector in Scotland and aims to:</p> <ul style="list-style-type: none"> ● provide a summary of the wide range of existing activities, actions and initiatives; ● provide a focus for a strategic coordinated approach to developing biomass for energy production across the heat, electricity and transport sectors; ● identify roles and responsibilities for government, industry and public stakeholders to develop a vibrant bioenergy industry in Scotland; and ● identify future actions and gaps 	Climatic Factors, Air & Material Assets: consider development where the possibility of infrastructure to assist towards low and zero carbon development can be explored, particularly with regard to biomass.
Scotland’s Climate Change Adaptation Programme - Consultation	Sets out Scottish Minister objectives, proposals & policies for addressing the impacts identified by the UK Climate Change Risk Assessment that have been identified as a priority for Scotland over the next 5 years.	Climatic Factors, Air & Material Assets: consider the spatial strategy and the potential to either avoid impacts which may affect climate change, or combine with climate change adaptation/mitigation measures
Cultural Heritage (including architectural and archaeological heritage)		
Scottish Historic Environment Policy (SHEP) (July 2011)	SHEP is the overarching policy statement for the historic environment. It provides a framework for more detailed strategic policies and operational policies that inform the day-to-day work of a range of organisations that have a role and interest in managing the historic environment.	Cultural Heritage: minimise impact as little as possible on the historic environment.

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Name of Plan	Environmental Requirements of Plan	Implications for the SDP & SEA
Our Place in Time: The Historic Environment Strategy for Scotland	To ensure that the cultural, social, environmental and economic value of Scotland's historic environment continues to make a strong contribution to the wellbeing of the nation and its people.	Cultural Heritage: through development protect and enhance the historic environment.
PAN 71 Conservation Area Management	This provides further advice on the management of conservation areas. It identifies good practise for managing change, sets out a checklist for appraising conservation areas and provides advice on funding and implementation.	Landscape and Townscape: aim to avoid a negative impact on conservation areas in the SESplan area.
Landscape and Townscape		
Creating Places A Policy Statement on architecture and place (2013)	Policy statement on architecture and place which looks to consolidate and develop the value of architecture and place in Scotland. The policies contained within the document promote good design and are material considerations in determining applications	Landscape and Townscape: the value of quality places and design should be considered
Designing Places: A Policy Statement for Scotland (2001)	Policy statement on design which sets out the overarching policy on design including the six qualities that make a successful place –distinctive, safe and pleasant, easy to get to and move around, welcoming, adaptable and resource efficient.	Landscape and Townscape: the six qualities of good design that make a successful place should be considered
Pan 52 Planning and Small Towns	Identifying factors which threaten the important legacy of small towns: <ul style="list-style-type: none"> ● Providing for regeneration and expansion ● Enabling lively, active and vibrant town centres within small towns ● Enabling efficient and effective transport to support economic growth and accessibility ● Promoting high quality design that promotes townscape quality 	Landscape and Townscape: take cognisance of the aims of the document when considering spatial strategy options which may affect small towns
PAN 65 Planning and Open Space (2003)	Provides advice on the role of the planning system in protecting and enhancing existing open spaces and providing high quality new spaces.	Landscape and Townscape and Population and human health: aim to develop land which has the potential to access or incorporate high quality open space

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Name of Plan	Environmental Requirements of Plan	Implications for the SDP & SEA
PAN 72: Housing in the Countryside	Advice on design of houses in the countryside with a purpose to create more opportunities for good quality rural housing which respects Scottish landscapes and building tradition.	Landscape and Townscape: seek to create opportunities for good quality rural housing in the SESplan area, if applicable in the determination of allocations.
Local Landscape Character Assessments	The aim of Landscape Character Assessments is to classify landscape within certain areas, to identify the forces for change which may affect their distinctive character, give guidelines for conservation/enhancement of the different types of landscape and to find opportunities for landscape conservation, restoration or enhancement	Landscape and Townscape: seek to support conservation and enhancement of different types of landscape in the SESplan area.
The Special Qualities of the National Scenic Areas	The work provides a complete picture of Scotland's nationally designated landscapes. This is done through an update of the original reasons for the designation and through provision of a methodology to assess special qualities of the National Scenic Areas, two of which are located in the SESplan area	Landscape and Townscape: support conservation and enhancement of the two nationally designated landscapes in the SESplan area and their special qualities.
Second State of Scotland's Greenspace Report	Sets out the amount and types of greenspace for all of urban Scotland. Charts Local Authority progress on open space strategies	Landscape and Townscape and Population and human health: aim to develop land which has the potential to access or incorporate high quality open space
Material Assets		
Rural Development Programme for Scotland, The Strategic Plan, 2007-2013 (2006)	<ul style="list-style-type: none"> ● Promote an environmentally sustainable industry by targeting capital investment to mitigate farm pollution and secure environmental improvement; ● developing products that reflect the high quality of the natural and cultural heritage; and ● supporting the production of feedstock for renewable energy production 	Climatic Factors: take cognisance of the need to produce feedstock for renewable energy production and any potential for conflict with development
Zero Waste Plan (2010)	The aims of the Plan are to create a stable framework that will provide confidence for the investment necessary to deliver a zero waste Scotland over the next 10 years. To achieve this Scotland's demand on primary resources by minimising Scotland's demand on	Material Assets: consider measures for sustainable waste management

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Name of Plan	Environmental Requirements of Plan	Implications for the SDP & SEA
	primary resources, and maximising the reuse, recycling and recovery of resources instead of treating them as waste.	
Scotland's Heat Map (2014)	Identifies at a national level the locations of industrial and commercial excess heat to encourage efficient heating systems and reduce the carbon intensity of heating.	Material Assets: Consider the location of housing to maximise the efficient use of heat
Population & Human Health		
Our National Health: A Plan for Action, A Plan for Change (2000)	Poverty, poor housing, homelessness and the lack of educational and economic opportunity are the root causes of major inequalities in health in Scotland. The core aims are to build a national effort to improve health and to reduce inequalities in health.	Population & Human Health: consider the location of housing to improve health
Good Places Better Health (2008)	Understanding how the physical environment influences health. Through partnership working seeks to create healthier environments and access to green space.	Population & Human Health: consider the roles of green networks and placemaking in strategic development.
Health and Wellbeing Plans and Joint Health Improvement Plans	Health and wellbeing are fundamental to quality of life. Improving health and addressing health inequality involves wide-ranging action across not just health and care services but also public services including education, employment, housing, community safety and environment.	Population & Human Health: consider how development can positively affect health in the SESplan area
Member Authority Core Paths Plans and Access Strategies	Core Paths Plans and Access strategies look to promote themes of: <ul style="list-style-type: none"> ● green spaces ● human health and well being ● accessibility ● inclusion ● biodiversity 	Population & Human Health: contribute towards improving the health and well being of the SESplan area by promoting development which is close to core paths and accessibility to the countryside and green spaces.
Central Scotland Green Network (CSGN)	The Central Scotland Green Network looks to: <ul style="list-style-type: none"> ● Increase access to attractive, safe and well maintained greenspace or accessible countryside; 	Population & Human Health; Landscape and Townscape; and Biodiversity, Flora and Fauna: consider the potential for development to be accessible to the Central

