

# Notice of meeting and agenda

## Planning Committee

**2.00 pm Wednesday, 1st December, 2021**

Virtual Meeting - via Microsoft Teams

This is a public meeting and members of the public are welcome to view the meeting via the webcast on the Council's website.

### Contacts

Email: [veronica.macmillan@edinburgh.gov.uk](mailto:veronica.macmillan@edinburgh.gov.uk)

Tel: 0131 529 4283

## **1. Order of Business**

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- 1.1 Including any notices of motion and any other items of business submitted as urgent for consideration at the meeting.

## **2. Declaration of interests**

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- 2.1 Members should declare any financial and non-financial interests they have in the items of business for consideration, identifying the relevant agenda item and the nature of their interest.

## **3. Deputations**

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- 3.1 If any

## **4. Minutes**

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- 4.1 Planning Committee of 29 September 2021 - submitted for approval as a correct record 7 - 14

## **5. Business Bulletin**

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- 5.1 Planning Committee Business Bulletin 15 - 60

## **6. Development Plan**

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- 6.1 Edinburgh Local Development Plan: Action Programme 2021 - adoption – Report by the Executive Director of Place 61 - 180

## **7. Planning Policy**

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- |            |  |           |
|------------|--|-----------|
| <b>7.1</b> | Affordable Housing Tenures – Report by the Executive Director of Place | 181 - 188 |
|------------|--|-----------|

## **8. Planning Process**

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- |            |   |           |
|------------|---|-----------|
| <b>8.1</b> | Housing Land Audit and Completions Programme 2021 – Report by the Executive Director of Place                         | 189 - 236 |
| <b>8.2</b> | Planning and Building Standards Charters Update – Report by the Executive Director of Place                           | 237 - 286 |
| <b>8.3</b> | Old and New Towns of Edinburgh World Heritage Site Management Plan Review – Report by the Executive Director of Place | 287 - 294 |
| <b>8.4</b> | SESplan Budget, Closing Accounts and Cessation – Report by the Executive Director of Place                            | 295 - 360 |

## **9. Planning Performance**

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- |            |       |
|------------|-------|
| <b>9.1</b> | None. |
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## **10. Conservation**

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|-------------|-------|
| <b>10.1</b> | None. |
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## **11. Motions**

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- |             |       |
|-------------|-------|
| <b>11.1</b> | None. |
|-------------|-------|

### **Nick Smith**

Service Director -Legal and Assurance

## **Committee Members**

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Councillors Councillor Neil Gardiner (Convener), Councillor Maureen Child (Vice-Convener), Councillor Chas Booth, Councillor Lezley Marion Cameron, Councillor Denis Dixon, Councillor George Gordon, Councillor Max Mitchell, Councillor Joanna Mowat, Councillor Hal Osler, Councillor Cameron Rose and Councillor Alex Staniforth.

## **Information about the Planning Committee**

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The Planning Committee consists of 11 Councillors and is appointed by the City of Edinburgh Council.

## **Further information**

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If you have any questions about the agenda or meeting arrangements, please contact Veronica Macmillan, Committee Services, City of Edinburgh Council, Business Centre 2.1, Waverley Court, 4 East Market Street, Edinburgh EH8 8BG, Tel 0131 529 4283, email [veronica.macmillan@edinburgh.gov.uk](mailto:veronica.macmillan@edinburgh.gov.uk).

The agenda, minutes and public reports for this meeting and all the main Council committees can be viewed online by going to [www.edinburgh.gov.uk/cpol](http://www.edinburgh.gov.uk/cpol).

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# Minutes

## Planning Committee

10.00am, Wednesday 29 September 2021

### Present

Councillors Gardiner (Convener), Child (Vice-Convener), Booth, Cameron, Gordon, Mitchell, Mowat, Osler, Rose, Staniforth and Young (substituting for Councillor Dixon).

### 1. Minutes

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#### Decision

To approve the minutes of the Planning Committee of 11 August 2021 as a correct record, subject to the Green Group amendments for Items 3 and 5 being detailed in the minutes.

### 2. City Plan 2030 – Approval of Proposed Plan for Statutory Representation Period

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#### (a) Deputations – West Lothian Council Labour Group

Committee considered a deputation from Councillor Lawrence Fitzpatrick of the West Lothian Council Labour Group. The deputation made the following points:

- Edinburgh Council were to be commended for their intention to build on Brownfield sites over the next decade and to protect cherished greenbelt land, particularly Calderwood, which was near the Jupiter Artland Sculpture Park.
- Calderwood was an area cherished by West Lothian residents for its outstanding beautiful countryside and woodland, and a wide variety of wildlife and birds.

#### (b) Deputation - Moredun Maisonettes and Multis Residents Association

Committee considered a deputation by Robyn Kane from the Moredun Maisonettes and Multis Residents Association. The deputation made the following points:

- The residents had spent a lot of time, especially during the Covid-19 lockdown, using the Moredunvale green space.
- Unfortunately the Moredunvale green space was still included in the current City plan for future development. This was despite the fact that the Association was currently in talks with the City of Edinburgh Council about how the green space could be improved.
- The proposal was to use half of the greenfield site for housing

development. If this were to go ahead, people's gardens, and a playpark for children would be removed.

- The Moredunvale greenspace was well loved and well looked after by residents and was a vital asset to the community. To take it away would be detrimental to the community and to local schools, doctor and dental practices and local businesses.
- Moredun had the third highest rates of poverty and the buildings there were required to be brought up to standard. Moredun residents felt like they had been forgotten by the Council and asked that their homes and their relationship with the Council was repaired.

**(c) Deputation – East Calder and District Community Council**

Committee considered a deputation by Chris Davidson from East Calder and District Community Council. The deputation made the following points:

- The deputation advised that they were delighted that the proposals in the City Plan report were for the development of Brownfield sites within Edinburgh and the exclusion of the greenfield sites around the city, in particular the Calderwood proposal.
- Concerns were raised by the deputation on all the proposed developments on the A71 and periphery of Edinburgh to the west, and around the West Lothian boundaries. The local infrastructure was struggling to cope with the current approved developments.
- Although the active travel proposals were admirable they would be impossible to achieve on the A71 due to the current road network.
- The SESplan of 2013 recognised the abandonment of the dual carriageway in 1996 to replace the existing A71. As this work was never completed, all development along the A71 must be rejected.
- The impact of the pandemic in terms of commuter traffic and people working from home was yet to be known.

**(d) Written Deputation – Gilmerton and Inch Community Council**

The following points were made in the written deputation from Gilmerton and Inch Community Council:

- As a Community Council we had already received several comments regarding the above draft plan. Most of these related to the large swathes of land within our Community Council area that had already been zoned for development within the previous LDP2 and the local residents feared that this was about to be repeated in City Plan 2030.
- Many in our community had noticed that the green area around the Moredun Multi Storey flats appeared to still be in the draft and as there was a consultation with residents and ongoing discussions with a steering group set up to look at the regeneration of this green space, no-one can understand how this was still there. Funding to redevelop this green space was already in place. Gilmerton & Inch Community Council would like this area to be removed from the draft plan.

- The lack of infrastructure to service the already approved large areas of new housing within our community council area, along with the plots included in this draft plan caused concern. We had a lack of basic facilities such as medical facilities, dentists and had been subjected to the removal of several key bus stops. In the last LDP2 we were promised that several key junctions would be fitted with the Mova traffic system and to our knowledge this had not happened.
- We have to mention that was very hard to read this large document on line and as such we were fearful of missing something vital that perhaps we should be commenting on here. It was hoped that printed versions would be available prior to the six week consultation taking place.
- We look forward to working with the Council and achieving a mutually agreeable plan for our area.

**(e) Report by the Executive Director of Place**

Approval was sought for the Proposed Plan and its supporting documents as set out in the appendices to the report. Approval of the Proposed Plan was required so that the Local Development Plan (LDP) process could move to its next stage, that statutory period of representation, before it could be submitted to Scottish Ministers for Examination.

**Motion**

- 1) To approve the Proposed Plan, as set out in Appendix 1 to the report, for its statutory period of representation.
- 2) To approve the technical and other supporting information which was statutorily required to be considered alongside the Proposed Plan (Appendices 2-13 of the report).
- 3) To agree the Proposed Plan be published (subject to any minor typographical editorial changes) for its period of public representation (6 weeks).
- 4) To approve the Development Plan Scheme and Programme of Engagement (Appendix 9 of the report).
  - Moved by Councillor Gardiner, seconded by Councillor Child

**Amendment 1**

Amendment to Local Plan: 2030

To note the work and time that had gone into preparing the Proposed Plan and the significant change in strategy that was signalled by the Proposed Plan and the following concerns about the proposals:

- 1) To note that the lengthy introduction and strategy sections go further in their aims than the supporting policies and Committee to consider that this would lead to difficulties in interpreting the Plan over the period of its 10-year life resulting in increased legal challenge and costs to the Local Authority.
- 2) To note that as detailed in the Proposed Plan and supporting documents there was no extant approved Housing Supply Target, that one would be

determined in the Draft National Planning Framework which was to be published shortly, and considered that the more prudent course of action would be to reserve publication of the documents until these figures were available so that there was reasonable certainty that Proposed Plan was aligned with NPF 4.

- 3) To note that Committee found insufficient evidence to demonstrate the plan was deliverable and this had been a key concern throughout the composition of plans in this Council; to note that City Plan 2030 relied heavily upon City Centre Transformation and the City Mobility Plan but did not demonstrate how these highly aspirational and costly plans would be delivered, calling into question the deliverability of City Plan 2030 itself.
- 4) To note the concern that the proposals displaced economic activity on sites earmarked for housing development and that there was not sufficient evidence to demonstrate that the redevelopment would provide adequate land for re-provision and expansion of economic activity close to where people lived.
- 5) To note that Committee explicitly rejected a plan that proposed the use of Compulsory Purchase Orders to deliver its strategy because of the unknown liabilities surrounding these and because use of CPO could only be justified in very specific cases with an overwhelming public interest and did not consider that the Plan met this test given the uncertainty and length of time that following this policy would take over other alternatives which had not been presented for consideration.
- 6) To note that Committee were concerned that the provision of housing was one of the key needs facing the city and rather than delivering an increase in housing of all tenures City Plan would artificially inflate future house prices by suppressing deliverability because of the lengthy processes that would be involved, the large infrastructure demands in a challenging economic climate and that the inherent uncertainties as detailed in the Plan meant this plan was not the most effective way to meet that need.