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Name of Plan	Environmental Requirements of Plan	Implications for the SDP & SEA
	<ul style="list-style-type: none"> ● improve the green infrastructure of all our major towns and cities by investing in green and blue space, tree planting and sustainable urban drainage ● deliver a threefold increase in the area of land used for community growing – allotments, orchards and gardens; ● deliver a strategic network of high-quality routes for active travel and recreation throughout Central Scotland; ● ensure that the green network is used by everyone to improve health and well-being through physical activity and contact with nature, volunteering and learning outdoors; and ● to foster community pride and ownership in the CSGN and to use the green network as a community resource, providing opportunities for education, volunteering, training, skills development and employment in land-based and low-carbon industries. 	<p>Scotland Green Network. Identify strategic green network priorities and cross boundary issues.</p>
<p>Member Authority Community Plans or Single Outcome Agreements (SOAs)</p>	<p>Community Plans and SOAs focus on achieving measurable improvements to the quality of life for all in the local authority area and provide a framework for delivering long term visions for the area. The Community Plan sets the context for continued joint working between the Local Authority Area and the local community and its partner agencies.</p>	<p>Population & Human Health and Landscape and Townscape: consider any community plan indicators on housing and placemaking when identify development opportunities in the SESplan area</p>
<p>Member Authority Strategic Housing Investment Plan (SHIP)</p>	<p>SHIPs set out how investment in affordable housing will be directed over the next 5 years to achieve the outcomes set out in there associated Local Housing Strategy.</p>	<p>Population & Human Health: take account of the outcomes set out in each local authority areas Local Housing Strategy.</p>
<p>Strategic Noise Action Plan for the Edinburgh Agglomeration</p>	<p>The three main objectives are as follows:</p> <ul style="list-style-type: none"> ● To determine the noise exposure of the population through noise mapping ● To make information available on environmental noise to the public 	<p>Population & Human Health: not add to noise levels and seek to preserve noise quality where it is good.</p>

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Name of Plan	Environmental Requirements of Plan	Implications for the SDP & SEA
	<ul style="list-style-type: none"> To establish Action Plans based on the mapping results, to reduce noise levels where necessary, and to preserve environmental noise quality where it is good 	
Soil		
PAN 33 Development of Contaminated Land (2000)	Document provides advice with regards to the development of contaminated land, which any developments will need to adhere to.	Soil: follow guidance on development in areas of contaminated land.
The Contaminated Land (Scotland) Regulations (2005)	Details activities that are prohibited to prevent the contamination of land and watercourses.	Soil: not conflict with these regulations.
Scottish Soil Framework (2009)	<p>The main aim of the Framework is to promote the sustainable management and protection of soils consistent with the economic, social and environmental needs of Scotland. Sub aims include:</p> <ul style="list-style-type: none"> soil organic matter stock protected soil erosion reduced greenhouse gas emission from soils reduced soil's capacity to adapt to changing climate enhanced soil biodiversity as well as above ground biodiversity protected soils making a positive contribution to sustainable flood management 	Soil: promote the sustainable management of soils.
Water		
The Water Environment and Water Services (Scotland) Act 2003 (Designation of Scotland River Basin District) Order 2003	Ensures that all human activity that can have a harmful impact on water is controlled.	Water: follow all appropriate guidance and legislation.
SEPA (2008) Finalised River Basin Management Plans: Scotland River Basin	- Identifying areas of the water environment for protection and improvement	Water: avoid deterioration of the water environment.

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Name of Plan	Environmental Requirements of Plan	Implications for the SDP & SEA
District and Solway Tweed River Basin District	<ul style="list-style-type: none"> - Identifying where current or historic activities are constraining the quality of the water environment and the biodiversity it supports - Details the actions required to ensure waters of special value (e.g. drinking, biodiversity, shellfish, bathing) are up to standard and maintain the quality where they already meet those standards - Set out actions needed to deliver environmental improvements over the next six years and longer to 2027. 	
Flood Risk Management (Scotland) Act 2009	<p>The Scottish Ministers, SEPA and responsible authorities must exercise their flood risk related functions with a view to reducing overall flood risk through:</p> <ul style="list-style-type: none"> • promotion of sustainable flood risk management, acting with a view to raising public awareness of flood risk, and acting in the way best calculated to contribute to the achievement of sustainable development. 	Water: not create flood risks through the development of housing land in inappropriate areas.
PAN 69: Planning and Building Standards Advice on Flooding (2004)	The PAN supports SPP.	Water: not create flood risks through the development of housing land in inappropriate areas.
SEPA Position Statement to support the implementation of Water Environment (controlled activities) (Scotland) Regulations 2005: - Culverting watercourses	Position statement sets out the aims to prevent environmental issues associated with culverting.	Water: take account of the environmental issues associated with culverting and seek to avoid the need to implement any culverting from strategic development.
Scottish Water, Water Resource Plan (2008)	Set out the strategy to ensure that customers, the length and breadth of Scotland, have a secure supply of clear, fresh, safe drinking water to 2031/32 and beyond. The key environment challenges are: to adapt to pressures on water resources due to climate change and environmental constraints.	Water: not add any additional pressure to Scottish Water resources.

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Name of Plan	Environmental Requirements of Plan	Implications for the SDP & SEA
The Marine (Scotland) Act 2010	The Marine (Scotland) Act provides a framework which will help balance competing demands on Scotland's seas. It introduces a duty to protect and enhance the marine environment and includes measures to help boost economic investment and growth in areas such as marine renewables.	Water: take account of the Marine Bill when planning anything that could impact on coastal waters and/or the sea.
Fife Shoreline Management Plan: Second Generation (2011)	Takes into account natural coastal processes, existing development, need for coastal defences, environmental considerations and planning issues. Delivers policies to guide sustainable coastal management over the next 20, 50 and 100 years.	Water: be aware of and take account of the natural heritage interests along the Fife coast.

Appendix D - Individual Authority Assessments

9.3 As described in Chapter 5, the section sets out the spatial strategy assessment matrices for the six SESplan Authorities. Unlike the overall assessment, these local authorities assessments only seek to identify additional effects as a result of the additional development requirements that could be expected to arise factoring in the level of housing supply provided from SDP1 and subsequent LDPs. The assessments will inform the work on setting housing supply targets in preparing the Proposed Plan.

9.4 Assessments have only been carried out for the options Distributed Growth and Growth Corridors for SESplan Fife, East Lothian, Midlothian, Scottish Borders and West Lothian. This is because the Concentration Growth option would always have no change over the existing strategy as no additional development need would be distributed from Edinburgh to those areas. At a local authority level, existing levels of supply are likely meet any locally arising development need requirements at Local Authority geographies. Therefore no additional development allocations would be required.

9.5 Please note that the for both the Distributed Growth and Growth Corridors, levels of housing need would be distributed from Edinburgh. It is assumed that while the strategy would lead to some people taking up local job opportunities, there would also be an increase in commuting back to Edinburgh. Increasing the level of distribution in Distributed Growth would lead to higher eventual housing supply targets and housing land requirements for the non Edinburgh LDP areas. This would lead to less preferable and less sustainable sites having to be identified for development. This assumes that sites would be identified in orders of most beneficial/least impact order on top of meeting local housing need.

9.6 Information on which these assessments are based is drawn from the Environmental Baseline Data and housing need, demand and supply data Housing Land Technical Note (INSERT HYPERLINK). MIR Issue G sets out a series of options for deriving Housing Supply Targets for Edinburgh. Based on current supply data, it is useful to estimate what additional level of supply may be required from 2017 onwards and what potential additional land take this may require. The assessment for City of Edinburgh below is based on assumptions set out in table 9.9. Note that a range of gross housing density assumptions are used. These are based on gross housing site densities in the Emerging Edinburgh LDP⁽¹¹⁾. Gross housing densities do not discount the land area used for non-housing uses on sites such as land for strategic open space, education, flood management and land required left undeveloped. On larger sites this can often be up to 30% to 50% of the site area depending on site conditions and infrastructure requirements. Post MIR this work will be further refined looking at case study best practise sustainable developments. For reference, the current emerging Edinburgh LDP is seeking to allocate land for 8,500 additional homes.

11 Any estimates used here are not a consideration for influencing future site densities required in Edinburgh or other authorities. They are for informative purposes only

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Table 9.9 2017-2029 Potential Additional Edinburgh Housing Land Supply

	Option 1A	Option 1B	Option 1C
Basis for Deriving Edinburgh Housing Requirement 2012-2029 ⁽¹²⁾	59,700	41,800	36,400
Supply 2012-2029 ⁽¹³⁾	36,594	36,594	36,594
Edinburgh Potential New Supply Required 2017-2029	23,106	5,206	N/A
Landtake Estimate 20dph (Hectares)	1,155	260	N/A
Landtake Estimate 25dph (Hectares)	924	208	N/A
Landtake Estimate 30dph (Hectares)	770	174	N/A

9.7 Please note that Table 9.9 sets out estimates only. They are subject to change as Housing Supply Targets are identified in the Purposed Plan and as housing supply changes. This information is not yet available for the non Edinburgh authorities as a basis have not yet been determined for these areas.

City of Edinburgh

SEA Objective	Concentrated Growth	Distributed Growth	Growth Corridors
To maintain and improve on current air quality levels	City of Edinburgh has the highest level of public transport use, walking and cycling to work in the SESplan area. Significant urban extension will support shorter journeys, a mix of uses and public transport provision. In west Edinburgh a number of rail stations and the tram network and extended bus services provide sustainable alternatives to car travel. Large scale development can support branching public transport corridors or creating new corridors. Whilst there will be additional car journeys these should minimise impacts on Edinburgh's 5 AQMAs.	City of Edinburgh has the highest level of public transport use, walking and cycling to work in the SESplan area. In west Edinburgh a number of rail stations and the tram network and extended bus services provide sustainable alternatives to car travel. Minimal additional development in Edinburgh but dispersed housing need will lead to increasing commuting by car back into Edinburgh. This would significantly impact on air quality particularly on radial routes out of settlements and into the city.	City of Edinburgh has the highest level of public transport use, walking and cycling to work in the SESplan area. In west Edinburgh a number of rail stations and the tram network and extended bus services provide sustainable alternatives to car travel. Urban extensions in Edinburgh will support public transport provision. Whilst outer Edinburgh development will focus on public transport corridors not all journeys will be made by public transport leading to a potential impact on radial routes. Dispersed housing need will be located to maximise public transport but will lead some by car commuting back into

¹² (18 Years)

¹³ Taken from Chapters 4 and 5 of the Housing Land Technical Note

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SEA Objective	Concentrated Growth	Distributed Growth	Growth Corridors
			Edinburgh impacting on air quality particularly on radial routes into the city.
Protect and enhance natural heritage assets	High levels of development required resulting in visual impact around semi natural woodland, and potential danger to the setting of ancient woodland. If new development were located close the coast could effect the setting of the Forth SPA. Development would supprt green network initiatives.	There would be limited new sites included in the next LDP and existing sites would have been assessed under the Edinburgh Proposed Plan Environmental Report. Development would supprt green network initiatives.	Less pressure on the setting of natural sites, with a better choice of suitable sites around Edinburgh but still some potential impact close to designated sites. Development would support green network initiatives.
Minimise CO ₂ emissions and other causes and effects of climate change	CO ₂ emissions would be minimised (see air description). However, due to development pressures there would be less land available for green network development and flood alleviation. Development should support renewable energy use, the re-use of heat and decentralised energy.	CO ₂ emissions through development in Edinburgh would be reduced. However, they would also increase due to increase private car commuting into the city which would exacerbate the impacts of climate change. Development should support renewable energy use, the re-use of heat and decentralised energy.	CO ₂ emissions would be minimised (see air description). Green wedges would provide land for green network development. Lesser development pressures would leave more land available for flood alleviation. Development should support renewable energy use, the re-use of heat and decentralised energy.
Protect and enhance the built and historic environment	Meeting full need would result in the need maximise the amount and efficiency of developable land which could impact on Edinburgh's built and historic environment. Development would have to be designed to avoid impacts on Gardens and Designed Landscapes in west and southeast Edinburgh.	Lower development demand would mean that development could be accommodated without impacts on Edinburgh's built and historic environment.	Lower development demand would mean that development could be accommodated without impacts on Edinburgh's built and historic environment. Development would have to be designed to avoid impacts on Gardens and Designed Landscapes in west and southeast Edinburgh.
To protect and enhance the landscape and townscape	Urban densification required with potential negative effects on	Pressure to redevelop within the townscape from no large scale greenfield release but protect the landscape setting.	Potential coalescence of communities in wedges. Potential negative impact from redevelopment on townscapes.