Committee considered that the Proposed Plan was a high-risk option for the City because of the uncertainty over NPF 4, the likelihood of the proposed strategy constraining the housing market which would reduce supply and increase costs and therefore considered that:

- 1) There should be a robust redrafting of the Plan to ensure that there was strategic and policy alignment with the Plan,
- 2) The Committee should have a workshop to appraise them of the costs, risks and sites which may be subject to CPO to inform them of whether they wished to pursue the inclusion of this policy.
- 3) To look at the provision of land for economic activity and industry to ensure that sufficient land was provided for these sites.
  - Moved by Councillor Mowat, seconded by Councillor Rose

## **Amendment 2**

- 1) To approve the Proposed Plan, as set out in Appendix 1 to the report, for its Planning Committee – 29 September 202

- statutory period of representation, subject to the removal of Place Policy 35, Moredunvale Road from the Proposed Plan.
- 2) To approve the technical and other supporting information which was statutorily required to be considered alongside the Proposed Plan (Appendices 2-13 of the report).
  - 3) To agree the Proposed Plan be published (subject to any minor typographical editorial changes) for its period of public representation (6 weeks).
  - 4) To approve the Development Plan Scheme and Programme of Engagement (Appendix 9 of the report).
  - 5) To thank council officers and others who had contributed an enormous amount of work to the proposed City Plan; to welcome the clearly stated intention that this was a plan to contribute to addressing climate change and to ending poverty by 2030, and further welcomed that it **did not seek to allocate any new greenfield sites** for development.
  - 6) To note the proposed plan envisaged development over the next 10 years; considered that if this was the case, there was a potential risk the City Plan may become out of date; in particular to note that the scale of change required to respond to the climate emergency was likely to need bolder action on decarbonisation than was set out in this plan; to note that the Scottish Government transitional arrangements for the Planning (Scotland) Act 2019 included measures to ensure that plans did not become out of date, and to agree that the report to committee following the period of representation would set out further information and options to **ensure an up-to-date and climate-ready plan**.
  - 7) To note the **City Plan 2030 and City Mobility Plan** were initially developed in tandem but that the timetable for the City Plan had slipped due to various factors outwith the council's control; to agree there was value in maintaining synergy between the two plans, and to ask officers to ensure this was the case as the City Plan goes through future stages.
  - 8) To welcome many elements within the plan to encourage more sustainable travel; to nonetheless believe that **expansion of Edinburgh Airport was incompatible with the city's and Scotland's climate change objectives**; to note that safeguarding of land for a second runway was required by NPF3, and to further note that, should the forthcoming NPF4 not contain reference to expansion of Edinburgh airport, any reference to expansion would also be removed from City Plan.
  - 9) To welcomes the intention to enhance the city's **green blue network and active travel network**, but nonetheless believed the proposals set out in the plan and the proposals map were insufficient to provide the dense network of active travel infrastructure and blue green corridors which the ecological and climate emergency demanded; to note that further workstreams were being taken forward by other parts of the council to expand these; and to agree to incorporate this wider work into the City Plan at a future date, should there be competent planning grounds to do so.
  - 10) To agree that choice of language in drafting of policies was important in

sending a clear message to developers about the importance the council attached to specific policies, and in particular to what extent flexibility in applying a particular policy would be considered; to therefore agree to undertake a review of the consistency of language used throughout the document, to run in parallel with the period of representation, and with the aim of **strengthening those policies which helped to target the climate and ecological emergency and contributed to ending poverty** by 2030.

- 11) To welcome the policy of large purpose-built student accommodation sites requiring 50% housing being enshrined in the City Plan and that student accommodation would be expected to provide amenity equal to ordinary residential housing; to note that since the previous Development Plan was passed there had been a proliferation of applications to build student accommodation across the city and that the Choices document sought to address the amount and type of student housing coming forward; to further note that the Choices document suggested requiring student accommodation be built for, and managed by, one of Edinburgh's universities or colleges; and therefore to agree to include in the Proposed City Plan that **student accommodation should be built for, and managed by, one of Edinburgh's universities or colleges** and that the design guidance would explain how developers could demonstrate sufficient need for such accommodation both for the university or college in question and for the area where the accommodation was proposed.
- 12) To welcome the increase in the proportion of **affordable housing** delivered by eligible sites from 25% to 35% in the proposed plan; to note the decision of this committee on 19 May 2021 to receive an assessment of homes delivered under this policy in the last three years, and to agree to consider whether the definition and tenures covered by our affordable housing policy may need to be reviewed once that assessment had been received.
- 13) To welcome proposed policy Inf 7 on **Private Car Parking** as an important step towards encouraging more sustainable travel, but considered the area within which private car parking (other than accessible spaces) would not be permitted should extend beyond the proposed LEZ boundary to include all areas of the city which were considered to have good public transport accessibility; to agree the extent of this area should be set out in guidance, and to ask officers to make this change to the Proposed Plan prior to publication for the period of determination.
  - Moved by Councillor Booth, seconded by Councillor Staniforth

## Voting

For the Motion	- 6
For the Amendment 1	- 3
For Amendment 2	- 2

(For the Motion – Councillors Cameron, Child, Gardiner, Gordon, Osler and Young.

For Amendment 1 – Councillors Mitchell, Mowat and Rose.

For Amendment 2 – Councillors Booth and Staniforth).

**Decision**

To approve the Motion by Councillor Gardiner.

(Reference – report by the Executive Director of Place, submitted.)

**Declaration of Interest**

Councillor Mitchell declared a financial, non-significant interest in the above item as a relative of a landowner of one of the sites that potentially would be allocated as housing.

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# Business Bulletin

## Planning Committee

2.00pm, Wednesday, 1 December 2021

**Planning Committee**

Convener:	Members:	Contacts:
<p>Councillor Neil Gardiner</p>  <p>Vice-Convener Councillor Maureen Child</p> 	<p>Councillor Chas Booth Councillor Lezley Marion Cameron Councillor Denis Dixon Councillor George Gordon Councillor Max Mitchell Councillor Joanna Mowat Councillor Hal Osler Councillor Cameron Rose Councillor Alex Staniforth</p>	<p>Veronica MacMillan Committee Services 0131 529 4283 <a href="mailto:veronica.macmillan@edinburgh.gov.uk">veronica.macmillan@edinburgh.gov.uk</a></p> <p>David Givan Chief Planning Officer <a href="mailto:david.givan@edinburgh.gov.uk">david.givan@edinburgh.gov.uk</a></p>

## Planning Time Performance Information – Quarter 2 2021/22

Time performance statistics for Quarter 2 (Q2) are provided as an appendix to this Bulletin.

They use the Scottish Government's headline indicators, which measure decision making times by the average number of weeks in which applications without processing agreements or agreed time extensions are determined. The national indicators look at major, local (non-householder) and householder developments. The appended statistics present information on listed building consent and advert applications in a similar way. Enforcement cases are presented using the same indicators as in previous years.

The time performance information for last year (2020/21) uses figures checked by the Scottish Government. The figures for the most recent quarters are interim figures and may not include stop-the-clock periods.

The appended charts show that in Q2:

- Four of the seven major applications determined had processing agreements or agreed extensions of time. The other three resulted in an estimated average decision time of 54.1 weeks, which is longer than the national average. This is due in part to the time taken for legal agreements to be concluded, which is improving but is the subject of further improvement actions.
- Average decision times for local developments (14.2 weeks) were the same as the previous quarter and longer than Council's average for 2020/21 (13.1 weeks) and the national average for 2020/21 (12.4 weeks). This is due to the large volume of cases received in the previous nine months, the impact of the COVID-19 lockdown on staff, and the clearance of long-term legacy cases.
- Average decision times for householder developments (8.3 weeks) were longer than last quarter and the Council's average for 2020/21 (7.6 weeks). A high number of householder applications were received and determined in this quarter.

### Contact:

Ben Wilson  
Team Manager  
[ben.wilson@edinburgh.gov.uk](mailto:ben.wilson@edinburgh.gov.uk)

Across all relevant application types, the service determined 975 applications during Q2. This is lower than the previous two quarters but still historically high. Overall, 942 relevant applications were submitted in Q2, a decrease on the previous two quarters but also still a high volume compared to long term trends.

The appended statistics include for the first time information on numbers of applications without processing agreements or agreed extensions which were determined after the statutory point at which an applicant can appeal against non-determination, along with the number of concluded appeals against non-determination. The latter is a comparatively small number, but it is notable that so far 2021/22 has seen more appeals against non-determination conclude than 2020/21 in its entirety.

The appended statistics include, for the first time, information on works to statutorily protected trees. These consist of:

- Applications for work to trees which are subject to a Tree Preservation Order (TPOs); and
- Notices of intent to carry out works to trees in a conservation area (referred to as TCOs).

The statistics show improving average times for TCOs but a significantly longer average time for TPOs. This is due to clearance of case backlog. Process changes are being introduced to assist in clearing old cases and supporting faster times moving forward.

The appendix provides commentary on enforcement and legal agreements and shows that progress has been made in reducing the number of legal agreements which go over six months from the minded to grant stage. A Customer Forum session on legal agreements was held in November 2021 and further improvements are being progressed including the use of a simplified approach for applications involving small sums of developer contributions.

### **Edinburgh Sustainable Rainwater Management Guidance**

Edinburgh Sustainable Rainwater Management Guidance was approved at the Transport and Environment Committee on [14 October 2021](#).

### **Contact:**

Julie Waldron  
Senior Planner  
[Julie.Waldron@edinburgh.gov.uk](mailto:Julie.Waldron@edinburgh.gov.uk)

The guidance explains one of the objectives in the [Water Management Vision](#) (Bullet point Number 6) and is part of the Edinburgh Design Guidance.

[ESWRMG Main Document V1.pdf](#)

[ESRWMG W1 Trees Factsheet V.1.1.pdf](#)

[ESRWMG W2 Swales Factsheet V.1.pdf](#)

[ESRWMG W1 Rain Garden Factsheet V.1.pdf](#)

The guidance and factsheets apply to planning, permitted development projects including roads and active travel projects, and explain part of the new surface water management policy that is in City Plan 2030.

The use of sustainable drainage in all projects going forward, including retrofit projects, will help the city cope with the changing rainfall patterns and reduce the overall amount of surface water entering into our rivers and streams.

### **Cycle Parking Factsheet**

A cycle parking factsheet has been prepared (Appendix 2). This will accompany the Edinburgh Street Design Guidance which is part of the non-statutory Edinburgh Design Guidance. It is intended that this factsheet will be published on the Council's website before the end of 2021 and it will be a material consideration in the determination of planning applications.

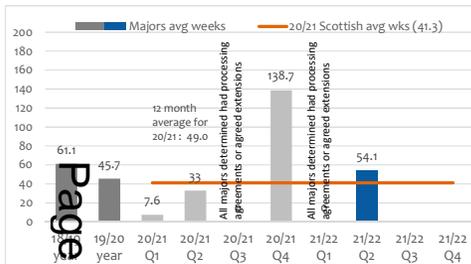
The factsheet contains information on design principles, options for cycle parking used for different durations, and the requirements for cycle parking at different types of development.

### **Contact**

David Givan  
Chief Planning Officer  
[David.givan@edinburgh.gov.uk](mailto:David.givan@edinburgh.gov.uk)

### Major Developments

Average Decision Times (weeks) for applications without processing agreements or agreed extensions



Sub	3	27	3	5	7	8	2	8		
Det	25	30	5	5	6	6	6	7		
6 month totals:		Sub:8, Det:10		Sub:5, Det:12		Sub:10, Det:13				
12 month totals:		Sub:23, Det:32								
Decided over 16 wks no agreements/extensions										
Appeals against non determination										
	2	3	0	2	1	3				
	0	0	0	1	0	1				

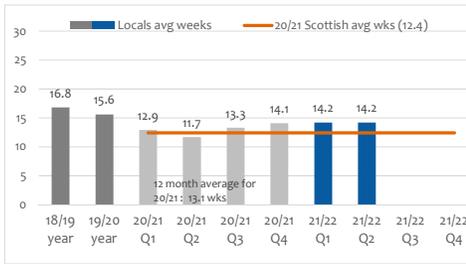
#### Comments:

- Four out of seven major application decisions had processing agreements
- One at Gogar to form new access road and active travel route (refused)
- Other three include residential/student accommodation/hotel/office and other commercial developments (1 refused, 2 granted)

- Remaining three without process agreements include:
- Change to previous consent at Gilmerton with addition of 2 houses
  - Residential development at Tower Street
  - Mixed use/student accommodation at Baltic Street

### Local (Non-Householder)

Average Decision Times (weeks) for applications without processing agreements or agreed extensions



Sub *	1061	1082	184	243	285	295	208	183		
Det*	1082	1000	187	212	244	294	195	161		
6 month totals:		Sub:427, Det:399		Sub: 580, Det: 538		Sub:391, Det:356				
12 month totals:		Sub: 1007, Det: 937								
Decided over 8 wks no agreements/extensions										
Appeals against non determination										
	101	103	112	126	125	117				
	1	0	0	0	3	0				

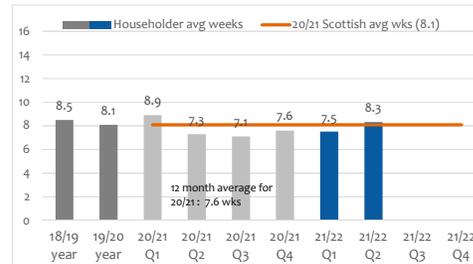
#### Notes:

- Decision times are from validation to issuing of permission, which includes time for legal agreements to be concluded.
- [Scottish Government](#) headline indicators monitor average decision times for major, local and householder applications without processing agreements or agreed time extensions. The charts show these times for relevant applications
- Quarterly figures for 20/21 are from Scottish Government's checked statistics, and factor in stop-the-clock periods.
- 21/22 Q1 and Q2 figures have not been verified by Scottish Government and may include additional data eg. stop-the-clock periods
- Submitted & determined figures show all applications (i.e. with and without processing agreements / agreed extensions)

\* Pre-21/22 numbers for Local (Non-householder) cases also include some non-planning application cases. 21/22 figures exclude these to better reflect Scottish Government statistical method.

### Householder

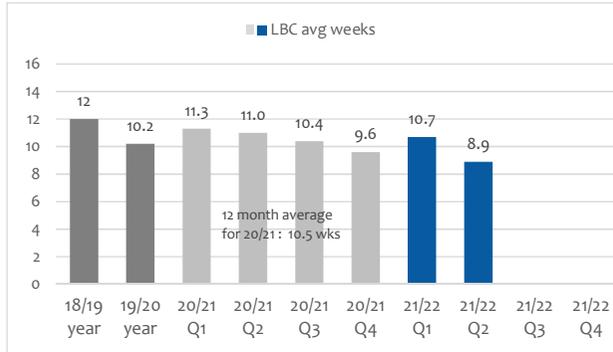
Average Decision Times (weeks)



Sub	1464	1611	344	384	509	526	579	480		
Det	1481	1543	362	317	472	499	548	486		
6 month totals:		Sub:728, Det:679		Sub:1035, Det:971		Sub:1059, Det:1034				
12 month totals:		Sub: 1763, Det: 1650								
Decided over 8 wks no agreements/extensions										
Appeals against non determination										
	259	123	155	213	203	263				
	0	0	0	0	0	0				

**Listed Building Consents**

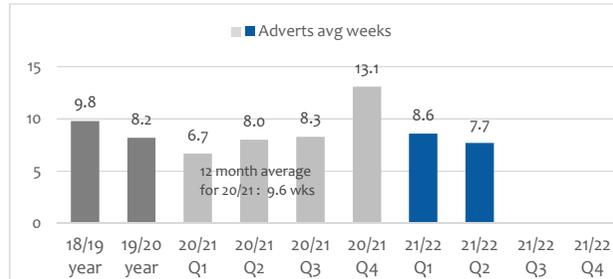
Average Decision Times (weeks)



Sub	1062	1073	169	184	260	295	301	230		
Det	1082	846	198	121	183	194	285	272		
6 month totals:		Sub:353, Det:319		Sub:555, Det:377		Sub:531, Det:557				
12 month totals:		Sub: 908, Det: 696								
Decided over 8 wks no agr	163	70	111	90	125	139				
Appeals against non det	1	0	0	0	3	0				

**Advert consents**

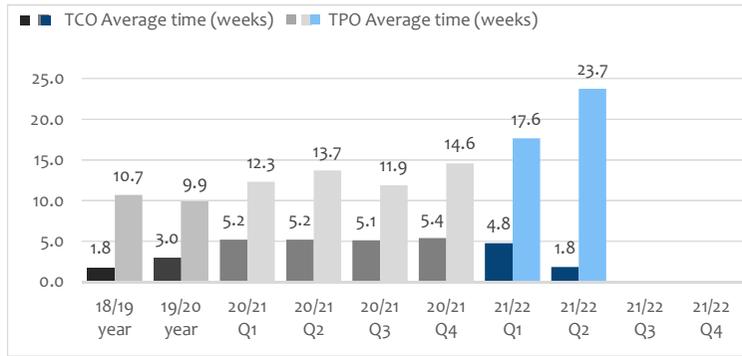
Average Decision Times (weeks)



Sub	212	229	33	50	30	37	39	49		
Det	325	247	32	39	29	54	42	49		
6 month totals:		Sub:83, Det:71		Sub:67, Det:83		Sub:88, Det:91				
12 month totals:		Sub: 150, Det: 154								

**Treework (TCO - Treework in Conservation Area / TPO - Tree Preservation Order)**

Average Decision Times (weeks)



Sub	698	638	200	248	233	221	193	234		
Det	675	559	115	247	220	161	236	179		
6 month totals:		Sub:448, Det:362		Sub:454, Det:381		Sub:427, Det:415				
12 month totals:		Sub: 902, Det:743								

**TCO - notices of intent to carry out works to trees in a conservation area.**

Sub	78	125	23	34	31	32	37	27		
Det	82	95	19	24	19	24	24	34		
6 month totals:		Sub:57, Det:43		Sub:63, Det:43		Sub:64, Det:58				
12 month totals:		Sub: 120, Det:86								

**TPO - applications for work to trees which are subject to a Tree Preservation Order.**

**Legal agreements and Appeals**

	At end Q1	At end Q2	At end Q3	At end Q4
Number of applications at legal agreement stage	36	27		
Number of applications where more than 6 months since Minded to Grant decision	8	3		
Comments: Good progress has been made reducing number of applications at legal agreement stage and where more than 6 month since MTG.				

**Enforcement - short term let cases**

	21/22 Q1	21/22 Q2	21/22 Q3	21/22 Q4
Number submitted	23	15		
Number closed	10	20		
Number (and %) closed within 6 months (target 80%)	5 (50%)	20 (100%)		
	6 month %: 83.3%		6 month %:	
	12 month %: (20/21 : 61.5%)			
Number of notices served	9	9		
Number (and %) closed within 6 months (target 80%)	8 (89.9%)	7 (77.7%)		
	6 month %: 83.3%		6 month %:	
	12 month %:- (20/21 : 100%)			

**Enforcement - all other cases**

	21/22 Q1	21/22 Q2	21/22 Q3	21/22 Q4
Number submitted	225	174		
Number closed	227	218		
Number (and %) closed within 6 months (target 80%)	174 (76.6%)	154 (70%)		
	6 month %: 328 (73.7%)		6 month %:	
	12 month %: (20/21 : 61.5%)			
Number of notices served	3	0		
Number (and %) closed within 6 months (target 80%)	1 (33.3%)	n/a		
	6 month %: (20/21: n/a)		6 month %: (20/21: n/a)	
	12 month %:- (20/21 : n/a%)			

The service has continued to use discretionary enforcement powers, to support business recovery in response to Covid-19 where this is appropriate. New STL cases have fallen since Q1 due to ongoing lockdown restrictions but the service has continued to pursue formal action.

# Short and Long Stay Cycle Parking – Design Principles

This sheet provides general design principles for providing short and long stay cycle parking in both existing streets (retro-fitting) and new developments. It should be used as an accompanying sheet for providing cycle parking of all types elsewhere in this factsheet.

## Short Stay Cycle Parking

Should be provided for **visitors** to key destinations such as shops, community centres, museums, libraries, health centres and parks.

To be effective, short stay cycle parking should:

- Be near destination entrances and more convenient than nearby car parking spaces.
- Directly link to cycle routes and be provided on cycle desire lines.
- Be sited on a well-drained surface, overlooked and lit.
- Be easily accessible with a short route from the street with no steps and any doors easy to negotiate.
- Be easy to use (no lifting or dragging needed) and allow at least one wheel and frame to be locked.
- Not present an obstruction to mobility or visually impaired users and be suitable for their use.
- Not block or obstruct pedestrian movements and desire lines and vehicle access.
- Accommodate non-standard bicycles with a variety of locking points to support different bicycle types (preferably 20% of spaces).
- Minimise visual impact on surroundings and be well integrated with the public realm, especially in **conservation areas** and the **World Heritage Site**.
- Provide facilities for electric bicycle charging.

## Long Stay Cycle Parking

Should be provided for **residents** at homes; **employees** at workplaces; **students** at educational institutions and **passengers** at transport interchanges.

To be effective, long stay cycle parking should:

- Include the principles set out for short stay parking.
- Be secure (access controlled) and weather protected (covered).

## Additional Principles for New Developments

To be effective, cycle parking should:

- Include the principles set out for short stay and long stay parking.
- Be future-proofed. Locations chosen should have capacity to increase amount of cycle parking as demand increases.
- Accommodate non-standard bicycles (minimum 20% of all spaces; preferably higher).

Short stay cycle parking on footway within building curtilage – Sheffield stands in echelon



The City of Edinburgh Council

Long stay cycle parking on carriageway – hinge top units



The City of Edinburgh Council

### Relevant Factsheets:

Key Parameters (C1)  
Footway Widths (P3)  
Street Furniture (F1)

Pedestrian Desire Lines (P2)  
Footway Zones(P3)  
Reduced Clear Kerb Zone (F1)

Designing Inclusive Streets (P2)  
De-cluttering Assessment (P7) 1

## Cycle Parking Options for Short Stay

This sheet provides an overview of the short stay cycle parking options suitable for different locations, both for retro-fitting cycle parking on existing streets and for cycle parking in new developments.