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SEA Objective	Concentrated Growth	Distributed Growth	Growth Corridors
	landscape setting of current boundaries. Potential coalescence of communities in the greenbelt. Development could enhance the city edge and create gateways.	Development could enhance the city edge and create gateways.	Development could enhance the city edge and create gateways.
To use resources sustainably	Significant impact on prime agricultural land, particularly in west and south east Edinburgh. No impact on minerals assets.	Limited loss of newly allocated prime agricultural land, higher proportion of development within the city's urban area. No impact on minerals assets.	Loss of some prime agricultural land but retains wedges, with a high proportion retained than under the concentrated strategy. No impact on minerals assets.
To improve the quality of life and human health for communities	All solutions equally capable of providing affordable and market housing. Fewer green network opportunities due to development pressures to supply housing land.	All solutions equally capable of providing affordable and market housing. Less development pressure would allow for green network opportunities for access and education to be protected and created on the edge of Edinburgh	All solutions equally capable of providing affordable and market housing. Less development pressure would allow for green network opportunities for access and recreation to be protected created on the edge of Edinburgh.
To minimise the impact on soil quality and to adhere to contaminated land regulations	Significant loss of greenfield land on the edge of Edinburgh around all directions of the city. Brownfield sites would be prioritised.	Some loss of greenfield land around the city but least of the three options. Brownfield sites would be prioritised.	Loss of greenfield land around west and south east Edinburgh. Brownfield sites would be prioritised.
Minimise flood risk and adverse significant effects on water bodies	A significant greenfield land requirement would place significant pressure on natural drainage systems around Edinburgh greenbelt and would lead to pressure to develop close to the coastline. This could have a significant negative impact on flood plain capacity in West Edinburgh. SUDS could be accommodated in new development.	New development would be accommodated within the city's urban area with existing flood defences. There would be little additional pressure on flood plain and land for flood storage. SUDS would be accommodated in new development.	Would result in pressure on natural drainage land but there would be scope to accommodate SUD schemes in new development. There could be less pressure to develop on less favourable sites.

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East Lothian

SEA Objective	Distributed Growth	Growth Corridors
To maintain and improve on current air quality levels	Where possible development would be located in western East Lothian along the rail and bus corridor to maximise public transport usage. Due to additional dispersed growth, air quality impacts are likely to be worse than Growth Corridors. Additional development may have to be sited further east.	Development would be located along East Lothian rail and bus corridor to maximise public transport usage. Some additional car traffic on radial routes to Edinburgh A1 & Musselburgh will worsen air quality.
Protect and enhance natural heritage assets	Higher development requirements putting pressure to allocate development on sites closer to the coastline which provide habitat support. The main impact would be on supporting habitats for East Lothian's coastal European Designated Sites. Development could support Central Scotland Green Network initiatives and enhance biodiversity.	Lower development requirements would allow a choice of sites with a focus on the growth wedge in western East Lothian. Unlikely to have a negative impact on natural heritage assets. Development could support Central Scotland Green Network initiatives and enhance biodiversity.
Minimise CO ₂ emissions and other causes and effects of climate change	Development could have to be located further east where accessibility to jobs is poorer leading to increased car journeys and accompanying emissions. Development should support renewable energy use, the re-use of heat and decentralised energy.	CO ₂ emissions increase would be minimised through development accessibly located on along bus and rail corridors through East Lothian. Development should support renewable energy use, the re-use of heat and decentralised energy.
Protect and enhance the built and historic environment	Increasing scale of development could lead to more sensitive sites being developed including battlefield inventory sites.	Development in the western East Lothian could lead to development pressure near East Lothian Battlefields.
To protect and enhance the landscape and townscape	Additional development negatively impacting the townscape and locally designated landscape setting. A higher requirement of development on greenfield land around towns could lead to coalescence particularly Prestonpans/Cockenzie/Tranent, Musselburgh/Edinburgh and Musselburgh/Wallyford. Opportunity for redevelopment of East Lothian's limited vacant and derelict land. Development could enhance settlement edges and create gateways.	Development spread through towns in the West and East avoiding coalescence but potential impact land landscape and townscape setting. Opportunity for redevelopment of East Lothian's limited vacant and derelict land. Development could enhance settlement edges and create gateways.

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SEA Objective	Distributed Growth	Growth Corridors
To use resources sustainably	Significant release of prime agricultural land would be required. No impact on minerals assets.	Some development of some prime agricultural land would be required. No impact on minerals assets.
To improve the quality of life and human health for communities	Positive impacts due to the increased provision of housing, associated services and jobs and delivery of green networks initiatives	Positive impacts due to the increased provision of housing, associated services and jobs and delivery of green networks initiatives
To minimise the impact on soil quality and to adhere to contaminated land regulations	Significant loss of greenfield land and subsequent soil sealing. What limited brownfield opportunities East Lothian has would be prioritised.	Loss of greenfield land and subsequent soil sealing. What limited brownfield opportunities East Lothian has would be prioritised.
Minimise flood risk and adverse significant effects on water bodies	Pressure to develop some sites that are less suitable. Areas of flood risk in Musselburgh, East Linton, Haddington south and along the coast. SUDS would be accommodated in new development.	Areas of flood risk in Musselburgh, East Linton, Haddington south and along the coast. Less pressure to develop close to East Lothian coastline. Lower development pressures would place less pressure on land required for flood plain and flood storage. SUDS would be accommodated in new development.

Fife

SEA Objective	Distributed Growth	Growth Corridors
To maintain and improve on current air quality levels	A portion of growth could be accommodated on public transport corridors. However sites further away from public transport corridors will also be required resulting in increased congestion and air quality impacts on routes in Dunfermline and approaches to the Forth Bridge due to increased car commuting to Edinburgh.	The scale of growth could be accommodated on public transport corridors in Dunfermline and West Fife. However, there will be some additional car traffic on local and routes to Edinburgh.
Protect and enhance natural heritage assets	Significant levels of greenfield land required. More development around south Fife would have a potential negative impact on natural woodland around the bridgehead area. Development should be located away from coastal biodiversity assets. Development could support Central Scotland Green Network initiatives and enhance biodiversity.	More development around south Fife would have a potential negative impact on natural woodland around the bridgehead area. Development should be located away from coastal biodiversity assets. Development could support Central Scotland Green Network initiatives and enhance biodiversity.
Minimise CO ₂ emissions and other causes and	Increased CO ₂ emissions due higher cross Forth car commuting. Development should support	CO ₂ emissions increase minimised through development being located on public transport corridors. Some

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SEA Objective	Distributed Growth	Growth Corridors
effects of climate change	renewable energy use, the re-use of heat and decentralised energy.	additional emissions from increased car commuting. Development should support renewable energy use, the re-use of heat and decentralised energy.
Protect and enhance the built and historic environment	Through mitigation the scale of development should be able to be accommodated without any significant impacts. Development should be designed to avoid impacting on designed landscapes. Views to/from historic Dunfermline would be protected through green belt policy. Development could impact on the setting of the Forth Rail Bridge.	Through mitigation additional development in Fife should be accommodated without any significant impacts. Development should be designed to avoid impacting on designed landscapes. Views to/from historic Dunfermline would be protected through green belt policy. Development could impact on the setting of the Forth Rail Bridge.
To protect and enhance the landscape and townscape	Higher level of development than Growth Corridors will have to be accommodated around towns impacting on townscape. Some threat of coalescence of towns and villages. Opportunity for redevelopment of vacant and derelict land. Development could enhance settlement edges and create gateways	Some threat of coalescence of towns and villages. Opportunity for redevelopment of vacant and derelict land. Development could enhance settlement edges and create gateways
To use resources sustainably	Less prime equality agricultural land in Fife. Some may be required for additional development. No impact on minerals assets.	Less prime equality agricultural land in Fife. No impact on minerals assets.
To improve the quality of life and human health for communities	Positive impacts due to the increased provision of housing, associated services and jobs and delivery of green networks initiatives	Positive impacts due to the increased provision of housing, associated services and jobs and delivery of green networks initiatives
To minimise the impact on soil quality and to adhere to contaminated land regulations	Whilst Fife does have a higher level of brownfield land there will be a loss of greenfield land and subsequent soil sealing surrounding Dunfermline to accommodate development. The increased housing requirement will lead to a greater level of soil sealing than the Growth Corridors option. Development of brownfield land will be prioritised.	Whilst Fife does have a higher level of brownfield land there will be a loss of greenfield land and subsequent soil sealing surrounding Dunfermline to accommodate development. Development of brownfield land will be prioritised.
Minimise flood risk and adverse significant effects on water bodies	Increased development pressure on greenfield sites could lead to increased pressure on land near flood plain and flood storage areas with a	Development on some greenfield sites could lead to increased pressure on land near flood plain could lead to increased pressure on land near flood plain and flood storage areas with a

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SEA Objective	Distributed Growth	Growth Corridors
	loss of natural drainage. SUD systems would be accommodated in new development.	loss of natural drainage. More development but no adverse effect on flood risk. SUD systems would be accommodated in new development.

Midlothian

SEA Objective	Distributed Growth	Growth Corridors
To maintain and improve on current air quality levels	Some development need could be located in Northern Midlothian and Shawfair which are highly accessible by public transport to Edinburgh and major employment areas. Further development would have to be located further away from corridors resulting in increased congestion and air quality impacts on radial routes to Edinburgh. Development should not exacerbate air quality issues at Pathhead.	Development need could be located in Northern Midlothian and Shawfair which are highly accessible by public transport to Edinburgh and major employment areas. However, there will be some additional car traffic on local and routes to Edinburgh. Development should not exacerbate air quality issues at Pathhead.
Protect and enhance natural heritage assets	Larger areas of greenfield development would be required potentially leading to habitat loss. There would be Pressure in wedges including Gorebridge and Penicuik. Development would be located away from Midlothian's European Sites. Development could support Central Scotland Green Network initiatives and enhance biodiversity.	Pressure in wedges including Gorebridge and Penicuik. Development would be located away from Midlothian's European Sites. Development could support Central Scotland Green Network initiatives and enhance biodiversity.
Minimise CO ₂ emissions and other causes and effects of climate change	Increased CO ₂ emissions due increased car commuting to Edinburgh from development in less accessible locations by public transport. Development should support renewable energy use, the re-use of heat and decentralised energy.	CO ₂ emissions increase minimised through development accessibly located. Development should support renewable energy use, the re-use of heat and decentralised energy.
Protect and enhance the built and historic environment	Additional development in Midlothian could impact on historic battlefields. Further impacts should be mitigated through siting and design.	Additional development in Midlothian could impact on historic battlefields. Further impacts should be mitigated through siting and design.
To protect and enhance the landscape and townscape	Negative impact from development of north Midlothian towns and potential coalescence. Opportunity for redevelopment of vacant and derelict land. Development could enhance settlement edges and create gateways.	Less pressure on build on sites with a negative impact on townscape. Opportunity for redevelopment of vacant and derelict land. Development could enhance settlement edges and create gateways.

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SEA Objective	Distributed Growth	Growth Corridors
To use resources sustainably	New greenfield development will result in the loss of Northern Midlothian prime quality agricultural land No impact on minerals assets.	New greenfield development will result in the loss of Northern Midlothian prime quality agricultural land No impact on minerals assets.
To improve the quality of life and human health for communities	Positive impacts due to the increased provision of housing, associated services and jobs and delivery of green networks initiatives	Positive impacts due to the increased provision of housing, associated services and jobs and delivery of green networks initiatives.
To minimise the impact on soil quality and to adhere to contaminated land regulations	Brownfield sites will be prioritised but large areas of greenfield land would be required for development leading to soil sealing. Areas of peatland would not be required for development.	Brownfield sites will be prioritised but areas of greenfield land will be required leading to soil sealing. Areas of peatland would not be required for development.
Minimise flood risk and adverse significant effects on water bodies	Increased development pressure on greenfield sites could lead to increased pressure on land near flood plain and flood storage areas with a loss of natural drainage. Development should be located away from Esk flood risk areas. SUD systems would be accommodated in new development.	More development but no adverse effect on flood risk. Development should be located away from Esk flood risk areas. SUD systems would be accommodated in new development.

Scottish Borders

SEA Objective	Distributed Growth	Growth Corridors
To maintain and improve on current air quality levels	Having to accommodate development further away from public transport corridors would lead to increased air quality impacts compared. A portion of development would be located to take advantage on Borders Rail and existing bus routes. However, additional development will lead to additional car use due to rural character.	Additional distribution to the Central and Northern Borders would be minimal resulting in minimal air quality impacts. Development would be located to take advantage on Borders Rail and existing bus routes. However, additional development will lead to additional car use due to rural character.
Protect and enhance natural heritage assets	Development would have to avoid impacts on the River Tweed SAC. Development could support central borders strategic green network initiatives and enhance biodiversity.	Development would have to avoid impacts on the River Tweed SAC. Development could support central borders strategic green network initiatives and enhance biodiversity
Minimise CO ₂ emissions and other causes and effects of climate change	Less accessible sites could be required increase the need to travel by private car. Public transport accessibility is lower in the Borders compared to other SESplan authorities. Development should support renewable energy use, the	Lower development levels sustainably located would minimise the increase in CO ₂ emissions. Development should support renewable energy use, the re-use of heat and decentralised energy.