Details of the cycle parking types are provided on the subsequent pages. The table is not exhaustive, with different options than those identified in this table potentially more appropriate depending on the situation.

Short stay cycle parking		
Location	Preference	Type of cycle parking preferred
On carriageway (incl. build outs)	Preferred if space within building curtilage not available	<b>Retro-fitting</b> <ul style="list-style-type: none"> <li>Sheffield stands [pg 23-25]</li> <li>Portable rack units for temporary use for assessing demand [pg 33]</li> </ul>
		<b>New developments</b> <ul style="list-style-type: none"> <li>Sheffield stands with protection islands, trees or planters [pg 23-25]</li> </ul>
On footway	<b>Retro-fitting</b> Not preferred If used, minimum footway widths shall be maintained	<ul style="list-style-type: none"> <li>Sheffield stands [pg 23-25]</li> </ul>
	<b>New developments</b> Not permitted unless located on a purpose built footway extension or kept within the furniture zone	
Off-street	Preferred for new developments and large premises with external space within curtilage e.g. schools, health centres, supermarkets and large employers	<ul style="list-style-type: none"> <li>Sheffield stands (preferably covered) [pg 23-25]</li> <li>Standalone storage units [pg 28-29]</li> </ul>

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Cycle parking on carriageway



Barcelona, Nazan Kocak

Cycle parking in car space



The City of Edinburgh Council

Short stay cycle parking in tree planting zone



Umea, Nazan Kocak

## Cycle Parking Options for Long Stay

This sheet provides an overview of the long stay cycle parking options suitable for different locations, both for retro-fitting cycle parking on existing streets and for cycle parking in new developments.

Details of the cycle parking types are provided on the subsequent pages. The table is not exhaustive, with different options than those identified in this table potentially more appropriate depending on the situation.

Long stay cycle parking		
Location	Preference	Type of cycle parking preferred
On carriageway (incl. build outs)	Not preferred, but acceptable if off-street space unavailable	• Hinge top units [pg 26-27]
	<b>New developments</b> Not permitted *	
On footway	<b>Retro-fitting</b> Not preferred Only allowed where there is an existing footway build-out or a new footway extension is built to accommodate it	• Hinge top units [pg 26-27]
	<b>New developments</b> Not permitted *	
Off-street	<b>Retro-fitting</b> Most preferred	<b>Retro-fitting</b> • Hinge top units [pg 26-27] • Standalone storage units [pg 28-29] • Two tier storage where space is constrained [pg 32]
	<b>New developments</b> Required [pg 13-22]	<b>New developments</b> • Garages [pg 30] • Standalone storage units [pg 28-29] • Storage cages [pg 31] • Two tier storage where space is constrained [pg 32]



Hinge top units

The City of Edinburgh Council



Off street parking

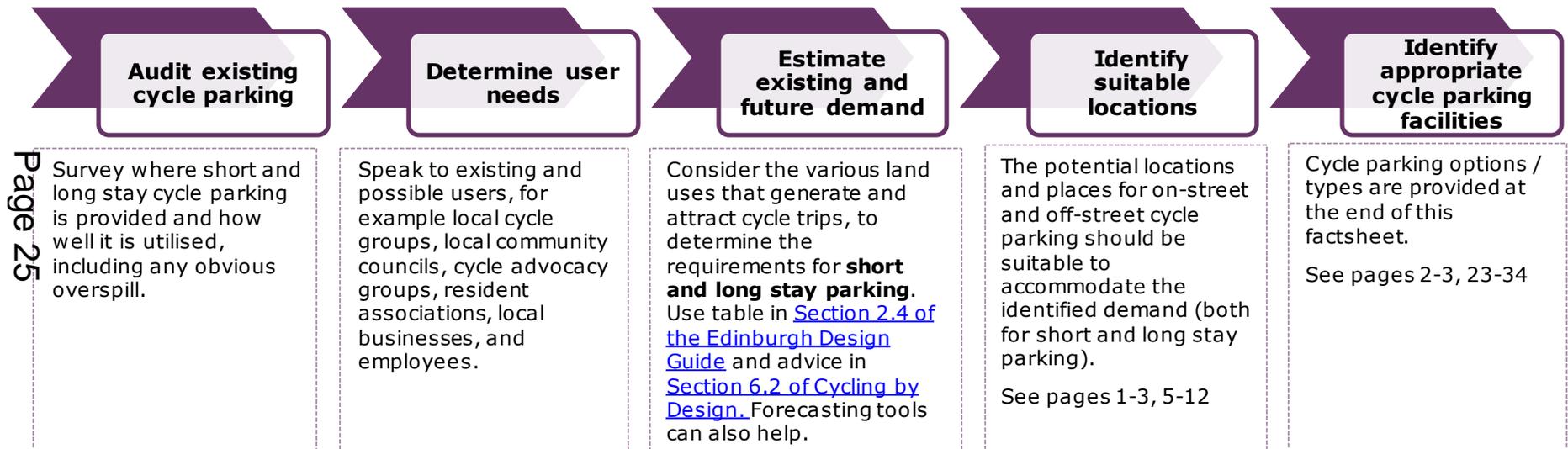
The City of Edinburgh Council

\* Long-term cycle parking for new developments cannot be met on existing or new streets. In exceptional circumstances where it is impossible to provide cycle parking in the new development the Council may seek a contribution towards a public secure cycle parking hangar.

# Retro-fitting Cycle Parking

It is essential to provide appropriate and attractive cycle parking at key origins and destinations to encourage cycling as a means of transport, to show non-cyclists that it is a viable option and that cyclists are welcomed.

The flow chart below summarises the overall process to assess the need for and retro-fit cycle parking in various street types and land uses (trip generators and attractors). When installing new cycle parking in a street, any existing cycle parking that does not fit with the current guidance should be improved.



Guidance is provided in the form of illustrative examples for identifying suitable locations for the following street types and uses:

- High streets – including town centres and neighbourhood shopping streets
- Residential streets – in high and medium density residential areas
- Employment streets and workplaces – including industrial areas
- Community destinations – including libraries, museums, GP surgeries, sports centres, parks etc.
- Educational institutions – including nurseries, primary and high schools, higher education etc.

#### Relevant Factsheets:

Designing for Cycling (C1)  
Footway Widths (P3)  
Street Furniture (F1)

Pedestrian Desire Lines (P2)  
Footway Zones(P3)  
Reduced Clear Kerb Zone (F1)

Designing Inclusive Streets (P2)  
De-cluttering Assessment (P7)

## Cycle Parking on Carriageway (incl. new build outs) – Design Principles

Table below should be used in conjunction with the design principles on page 1 of this factsheet. TRO and/or Redetermination Orders will be required for locating cycle parking on carriageway or new build outs.

Considerations	Short Stay <i>Sheffield stands; Portable rack units;</i>	Long Stay <i>Hinge top units</i>
How many spaces per individual location?	2-20 spaces per location	Depends on demand assessment (see page 4 for advice)
How many locations per length of street?	At least 20% of cycle parking spaces should be able to accommodate non-standard cycles, particularly where 10 or more spaces are provided. For information on non-standard bikes see <a href="https://wheelsforwellbeing.org.uk/">https://wheelsforwellbeing.org.uk/</a>	
How many locations per length of street?	Shopping streets – every 100-150m Other streets – adjacent to demand generators (schools, libraries, community centres, major employers, major shops, corner shops), but only where cycle parking cannot be accommodated within the curtilage	Every 150-200m in areas with identified level of general demand. Otherwise, adjacent to specific building(s) where demand has been identified, but only where cycle parking cannot be accommodated within the curtilage
Where to site?	As close as possible to junctions and crossings for accessibility, whilst maintaining visibilities and safe distances required by the ESDG (see G6 and G4 factsheets) and/or <a href="#">Traffic Sign Manual Chapter 6</a> In converted car parking spaces on streets where car parking is permitted at all times In “lee” (shelter) of existing footway build outs and within new purpose built footway build outs.	
Where not to site?	Within intervisibility zones at junctions or within controlled area of crossings (as required by G6 and G4 factsheets and/or <a href="#">Traffic Sign Manual Chapter 6</a> ) Within ‘Bus Box’ area at bus stops and bus boarders (see PT2 factsheet) to avoid obstructing access or egress onto buses Where likely to impact on Public Transport, particularly in bus lanes (see PT3 factsheet) On utility access points On pedestrian desire lines and crossings At waste and recycling collection access points Streets with 30 mph speed limit or above (except within footway build out) At a location where the first logical move away from the parking is along the tram tracks	
How to make sure access/egress is safe and convenient?	Site adjacent to a kerb	

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### Relevant Factsheets:

Key Parameters (C1)

Footway Widths and Zones(P3)

Street Furniture (F1)

Pedestrian Desire Lines (P2)

De-cluttering Assessment (P7)

Reduced Clear Kerb Zone (F1)

Designing Inclusive Streets (P2)

Zigzags (G4)

Visibility (G6)

Bus Lanes (PT3)

Bus Box and Bus Border (PT2)

## Cycle Parking on Footways (incl. existing build outs)– Design Principles

Table below should be used in conjunction with the design principles on page 1 of this factsheet.

Considerations	Short Stay <i>Sheffield stands</i>	Long Stay <i>Hinge top units</i>
<b>How many spaces per individual location?</b>	2-10 spaces per location Depends on demand assessment (see page 4 for advice)	Not preferred
	Where possible, 20% of cycle parking spaces should be able to accommodate non-standard cycles, particularly where 10 or more spaces are provided. For information on non-standard bikes see <a href="https://wheelsforwellbeing.org.uk/">https://wheelsforwellbeing.org.uk/</a>	
<b>How many locations per length of street?</b>	On shopping streets – every 100-150m Other streets – adjacent to demand generators (schools, libraries, community centres, major employers, major shops, corner shops) but only where cycle parking cannot be accommodated within the curtilage	
<b>Where to site?</b>	Footways, provided clear effective footway widths can be maintained As close as possible to junctions and crossings for accessibility, whilst maintaining visibilities and safe distances required by the ESDG (G6 and G4 factsheets) and/or <a href="#">Traffic Sign Manual Chapter 6</a> Aligned with existing street furniture, particularly in “lee” (“shelter”) of large elements of street furniture such as phone and utility boxes, fixed litter bins, and downstream of bus shelters Existing build outs can provide good locations where sufficient/clear space is available.	
<b>Where not to site?</b>	Where an effective clear footway width for the street type cannot be maintained Out of alignment with existing street furniture On pedestrian desire lines and crossings (or within 3m of dropped kerb or tactile paving, at the closest point) At bus stops, to avoid obstructing passenger access or egress On utility access points Within visibility splays at junctions Where seasonal temporary street furniture is located, e.g. dining facilities outside cafés At waste and recycling units access points Near loading spaces to avoid conflict with vehicle door openings and blocking access points for goods vehicles At a location where the first logical move away from the parking is along the tram tracks	

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### Relevant Factsheets:

Key Parameters (C1)

Footway Widths and Zones(P3)

Street Furniture (F1)

Pedestrian Desire Lines (P2)

De-cluttering Assessment (P7)

Reduced Clear Kerb Zone (F1)

Designing Inclusive Streets (P2)

Zigzags (G4)

Visibility (G6)

Bus Stops (PT2)

## Cycle Parking Off-Street – Design Principles

Table below should be used in conjunction with the design principles on page 1 of this factsheet.