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SEA Objective	Distributed Growth	Growth Corridors
	re-use of heat and decentralised energy.	
Protect and enhance the built and historic environment	Without successful mitigation an increased amount of additional development could impact on the historic character of the Borders. Development should be designed to avoid impacts on the numerous Borders inventory Gardens and Designed Landscapes.	Likely to be minimal due to limited additional development levels. Development should be designed to avoid impacts on the numerous Borders inventory Gardens and Designed Landscapes.
To protect and enhance the landscape and townscape	More development required, using more greenfield land but spread around the vast amount of land available. Potential negative effect on townscape from new development that doesn't compliment scale of existing town. Development could enhance settlement edges and create gateways.	Some additional housing need in the North of Scottish Borders Development should have a choice of sites avoiding having a negative impact on townscape. Only small amount of greenfield land needed. Development could enhance settlement edges and create gateways.
To use resources sustainably	More greenfield land developed but Scottish Borders contains limited prime quality agricultural land in the higher pressure development areas of central and northern Scottish Borders. No impact on minerals assets.	Greenfield land developed but Scottish Borders contains limited prime quality agricultural land in the higher pressure development areas of central and northern Scottish Borders. No impact on minerals assets.
To improve the quality of life and human health for communities	Positive impacts due to the increased provision of housing, associated services and jobs and delivery of green networks initiatives.	Positive impacts due to the increased provision of housing, associated services and jobs and delivery of green networks initiatives.
To minimise the impact on soil quality and to adhere to contaminated land regulations	Limited brownfield opportunities in the Borders will lead to the development of greenfield sites and soil sealing. Areas of peatland are not required for development..	Limited brownfield opportunities in the Borders will lead to the development of greenfield sites and soil sealing. Areas of peatland are not required for development.
Minimise flood risk and adverse significant effects on water bodies	Further additional a housing could require additional flood defences if less suitable locations are required. Sites could be required near flood risk areas within Earlston, Kelso, Selkirk, Innerleithen, Jedburgh, Galashiels, Hawick, Peebles and Walkerburn should be avoided.	No loss of flood plan or natural drainage land is expected. Sites could be required near flood risk areas within Earlston, Kelso, Selkirk, Innerleithen, Jedburgh, Galashiels, Hawick, Peebles and Walkerburn should be avoided.

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West Lothian

SEA Objective	Distributed Growth	Growth Corridors
To maintain and improve on current air quality levels	The majority of development will be located in highly accessible settlements in east West Lothian on public transport corridors, including three rail routes. However, sites less accessible by public transport may be required resulting in increased congestion and air quality impacts on radial routes to Edinburgh. Potential worsening of Broxburn AQMA.	Development will be located in highly accessible settlements in east West Lothian on public transport corridors, including three rail routes. Additional car commuting to Edinburgh could worsen air quality. Potential worsening of Broxburn AQMA.
Protect and enhance natural heritage assets	Significant greenfield release required which may impact supporting habitats. Woodland loss should be prevented. Development could support Central Scotland Green Network initiatives and enhance biodiversity. Development should be located away from designated sites in western West Lothian.	Greenfield development required which may impact supporting habitats. Woodland loss should be prevented. Development could support Central Scotland Green Network initiatives and enhance biodiversity. Development should be located away from designated sites in western West Lothian.
Minimise CO ₂ emissions and other causes and effects of climate change	Increased CO ₂ emissions due to increased car commuting to Edinburgh. Development should support renewable energy use, the re-use of heat and decentralised energy.	CO ₂ emissions increase minimised through development accessibly located. Development should support renewable energy use, the re-use of heat and decentralised energy.
Protect and enhance the built and historic environment	Unlikely to have an overall impact on the cultural heritage of West Lothian	Unlikely to have an overall impact on the cultural heritage of West Lothian.
To protect and enhance the landscape and townscape	A higher level of development than impacting on existing townscapes and landscapes and potential coalescence around Livingston and Broxburn/Winchburgh. Additional land may be required in areas of great landscape value around Linlithgow. Opportunity for redevelopment of vacant and derelict land. Development could enhance settlement edges and create gateways.	Additional levels of development but no detrimental impact to landscape or townscape. Additional land may be required in areas of great landscape value around Linlithgow. Opportunity for redevelopment of vacant and derelict land. Development could enhance settlement edges and create gateways.
To use resources sustainably	Significant pressure to develop on prime agricultural land, particularly around Linlithgow. No impact on minerals assets.	Potential impact on prime agricultural land, particularly around Linlithgow. No impact on minerals assets.
To improve the quality of life and	Positive impacts due to the increased provision of housing, associated	Positive impacts due to the increased provision of housing, associated

9 Appendices

SEA Objective	Distributed Growth	Growth Corridors
human health for communities	services and jobs and delivery of green networks initiatives.	services and jobs and delivery of green networks initiatives.
To minimise the impact on soil quality and to adhere to contaminated land regulations	Significant supply of brownfield land will be prioritised but accommodating further development will involve greenfield development and subsequent soil sealing in West Lothian. Areas of peatland are not required for development.	Significant supply of brownfield land will be prioritised but accommodating development will involve greenfield development and subsequent soil sealing in West Lothian. Areas of peatland are not required for development.
Minimise flood risk and adverse significant effects on water bodies	Increased development pressure on greenfield sites could lead to increased pressure on land near flood plain and flood storage areas with a loss of natural drainage. SUD systems would be accommodated in new development.	Development on some greenfield sites could lead to increased pressure on land near flood plain and flood storage areas with a loss of natural drainage. SUD systems would be accommodated in new development.

Equalities and Human Rights Impact Assessment



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1 Introduction

1.1 The purpose of this Equalities and Human Rights Impact Assessment (EqHRIA) is to help to ensure that SESplan does not discriminate and that, where possible, SESplan utilises opportunities to promote equality as well as other human rights and fosters good relations between groups.

1.2 The EqHRIA considers the potential consequences of policies and functions on both identified equality target groups and society at large, making sure that as far as possible, any negative impacts are minimised or eliminated and that opportunities for promoting equality and respect for all other human rights are maximised.

Assessment Process

1.3 This document forms the draft EqHRIA and outlines the process that will be undertaken in relation to the Main Issues Report (MIR) consultation. The EqHRIA consists of three stages. Currently the draft EqHRIA represents stage one. Stages two and three will be completed during and after the consultation process.

Table 1.1 The EqHRIA Assessment Process

<p>Stage One: Before publication of MIR (April 2015)</p>	<p>Step 1: Essential information is identified;</p> <p>Step 2: The aims of the MIR are outlined;</p> <p>Step 3: Information gathering takes place;</p> <p>Step 4: Assessment of impacts on equality;</p> <p>Step 5: Compliance assurance testing;</p> <p>Step 6: Monitoring and review; and</p> <p>Step 7: Public reporting of the results.</p>
<p>Stage Two: During the Consultation Period (July – September 2015)</p>	<p>Ensuring a comprehensive and inclusion MIR consultation takes place that is relevant and proportionate to the Plan process.</p>
<p>Stage Three: After the Consultation</p>	<p>Review of the MIR Consultation in light of the EqHRIA and its subsequent impact on the Proposed Plan.</p>

1 Introduction

(September -
December 2015)

Main Issues Report

1.4 The MIR is the first stage in the preparation of the next Strategic Development Plan (SDP) for the Edinburgh and South East Scotland Strategic Development Planning Authority, known as SESplan. The MIR is not a draft development plan but a document which sets out the main challenges and policy areas which the SDP will shape in the future.