Considerations	Short Stay <i>Sheffield stands (preferably covered);</i>	Long Stay <i>Hinge top units; Standalone storage units; Two tier storage (in constrained areas only)</i>
<b>How many spaces per individual location?</b>	Depends on demand assessment (see page 4 for advice) but for retail a minimum of 1 customer and 1 employee space should be provided At least 20% of cycle parking spaces should be able to accommodate non-standard cycles, particularly where 10 or more spaces are provided. For information on non-standard bikes see <a href="https://wheelsforwellbeing.org.uk/">https://wheelsforwellbeing.org.uk/</a> .	
<b>How many locations per length of street?</b>	At every trip generator (schools, libraries, community centres, major employers, major shops, corner shops), located within the building curtilage  As close as possible to main entrance to premises, where provision for cycle parking within building curtilage is not possible	
<b>Where to site?</b>	Within the curtilage of premises (communal areas) In car parking places Near entrances, and be more convenient than nearby car parking spaces Overlooked and lit places and preferably covered by the premises CCTV if available Visual impact of facility should be considered and minimised	Secure places where access can be controlled for security purposes (e.g. through issuing keys, passes or codes)
<b>Where not to site?</b>	Places that require lifting or dragging of bikes to access On pedestrian desire lines and crossings On utility access points At waste and recycling units access points Near loading spaces to avoid conflict with vehicle door openings and blocking access points for goods vehicles At a location where the first logical move away from the parking is along the tram tracks	

### Relevant Factsheets:

Key Parameters (C1)

Footway Widths (P3)

Street Furniture (F1)

Pedestrian Desire Lines (P2)

Footway Zones(P3)

Reduced Clear Kerb Zone (F1)

Designing Inclusive Streets (P2)

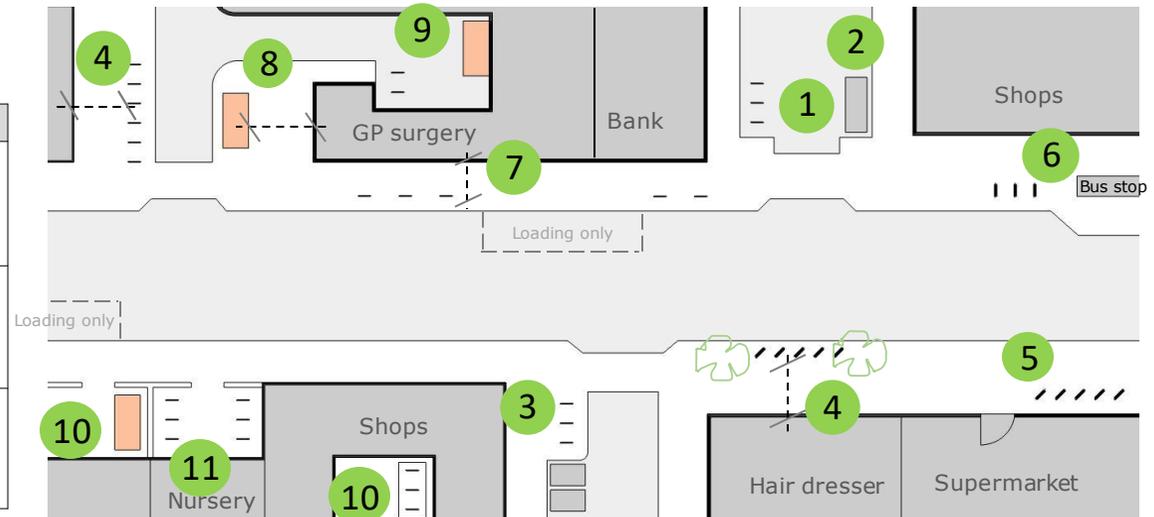
De-cluttering Assessment (P7)

# High Streets and Neighbourhood Shopping Streets

## Likely users of cycle parking

- Short stay for shoppers and visitors
- Long stay for employees and residents

Location	Short stay options	Long stay options
<b>On carriageway</b>	<ul style="list-style-type: none"> <li>• Sheffield stands</li> <li>• Portable rack units</li> </ul>	<ul style="list-style-type: none"> <li>• Hinge top units</li> </ul>
<b>On footway</b>	<ul style="list-style-type: none"> <li>• Sheffield stands</li> </ul>	<i>Not permitted – see notes in page 6</i>
<b>Off-street</b>	<ul style="list-style-type: none"> <li>• Sheffield stands (preferably covered)</li> </ul>	<ul style="list-style-type: none"> <li>• Hinge top units</li> <li>• Standalone storage units</li> </ul>



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On carriageway (or build out) cycle parking	Footway cycle parking	Off-street cycle parking
<ul style="list-style-type: none"> <li>• Where car parking is permitted 24/7, allocate 1-2 car parking places per location for cycle parking.</li> <li>• Where cycle parking is not possible on the main street, locate cycle parking for short stay (1) and long stay (2) on nearby side streets.</li> <li>• Stands on build outs (3) should be well sited to avoid pedestrian desire lines and crossings.</li> </ul>	<ul style="list-style-type: none"> <li>• Only locate Sheffield stands (4) where clear footway width can be maintained.</li> <li>• Cycle parking on the footway near building lines (5) should be avoided, unless in the “lee” of buildings or aligned with existing permanent street furniture.</li> <li>• Stands may be sited perpendicular (6), in echelon (4) or parallel (7) to the kerb at busy building entrances, providing footway widths are maintained.</li> <li>• Stands should be at least 3m from bus stops (7) and dropped kerbs, and not obstruct loading bays (6).</li> <li>• Long stay cycle parking (8) should not be located on the footway in main shopping streets, and should only be located on side street footways if clear footway width is achievable.</li> </ul>	<ul style="list-style-type: none"> <li>• Access controlled long stay cycle parking for employees (and residents) can be located in car parking places (9), front or back gardens, or communal areas (10). Note additional permissions may be required for cycle parking in front gardens, particularly for listed buildings or in conservation areas.</li> <li>• Sheffield stands (preferably covered) can be provided for short stay parking for shoppers / visitors (9) (11).</li> </ul>

### Relevant Factsheets:

Key Parameters (C1)  
Footway Widths and Zones(P3)  
Street Furniture (F1)

Pedestrian Desire Lines (P2)  
De-cluttering Assessment (P7)  
Reduced Clear Kerb Zone (F1)

Designing Inclusive Streets (P2)  
Zigzags (G4)  
Visibility (G6)

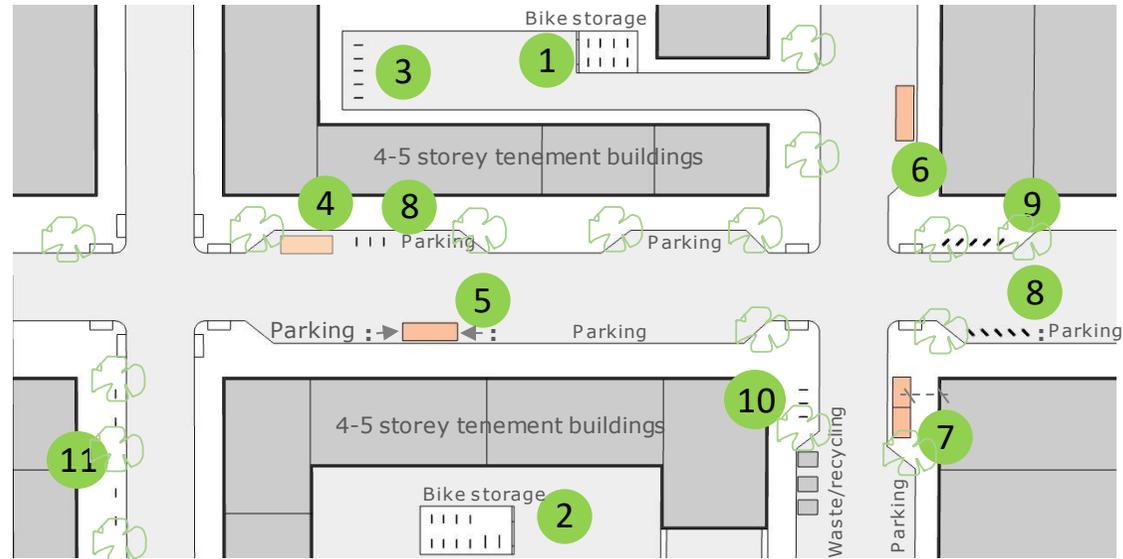
Bus Lanes (PT3)  
Bus Box and Bus Border (PT2)

# High and Medium Density Residential Streets

## Likely users of cycle parking

- Long stay for residents
- Short stay for visitors

Location	Short stay options	Long stay options
<b>Off-street</b>	<ul style="list-style-type: none"> <li>• Sheffield stands (preferably covered)</li> </ul>	<ul style="list-style-type: none"> <li>• Hinge top units</li> <li>• Standalone storage units</li> </ul>
<b>On carriageway</b>	<ul style="list-style-type: none"> <li>• Sheffield stands</li> <li>• Portable rack units</li> </ul>	<ul style="list-style-type: none"> <li>• Hinge top units</li> </ul>
<b>On footway</b>	<ul style="list-style-type: none"> <li>• Sheffield stands</li> </ul>	<p><i>Not preferred – see notes in page 6</i></p>



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Off-street cycle parking	On carriageway (or build out) cycle parking	Footway cycle parking
<ul style="list-style-type: none"> <li>• Access controlled long stay cycle parking for residents can be located in car parking places (1), front or back gardens (2) or communal areas. Note additional permissions may be required for cycle parking in front gardens, particularly for listed buildings or in conservation areas.</li> <li>• Short stay cycle parking for visitors can be located as above, but for ease of use without access control (3).</li> </ul>	<ul style="list-style-type: none"> <li>• Where car parking is permitted 24/7 on street, locate:                             <ul style="list-style-type: none"> <li>• long stay cycle parking on carriageway (4) (5) or build out (7).</li> <li>• short stay cycle parking stands on carriageway (8) or build out (9).</li> </ul> </li> <li>• Where cycle parking is not possible on the main street, locate cycle parking on side street carriageway (6) or build out (7) (10).</li> <li>• Cycle parking on build outs (7) (9) (10) should be well sited to avoid pedestrian desire lines.</li> </ul>	<ul style="list-style-type: none"> <li>• Short stay visitor parking stands can be located on the footway only if a clear footway width is maintained.</li> <li>• Stands may be sited perpendicular, in echelon or parallel to the kerb (11), providing footway widths are maintained.</li> <li>• Stands should be 3m from bus stops and dropped kerbs and not obstruct loading bays.</li> </ul>

### Relevant Factsheets:

Key Parameters (C1)  
Footway Widths and Zones(P3)  
Street Furniture (F1)

Pedestrian Desire Lines (P2)  
De-cluttering Assessment (P7)  
Reduced Clear Kerb Zone (F1)

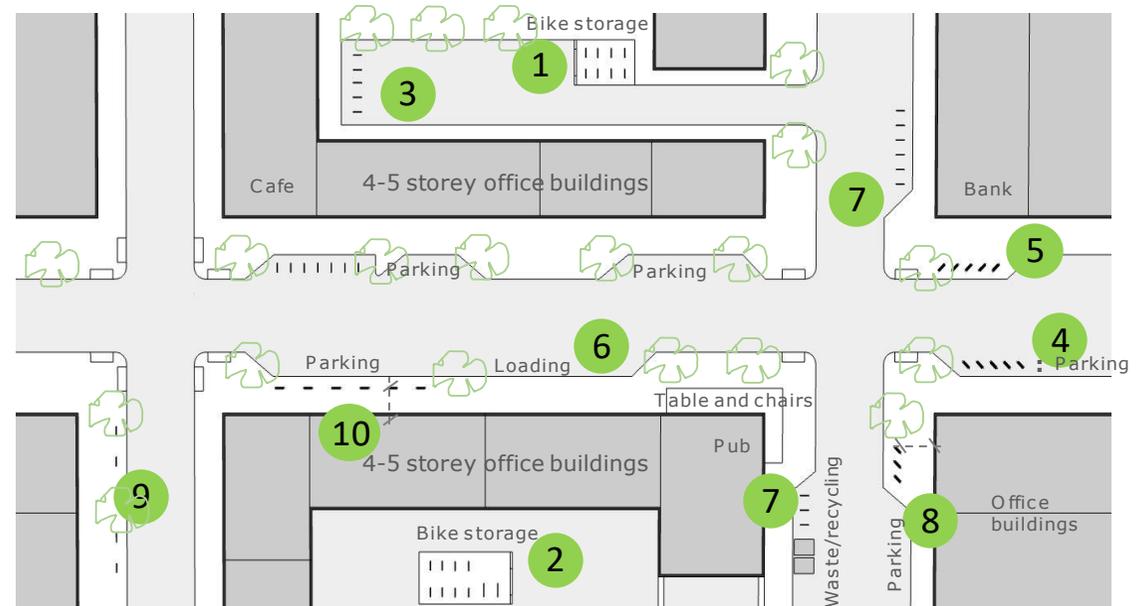
Designing Inclusive Streets (P2)  
Zigzags (G4)  
Visibility (G6)

Bus Lanes (PT3)  
Bus Box and Bus Border (PT2)

# Employment Streets

## Likely users of cycle parking

- Long stay for employees
- Short stay for shoppers and visitors



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Location	Short stay options	Long stay options
<b>Off-street</b>	<ul style="list-style-type: none"> <li>• Sheffield stands (preferably covered)</li> </ul>	<ul style="list-style-type: none"> <li>• Hinge top units</li> <li>• Standalone storage units</li> </ul>
<b>On carriageway</b>	<ul style="list-style-type: none"> <li>• Sheffield stands</li> <li>• Portable rack units</li> </ul>	<ul style="list-style-type: none"> <li>• Hinge top units</li> </ul>
<b>On footway</b>	<ul style="list-style-type: none"> <li>• Sheffield stands</li> </ul>	<i>Not permitted – see notes in page 6</i>

Off-street cycle parking	On carriageway (or build out) cycle parking	Footway cycle parking
<ul style="list-style-type: none"> <li>• Access controlled long stay cycle parking for employees can be located in car parking places (1), front or back gardens (2) or communal areas. Note additional permissions may be required for cycle parking in front gardens, particularly for listed buildings or in conservation areas.</li> <li>• Short stay cycle parking for visitors can be located as above, but for ease of use without access control (3).</li> </ul>	<ul style="list-style-type: none"> <li>• Locate Sheffield stands for long and short stay parking on carriageway (4) or on a build out (5) (6).</li> <li>• Where cycle parking is not possible on the main street, locate cycle parking on side street carriageway (7) or build out (8).</li> <li>• Cycle parking on build outs (5) (6) (8) should be well sited to avoid pedestrian desire lines and crossings.</li> </ul>	<ul style="list-style-type: none"> <li>• Short stay visitor can be located on footway only if a clear footway width can be maintained.</li> <li>• Stands should be 3m from bus stops and dropped kerbs and not obstruct loading bays.</li> <li>• Cycle parking on the footway near building lines should be avoided, unless in the “lee” of buildings or aligned with existing permanent street furniture.</li> <li>• Stands may be sited perpendicular, in echelon or parallel (10) to the kerb, providing footway widths are maintained.</li> </ul>

**Relevant Factsheets:**

- Key Parameters (C1)
- Footway Widths and Zones(P3)
- Street Furniture (F1)

- Pedestrian Desire Lines (P2)
- De-cluttering Assessment (P7)
- Reduced Clear Kerb Zone (F1)

- Designing Inclusive Streets (P2)
- Zigzags (G4)
- Visibility (G6)

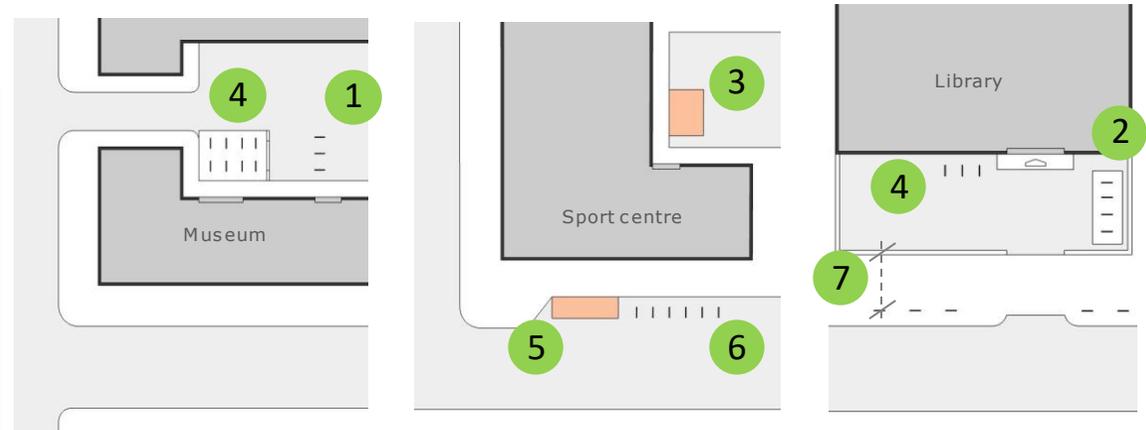
- Bus Lanes (PT3)
- Bus Box and Bus Border (PT2)

# Community Destinations

## Likely users of cycle parking

- Short stay for visitors of community destinations such as libraries, museums, GP surgeries, sports centres, parks etc.
- Long stay for employees

Location	Short stay options	Long stay options
<b>Off-street</b>	<ul style="list-style-type: none"> <li>• Sheffield stands (preferably covered)</li> </ul>	<ul style="list-style-type: none"> <li>• Hinge top units</li> <li>• Standalone storage units</li> </ul>
<b>On carriageway</b>	<ul style="list-style-type: none"> <li>• Sheffield stands</li> <li>• Portable rack units</li> </ul>	<ul style="list-style-type: none"> <li>• Hinge top units</li> </ul>
<b>On footway</b>	<ul style="list-style-type: none"> <li>• Sheffield stands</li> </ul>	<i>Not permitted – see notes in page 6</i>



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Off-street cycle parking	On carriageway (or build out) cycle parking	Footway cycle parking
<ul style="list-style-type: none"> <li>• Access controlled long stay cycle parking for employees can be located in car parking places (1), front (2) or back gardens (3) or communal areas. Note additional permissions may be required for cycle parking in front gardens, particularly for listed buildings or in conservation areas.</li> <li>• Short stay cycle parking for visitors should also be located in the same areas near entrances but for ease of use without access control (4).</li> </ul>	<ul style="list-style-type: none"> <li>• Locate hinge top units (5) for long and Sheffield stands (6) short stay parking on carriageway or on a build out.</li> <li>• Where cycle parking is not possible on the main street, locate cycle parking on side street carriageway or a build out within 50m of the main street.</li> <li>• Cycle parking on build outs should avoid pedestrian desire lines and crossings.</li> </ul>	<ul style="list-style-type: none"> <li>• Short cycle parking can be located on the footway only if a clear footway width is maintained.</li> <li>• Stands should be 3m from bus stops and dropped kerbs and not obstruct loading bays.</li> <li>• Cycle parking on the footway near building lines should be avoided, unless in the “lee” of buildings or aligned with existing permanent street furniture.</li> <li>• Stands may be sited perpendicular, in echelon or parallel (7) to the kerb, providing clear footway widths are maintained.</li> </ul>

### Relevant Factsheets:

Key Parameters (C1)  
Footway Widths and Zones(P3)  
Street Furniture (F1)

Pedestrian Desire Lines (P2)  
De-cluttering Assessment (P7)  
Reduced Clear Kerb Zone (F1)

Designing Inclusive Streets (P2)  
Zigzags (G4)  
Visibility (G6)

Bus Lanes (PT3)  
Bus Box and Bus Border (PT2)

# Educational Institutions

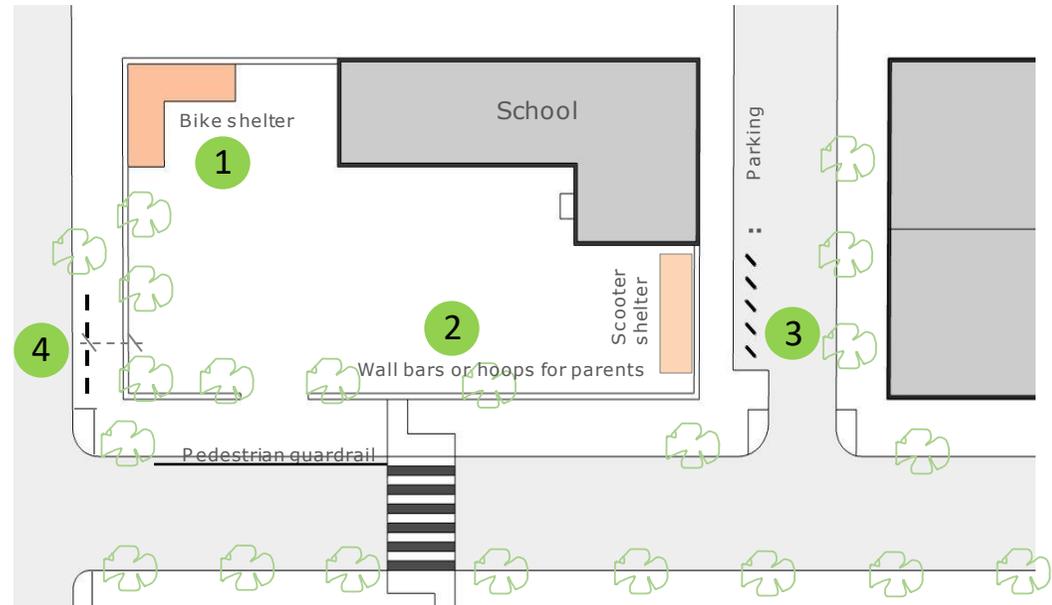
## Likely users of cycle parking

- Long stay for students, teachers, lecturers and other staff.
- Short stay for parents and visitors of nurseries, primary schools, high schools and universities.