1.5 The MIR is divided into six key sections including a 20 year vision, a spatial strategy for growth, a section on economy, energy and waste, a section on housing, town centres and green networks, a section on transport and other infrastructure and a section on delivery. Each section contains a series of options on how the issues can be dealt with in the succeeding SDP and includes a 'preferred option' which has been selected as it is considered to best deal with the issues in the area.

1.6 Further information on the consultation for the MIR can be found in SESplan's Development Plan Scheme and also the SESplan MIR Engagement Strategy available on the [SESplan](#) website.

Stage One 2

2 Stage One

Step 1 - Identify Essential Information

Name of Function or Policy	SESplan Main Issues Report
Lead Officer for Function or Policy	Ian Angus, SDP Manager
Lead Service Involved in the Delivery of this Function or Policy	SESplan, South East Scotland Strategic Development Plan Authority
Lead Service Taking Primary Responsibility for this Impact Assessment	SESplan, South East Scotland Strategic Development Plan Authority
Name of Officer Carrying out Stage One	Lynne McMenemy
Officer Designation	SESplan Planner
Name of Officer Carrying out Stages Two and Three	Lynne McMenemy
Officer Designation	SESplan Planner
Is this Function or Policy New or Reviewed?	New
Date of Impact Assessment	Stage One - April 2015 Stage Two - September 2015 Stage Three - Late 2015
Others Involved in the Delivery of this Function or Policy	All six Member Authorities have been involved.
How have others (listed above) been involved in the EqHRIA process?	This draft assessment will be considered and approved by the SESplan Joint Committee and will be published along with the MIR, forming part of a suite of consultation documents. Responses received will be used to finalise the assessment when the Proposed Plan is prepared.

2 Stage One

Step 2 - Outline Aims of the Function or Policy

<p>What are the Main Aims of the Function or Policy?</p>	<p>The main aims of the MIR are to:</p> <ul style="list-style-type: none"> • To look at what has changed since the approved SDP1 in 2013; • Consider the strategic changes that are best dealt with at a regional level; • Provide options for the scale of growth and for where development should and should not be and ask for views on these and other issues; and • Consider where new strategic housing and employment land should be, beyond that already approved in SDP1.
<p>Who are the Main Beneficiaries of the Function or Policy?</p>	<p>The citizens of the six Member Authorities and those with an interest in growing the economy of the SESplan region.</p>
<p>What are the Intended Outcomes of the Function or Policy?</p>	<p>The Vision of the MIR is:</p> <p><i>‘ By 2037 Edinburgh and South East Scotland will be a growing, low carbon economy with narrowing inequalities in job and education opportunities, health and wellbeing across the 1.5 million people who live in this area. We will achieve this by supporting the development of the region as a Place to do Business, a Place for Communities and a Better Connected Place. We will build on the strengths of all parts of the region and identify opportunities for growth and development while conserving and enhancing the natural and built environment.’</i></p> <p>The key aims of the MIR are listed below:</p> <ul style="list-style-type: none"> • Enable growth in the economy by developing key economic sectors, acting as the national hub for development and supporting local and rural development; • Set out a strategy to enable delivery of housing requirements to support growth and meet housing need and demand in the most sustainable locations; • Integrate land use and sustainable modes of transport, reduce the need to travel and cut carbon emissions by steering new development to the most sustainable locations; • Conserve and enhance the natural and built environment; • Promote green networks including through increasing woodland planting to increase competitiveness, enhance biodiversity and create more attractive, healthy places to live;

Stage One 2

	<ul style="list-style-type: none"> • Promote the development of urban brownfield land for appropriate uses; • Promote the provision of improved infrastructure to enhance connectivity within the area, between the area and other parts of the UK and elsewhere to support economic growth and meet the needs of communities; and • Contribute to the response to climate change through mitigation and adaptation and promote high quality design and development.
<p>Why is this Function or Policy being Assessed?</p>	<p>This assessment helps SESplan ensure that the MIR does not discriminate and enables the six Member Authorities to promote equalities, as well as other human rights and good relations between groups.</p>
<p>Is the Function or Policy intended to increase equality of opportunity by permitting positive action or action to redress disadvantage?</p>	<p>Yes</p>
<p>Give Details</p>	<p>The Planning etc. (Scotland) Act 2006 places an obligation on Scottish ministers and planning authorities to perform their functions under the Act in a manner which encourages equal opportunities and observe current equal opportunity requirements. This legislation came into force in early 2009.</p> <p>The Scotland Act 1998 defines equal opportunities as <i>'the prevention, elimination or regulation of discrimination between persons on grounds of sex or marital status, on racial grounds, or on grounds of disability, age, sexual orientation, language or social origin, or of other personal attributes, including beliefs or opinions, such as religious beliefs or political opinions.'</i></p>

Step 3 - Gather and Consider Evidence

<p>What evidence will you use to identify any potential positive or negative impacts?</p>	
<p>Consultation</p>	<ul style="list-style-type: none"> • Regular discussion with the Project Board and Operational Group to identify key issues and outcomes; • Events held for the key agencies to discuss key issues and outcomes (December and January 2015);

2 Stage One

What evidence will you use to identify any potential positive or negative impacts?	
	<ul style="list-style-type: none"> • Non-statutory 'Influence the Plan' Consultation (April – May 2014); • Housing Needs and Demand Assessment consultation (summer 2014); <p>Main Issues Report Consultation:</p> <ul style="list-style-type: none"> • Advertisements, press releases, websites and social media will be used to promote SESplan and engagement in the MIR; • Posters, leaflets and display boards will be used to stimulate interest and understanding of the MIR and circulated in the SESplan area; • Email / mail-outs will be sent to groups and individuals on the SESplan database; • A series of events will be ran on the key themes of the MIR; • Targeted events and meetings for Community Councils, Community Planning Partnerships and other key stakeholder groups will be arranged; • Presentations and workshops will be delivered to groups, including students and school pupils; • Other means of communication will be utilised by SESplan, where required in the run up to and during the consultation period. • The EqHRIA will be published and made available for comment alongside other consultation documents; <p>Further details of the MIR Consultation are set out in the Engagement Strategy as well as the Participation Statement within the Development Plan Scheme. All documents are available to download from the SESplan website.</p>
Research	Housing Needs and Demand Assessment, National Planning Framework, demographic forecasts and projections (National Records of Scotland), Scottish Planning Policy and a range of land use and environmental research.
Officer Knowledge and Experience (including feedback from frontline staff)	Professional expertise of Member Authority officers.
User feedback (including complaints)	Responses received.

Stage One 2

What evidence will you use to identify any potential positive or negative impacts?