See page 16 for more information.

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Location	Short stay options	Long stay options
<b>Off-street</b>	<ul style="list-style-type: none"> <li>• Sheffield stands (preferably covered)</li> </ul>	<ul style="list-style-type: none"> <li>• Hinge top units</li> <li>• Standalone storage units</li> </ul>
<b>On carriageway</b>	<ul style="list-style-type: none"> <li>• Sheffield stands</li> <li>• Portable rack units</li> </ul>	<ul style="list-style-type: none"> <li>• Hinge top units</li> </ul>
<b>On footway</b>	<ul style="list-style-type: none"> <li>• Sheffield stands</li> </ul>	<i>Not permitted – see notes in page 6</i>



<b>Off-street cycle parking</b> <i>Most preferred</i>	<b>On carriageway (or build out) cycle parking</b>	<b>Footway cycle parking</b> <i>Least preferred</i>
<ul style="list-style-type: none"> <li>• Long stay cycle parking for pupils can be located in car park areas as well as in front or back yards (1) of the educational institution building(s).</li> <li>• At schools, cycle parking should be located within the educational institution’s secure grounds, so additional access control measures are not required.</li> <li>• Some spaces can be allocated for parents picking up or dropping off (2) children and other visitors.</li> </ul>	<ul style="list-style-type: none"> <li>• Locate Sheffield stands for long and short stay parking on side street build out; or on-carriageway (3) if there is no build out.</li> <li>• Cycle parking on build outs should avoid pedestrian desire lines and all crossings, including informal crossings in ‘safer school’ streets.</li> </ul>	<ul style="list-style-type: none"> <li>• Stands for short stay parking can be located on adjacent side street footway only if a clear footway width is maintained.</li> <li>• Stands should be 3m from bus stops and dropped kerbs and not obstruct loading bays.</li> <li>• Cycle parking on the footway near building lines should be avoided, unless in the “lee” of buildings or aligned with existing permanent street furniture.</li> <li>• Stands (4) may be sited perpendicular, in echelon or parallel to the kerb, providing clear footway widths are maintained.</li> </ul>

**Relevant Factsheets:**

- Key Parameters (C1)
- Footway Widths and Zones(P3)
- Street Furniture (F1)

- Pedestrian Desire Lines (P2)
- De-cluttering Assessment (P7)
- Reduced Clear Kerb Zone (F1)

- Designing Inclusive Streets (P2)
- Zigzags (G4)
- Visibility (G6)

- Bus Lanes (PT3)
- Bus Box and Bus Border (PT2)

# Cycle Parking in New Developments

**Cycle parking forms an integral part of any planning application. This should include details of where the cycle parking will be located, type of parking, purpose (short or long term), number of spaces and access considerations.**

Cycle parking in new developments, including those altering existing buildings or spaces, should meet the appropriate **cycle parking standards in [Edinburgh Design Guidance Section 2.4](#)** and guidance set out in this factsheet.

Cycle parking should be considered at the Masterplan stage and major developments should submit a transport assessment and travel plan, detailing required off-street long term parking facilities as well as on-street short term visitor parking. It should accommodate any target levels of cycling and have scope to increase provision if necessary.

**The assessment of cycle parking numbers** should take into account the location and nature of the development, the ease of reaching it by cycle, including the planned future network and the Council's targets for increasing cycle use.

The flow chart below summarises the overall process to assess the need for cycle parking in various new development types and land uses. Individual pages provide specific advice and design principles for each new development type.

When considering cycle parking for new developments, it is important to assess and understand the implications for mobility impaired and visually impaired users in terms of:

- Placement of facilities in public areas which may cause an obstruction or hazard
- Access to/from facilities for those who may be using adapted bikes

## Determine quantity of cycle parking required

Use table in Section 2.4 of the Edinburgh Design Guide - Parking standards for each relevant planning-use class.

### Relevant Factsheets:

Designing for Cycling (C1)  
Footway Widths (P3)  
Street Furniture (F1)

## Identify type of cycle parking required (through assessment of likely users and length of stay)

Identify who will use cycle parking, how long they will need to park, and appropriate levels of weather and theft protection. Specify ratio of long to short stay e.g. 90% long stay for residents, 10% short stay for visitors. See pages 1-3 and 14-22.

Pedestrian Desire Lines (P2)  
Footway Zones(P3)  
Reduced Clear Kerb Zone (F1)

## Identify preferred location

Identify the optimal location for each type of cycle parking, e.g. within secured area for residents, outside and overlooked for visitors. See pages 14-22 and 23-36 for cycle parking options.

Designing Inclusive Streets (P2)  
De-cluttering Assessment (P7)

## Residential Cycle Parking for Flats

### Cycle parking should be provided for:

- Residents for long stay
- Visitors for short stay

### Long stay for residents

All residents should have access to secure **long stay cycle parking** (access restricted, only for residents issued with keys, passes or codes).

It should meet the appropriate cycle parking standards in [Edinburgh Design Guidance Section 2.4](#) and the

design principles set out for short and long stay parking on pages 1-3 of this factsheet.

Options in order of preference:

- Level accessed, fully enclosed, weather-protected communal parking within the building in secure parking area (residents' access only) at ground level. This is only acceptable above or below ground level if there is a cycle friendly lift provided.
- Cycle stores, accommodated within the footprint of the new development and directly accessed from street and/or dedicated active travel infrastructure.

- Cycle parking within secure car parks is acceptable, if suitable dedicated cycle access and egress provision is made. It should be on the ground floor (or the floor where you enter the car park) and near the lifts and stairs. Cycle users should be able to trigger any car parking barrier, or a gap of at least 1.5m to the side of the barrier is provided. Any ramps should be a maximum of 5% gradient.

Electric bicycle charging should be available in the main cycle parking area.

For larger developments, a combination of cycle-parking options and locations which support different bicycle types will be required. A maximum of 80% of all cycle parking spaces can be one type. At least 20% of cycle parking shall be suitable for use by non-standard bicycles (such as adapted bikes, tandems, cargo bikes and bike trailers).

How bike security, access control and its maintenance will be sustained over the years should be addressed in a long-term site management plan/proposals.

### Relevant Factsheets:

Key Parameters (C1)  
Footway Widths (P3)  
Street Furniture (F1)

Pedestrian Desire Lines (P2)  
Footway Zones(P3)  
Reduced Clear Kerb Zone (F1)

### Short stay for visitors

**Short stay cycle parking** should be provided in addition to secure access restricted long stay cycle parking, and never as a replacement. As well as visitors, lower security cycle parking often proves popular with residents, for example for short stops at home or for new residents that have not yet gained access to the secure cycle parking area.

Short stay cycle parking should be:

- Sheffield stands (see pg 23-25) or similar, located within the development
- Within 25m of the main building entrance for flats
- Overlooked by nearby buildings for natural surveillance
- Preferably weather protected (covered)

Visitor cycle parking may be provided in access free ground level car parking areas, on-carriageway, but not on footways unless located on a purpose build footway extension or between a furniture or planting zone.

The need to lift and drag; negotiate steps; long convoluted routes between bike stores and the street; and doors that are difficult to open when wheeling a bike must be avoided.

Weather protected, accessed controlled parking for residents



Cycle Hoop

Short stay cycle parking in tree planting zone



Umea, Nazan Kocak

Designing Inclusive Streets (P2)  
De-cluttering Assessment (P7)

## Residential Cycle Parking for Houses

### Cycle parking should be provided for:

- Residents for long stay
- Visitors for short stay

### Long stay for residents

All residents should have access to **secure long stay cycle parking**.

Cycle parking should meet the appropriate cycle parking standards in [Edinburgh Design Guidance Section 2.4](#) and the design principles set out for short and long stay parking on pages 1-3 of this factsheet.

When a house has a garage, this should accommodate cycle parking area (see pg 30 for details).

Otherwise, cycle parking may be provided in externally accessed private rear gardens.

### Short stay for visitors

#### Short stay cycle parking

should be provided in addition to secure access restricted long stay cycle parking, and never as a replacement. Short stay parking may be used by visitors or for cycle-based deliveries.

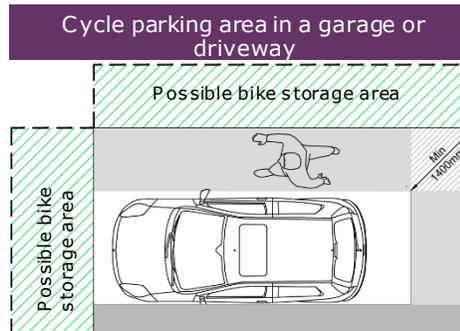
Short stay cycle parking should be:

- Sheffield stands (see pg 23-25), located within the development
- Overlooked by nearby buildings for natural surveillance
- Preferably weather protected (covered)

Visitor cycle parking may be provided in access free ground level car parking areas, on-carriageway, but not on footways unless located on a purpose build footway extension or between a furniture or planting zone.



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The City of Edinburgh Council

### Relevant Factsheets:

Key Parameters (C1)  
Footway Widths (P3)  
Street Furniture (F1)

Pedestrian Desire Lines (P2)  
Footway Zones (P3)  
Reduced Clear Kerb Zone (F1)

Designing Inclusive Streets (P2)  
De-cluttering Assessment (P7)

## Educational Institutions

### Cycle parking should be provided for:

- Students and staff for long stay
- Visitors and parents for short stay

### All students and staff should have access to secure long stay cycle parking.

**Short stay parking** should be provided for parents, visitors and students.

Page 37  
Cycle parking should meet the appropriate cycle parking standards in [Edinburgh Design Guidance Section 2.4](#) and the design principles set out for short and long stay parking on pages 1-3 of this factsheet.

Scoter stands within bike parking area



The City of Edinburgh Council

### Pupils / Students

All pupils should have access to **weather protected cycle parking**, located within the school, college or university premises.