Other	-
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Step 4 - Assess Likely Impacts on Equality Strands

Which if any, Equality Target Groups and others could be affected by this Function or Policy	This Assessment is based on the draft vision and spatial strategy of the MIR.
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Equality Target Group	Positive Impact (+)	Neutral Impact (0)	Negative Impact (-)
Race ⁽¹⁾		0	
Disability	+		
Gender ⁽²⁾		0	
Lesbian, Gay, Bisexual		0	
Belief		0	
Younger People	+		
Older People	+		
Mental Health Illness	+		
Religious/Faith Groups		0	
Low Income	+		
People Living in Rural Areas	+		
Homelessness	+		
Criminal Justice System		0	
Staff		0	
Others	+		

1 Includes Gypsies / Travellers
 2 Includes Transgender

2 Stage One

From the Groups you have highlighted above, what positive and negative impacts do you think the Function or Policy might have?

Equality Target Group	Positive	Negative
Disability	Increased accessibility to new developments by non-car modes of transport including buses.	No negative impacts identified
Younger People	Economic growth will increase employment opportunities and provide an increased supply of mixed housing types. Increased accessibility to new developments by non-car modes of transport. Targets to reduce demand for energy from new developments will reduce living costs. Improving quality of place.	No negative impacts identified
Older People	Increased accessibility to new developments by non-car modes of transport including buses. Targets to reduce demand from new developments will reduce living costs and fuel poverty. Improving quality of place and increasing green space.	No negative impacts identified
Mental Health Illness	Improved quality of place, accessibility and green space.	No negative impacts identified
Low Income	Economic growth will increase employment opportunities and increased housing supply will provide a wider mix of house types, size and cost. Targets to reduce demand for energy from new developments will reduce living costs.	No negative impacts identified
People Living in Rural Areas	Increased access to jobs, services and facilities.	No negative impacts identified
Homelessness	Increased supply of affordable housing.	No negative impacts identified
Other	Economic growth will increase employment opportunities and housing mix and choice. Improving quality of place.	No negative impacts identified

Stage One 2

Step 5 - Apply the Three Key Assessment Tests for Compliance

2.1 Step 5 draws together all the steps of the EqHRIA tool to ensure that the application of a Council policy is non-discriminating and human rights compliant.

Which human rights or equality rights may be directly or indirectly affected as identified in Steps 3 and 4?	Not Applicable
Legality - Where there is a negative impact is there a legal basis in the relevant domestic law?	Not Applicable
Legitimate Aim - Is the aim of the Policy identified in Steps 1 and 2 a legitimate aim being served in terms of the relevant equality legislation or the Human Rights Act?	Not Applicable
Proportionality - Is the impact of the policy proportionate to the legitimate aim being pursued? Is it the minimum necessary interference to achieve the legitimate aim?	Not Applicable

Step 6 - Monitoring and Review

How will the implementation of the Function or Policy be monitored?	The MIR is not a draft Plan, and does not therefore include any policies or targets that require to be implemented.
How will the results of the monitoring be used to develop the Function or Policy?	The results of all monitoring will inform the Proposed SDP2 as well as the Member Authorities LDPs.
When is the Function or Policy due to be reviewed?	The MIR will be published in June 2015 and representations received will inform the subsequent Proposed SDP2 anticipated for publication in late 2015 / early 2016.

Step 7 - Public Reporting of Results

Summarise the results of the EqHRIA. Include any action which has been taken as a result of the EqHRIA. You must note if you have modified or consulted on the Function or Policy.
A non-statutory consultation exercise ('Influence the Plan') was undertaken in April and May 2014 and provided early engagement with interested parties. This has also helped to identify any potential issues with consultation practise.
Positive Impacts - There will be positive impacts for some of the equality target groups in the following ways.

2 Stage One

Summarise the results of the EqHRIA. Include any action which has been taken as a result of the EqHRIA. You must note if you have modified or consulted on the Function or Policy.

Disability - Increased accessibility to new developments by pedestrian routes and non-car modes of transport including and buses.

Younger People - Economic growth will increase employment opportunities. Providing a supply of housing. Increased accessibility to new developments by non-car modes of transport. Targets to reduce demand for energy from new developments will reduce living costs. Improving quality of place.

Older People - Increased accessibility to new developments by non-car modes of transport including buses. Targets to reduce demand from new developments will reduce living costs and fuel poverty. Improving quality of place and increasing green space.

Mental Health Illness - Improved quality of place, accessibility and green space.

Low income - Economic growth will increase employment opportunities and increased housing supply will provide a wider mix of house types, size and cost. Targets to reduce demand for energy from new developments will reduce living costs.

People living in rural areas – Increased access to jobs, services and facilities.

Homelessness – Increased supply of affordable housing.

Other - Economic growth will increase employment opportunities especially in regeneration areas. Improving quality of place.

2.2 This Assessment is published with the MIR for consultation and is available online or on request from the SDP Team. The responses to the assessment will be reported to the SESplan Joint Committee and used to inform the preparation of the Proposed Plan for submission to Scottish Ministers.

Human Rights Impact Assessment 3

3 Human Rights Impact Assessment

3.1 Whilst it is not a requirement for SESplan to carry out a Human Rights Impact Assessment, human rights issues have been considered alongside equalities as the objectives of both are complimentary.

3.2 Human rights include:

- Right to life;
- Freedom from torture and inhuman or degrading treatment;
- Right to liberty and security;
- Freedom from slavery and forced labour;
- Right to a fair trial;
- No punishment without law;
- Respect for your private and family life, home and correspondence;
- Freedom of thought, belief and religion;
- Freedom of expression;
- Freedom of assembly and association;
- Right to marry and start a family;
- Protection from discrimination in respect of these rights and freedoms;
- Right to peaceful enjoyment of your property;
- Right to education; and
- Right to participate in free elections.

3.3 Many of these rights cannot be influenced through the development plan process. The right to the peaceful enjoyment of your property, however, could be influenced through planning policies and proposals. There are no proposals arising from the MIR that are known to require compulsory purchase of property. Any project involving the compulsory purchase of land would need to prove that it would be in the public interest and in such instances anyone that would have land acquired would generally be entitled to compensation. This process would be carried out separate to the development plan process.

3 Human Rights Impact Assessment

3.4 Through the consultation process SESplan will ensure that personal information will be kept securely and not shared without permission, except in certain circumstances. In responding to the period of representations on the Proposed Plan and related documents, this information will be in the public domain. At a minimum signatures, e-mail addresses and phone numbers will be deleted from any information published.

Next Steps 4

4 Next Steps

4.1 This initial Stage One assessment was conducted in March and April 2015 in advance of the publication and consultation of the MIR in June / July 2015. Following consultation on the MIR, Stage Two and Three of the EqHRIA can take place; giving details of how the consultation was carried out and a review of consultation practise in light of feedback.

4.2 The final EqHRIA will be produced in 2015 / 2016 and will provide detail of the representations received.