#### For nursery and primary school pupils:

- Sheffield stands should include a bar at 0.4m above ground to allow for small bicycles
- Scooter stands should be provided alongside bike stands
- Location determined to maximise personal safety with natural surveillance

#### For secondary and further education students:

- 75% of cycle parking should be easy access (no key, pass or code needed to enter) with natural surveillance and preferably CCTV
- 25% of cycle parking should be security controlled (key, pass or code needed to enter), preferably a mixture of parking types (see pg 23-34 for options)
- Located within 50m of entrance to school/college building

### Staff

Members of staff should have access to long stay secure cycle parking.

Cycle parking should be:

- Access-restricted (key, pass or code needed to enter)
- Weather protected – essential
- Within 50m of workplace entrance
- On the same floor as workplace entrance, or with cycle-friendly lift provided if above or below ground floor
- Located close to any changing / shower facilities

The parking type provided is dependent on demand.

### Visitors

Visitors do not include pupils but may include parents dropping off children.

Cycle parking should be:

- Within 25m of main entrance to school, college or university
- Preferably covered (weather protected)
- Overlooked with natural surveillance, and/or with CCTV

Visitors cycle parking may be provided in access free ground level car parking areas, on-carriageway, but not on footways unless located on a purpose build footway extension or between a furniture or planting zone.

The University of Edinburgh cycle parking facilities



Emma Crowther, Edinburgh University

#### Relevant Factsheets:

Key Parameters (C1)  
Footway Widths (P3)  
Street Furniture (F1)

Pedestrian Desire Lines (P2)  
Footway Zones(P3)  
Reduced Clear Kerb Zone (F1)

Designing Inclusive Streets (P2)  
De-cluttering Assessment (P7)

## Retail Establishments

### Cycle parking should be provided for:

- Visitors (shoppers and deliveries) for short stay
- Employees for long stay

Cycle parking should meet the appropriate cycle parking standards in [Edinburgh Design Guidance Section 2.4](#) and the design principles set out for short and long stay parking on pages 1-3 of this factsheet.

Cycle parking outside shopping centre access provides good natural surveillance and minimal diversion from desire lines



Atkins

### Visitors

Cycle parking at **high streets, large shopping precincts and shopping centres** should be:

- Cycle stands located within 25m of shopping area, near entrances
- Weather protected - essential
- Overlooked with natural surveillance, and/or with CCTV

Cycle parking may be provided within multi-storey car parks if suitable access and egress provision is made. This should be on the ground floor (or the floor where you enter the car park). Cycle users should be able to trigger any car parking barrier, or a gap of at least 1.5m to the side of the barrier is provided. Any ramps should be a maximum of 5% gradient. Passing motorists should be alerted to the availability of free cycle parking to encourage a mode switch.

Cycle parking at **individual shops and small shopping precincts** should be:

- Located within 15m of shop entrance
- Provided as small clusters of stands rather than one big group
- Preferably weather protected
- Overlooked with natural surveillance, and/or with CCTV

Two tier racks should not be used at retail establishments as most visitors tend to only park for a short amount of time, and two tier racks may discourage users as they are inconvenient.

### Cargo Bikes

At retail outlets, there is the potential for a large number of cargo bikes undertaking deliveries. Therefore, new retail establishments should provide a greater amount of non-standard cycle spaces than the minimum 20% suggested. Cycle parking for delivery bikes should be located conveniently, depending on the loading / unloading requirements.

### Employees

All employees should have access to **secure cycle parking**. This should be:

- Access-restricted (key, pass or code needed to access)
- Weather protected - essential
- Within 50m of workplace entrance
- On same floor as workplace entrance, or with cycle-friendly lift if within building
- Located close to any changing / shower facilities

Cycle parking on ground floor of car park provides weather protection and natural surveillance



Atkins

It is essential that car parking does not impact on cycle parking and there is sufficient space to manoeuvre a bike.

### Relevant Factsheets:

Key Parameters (C1)  
Footway Widths (P3)  
Street Furniture (F1)

Pedestrian Desire Lines (P2)  
Footway Zones(P3)  
Reduced Clear Kerb Zone (F1)

Designing Inclusive Streets (P2)  
De-cluttering Assessment (P7)  
Visibility (G6)

## Workplaces

### Cycle parking should be provided for:

- Employees for long stay
- Visitors for short stay

Cycle parking should meet the appropriate cycle parking standards in [Edinburgh Design Guidance Section 2.4](#) and the design principles set out for short and long stay parking on pages 1-3 of this factsheet.

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Dedicated, secure site entrance (from public highway) for cycle commuters



Atkins

## Employees

All employees should have access to **secure cycle parking**. This should be:

- Access-restricted (key, pass or code needed to enter)
- Weather protected - essential
- Preferably internal, directly connected to workplace; or, located within 50m of workplace entrance with onward route to entrance under cover, lit and feel safe to use after dark
- On same floor as workplace entrance or with cycle-friendly lift, if within building
- Located close to any changing / shower facilities

Workplaces that attract shift work may have a particularly high demand for cycle parking with employees arriving and leaving at times when public transport is scarce.

Employees should be able to cycle as close as possible to the cycle parking e.g. through the use of dropped kerbs and dedicated cycling facilities. 'Cyclists dismount' signs should be avoided.

### Relevant Factsheets:

Key Parameters (C1)  
Footway Widths (P3)  
Street Furniture (F1)

Pedestrian Desire Lines (P2)  
Footway Zones (P3)  
Minimum Kerb Zone (F1)

They should have access to e-bike charging facilities.

Cycle parking may be located in a secure car park if cycle users can trigger the barrier or a gap of at least 1.5m to the side of the barrier is provided. This should be on the ground floor (or the floor where you enter the car park). Ramps should be within acceptable gradients (a max. 5%).

Secure parking for both cycles and cars provided by the use of two gates



Cambridge Council

## Visitors

Cycle parking for visitors to workplaces should be:

- Located within 25m of workplace main entrance
- Weather protected - desirable
- Overlooked with natural surveillance, and/or with CCTV

Visitors cycle parking may be provided in access free ground level car parking areas, on-carriageway, but not on footways unless located on a purpose build footway extension or between a furniture or planting zone.

Access-controlled and weather protected stand-alone storage unit immediately outside main workplace entrance



Atkins

Designing Inclusive Streets (P2)  
De-cluttering Assessment (P7)

## Health-Related Destinations

### Cycle parking should be provided for:

- Employees and patients for long stay
- Visitors and day care patients for short stay

Cycle parking should meet the appropriate cycle parking standards in [Edinburgh Design Guidance Section 2.4](#) and the design principles set out for short and long stay parking on pages 1-3 of this factsheet.

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### Employees (at all types of facility)

All employees should have access to **secure cycle parking**. This should be:

- Access-restricted (key, pass or code needed to access)
- Weather protected - essential
- Located within 50m of workplace entrance
- On same floor as workplace entrance or with cycle-friendly lift, if within building
- Located close to any changing / shower facilities

Cycle parking may be located in a secure car park if cycle users can trigger the barrier or a gap of at least 1.5m to the side of the barrier is provided. This should be on the ground floor (or the floor where you enter the car park). Ramps should be within acceptable gradients (a max. 5%).

### Patients and Visitors to Hospitals

Cycle parking should be:

- Located within 50m of main entrance (25m for health centres and GP clinics)
- Weather protected (not all needs to be, but essential that at least some covered spaces for long stay are provided)
- Overlooked with natural surveillance, and/or with CCTV

Visitors cycle parking may be provided in access free ground level car parking areas, on-carriageway, but not on footways unless located on a purpose build footway extension or between a furniture or planting zone.

Mixture of weather protected and open cycle parking for short and long stay cycle parking



Atkins

Off-street units (eg located in car parks) should be weather protected. For better protection and natural surveillance, three sides should be enclosed with transparent material.

#### Relevant Factsheets:

Key Parameters (C1)  
Footway Widths (P3)  
Street Furniture (F1)

Pedestrian Desire Lines (P2)  
Footway Zones (P3)  
Minimum Kerb Zone (F1)

Designing Inclusive Streets (P2)  
De-cluttering Assessment (P7)

## Community Destinations

### Cycle parking should be provided for:

- Short stay for visitors of community destinations such as libraries, museums, sports centres, parks etc.
- Long stay for employees and visitors

This should meet the appropriate cycle parking standards in [Edinburgh Design Guidance Section 2.4](#) and the design principles set out for short and long stay parking on pages 1-3 of this factsheet.

A cluster of stands beside tennis courts – sufficient provision for shorter stays



The City of Edinburgh Council

### Employees

All employees should have access to **secure cycle parking**. This should be:

- Access-restricted (key, pass or code needed to access)
- Weather protected - essential
- Located within 50m of workplace entrance
- On same floor as workplace entrance or with cycle-friendly lift, if within building
- Located close to any changing / shower facilities

Cycle parking may be located in a secure car park if cycle users can trigger the barrier or a gap of at least 1.5m to the side of the barrier is provided. This should be on the ground floor (or the floor where you enter the car park). Ramps should be within acceptable gradients (a max. 5%).

### Visitors – Long Stay (over an hour)

Cycle parking for long stay visitors should be:

- Located within 50m of workplace main entrance
- Weather protected - essential

Overlooked with natural surveillance, and/or with CCTV

Visitors cycle parking may be provided in access free ground level car parking areas, on-carriageway, but not on footways unless located on a purpose build footway extension or between a furniture or planting zone.

At large sites, e.g. parks, minimum 20 stands should be scattered around the area if cycling is permitted throughout, or concentrated at points where cycle routes end.

People often travel to parks by bike, and then go for a walk or a run once they've arrived. Sheffield stands at entry points help to facilitate these trips.

### Visitors – Short Stay (up to 1 hour)

Cycle parking for short stay visitors should be:

- Located within 25m of workplace main entrance
- Preferably weather protected

#### Relevant Factsheets:

Key Parameters (C1)  
Footway Widths (P3)  
Street Furniture (F1)

Pedestrian Desire Lines (P2)  
Footway Zones (P3)  
Minimum Kerb Zone (F1)

Designing Inclusive Streets (P2)  
De-cluttering Assessment (P7)

## Tourist Accommodation

### Cycle parking for tourist accommodation sites should be provided for:

- Visitors and employees for long stay

Tourist accommodation sites includes (but is not limited to) hotels, guesthouses, hostels and camp sites.

Cycle parking should meet the appropriate cycle parking standards in [Edinburgh Design Guidance Section 2.4](#) and the design principles set out for short and long stay parking on pages 1-3 of this factsheet.

### Employees

All employees should have access to **secure cycle parking**. This should be:

- Access-restricted (key, pass or code needed to access)
- Weather protected - essential
- Located within 50m of workplace entrance
- On same floor as main entrance or with cycle-friendly lift, if within building
- Located close to any changing / shower facilities

Cycle parking will be particularly appreciated by shift workers for whom public transport may not be available when shifts start/finish late at night or early in the morning.

### Visitors (long stay – overnight)

Accommodation premises should provide access to **secure cycle parking** for visitors staying over night. This should be:

- Access-restricted (key, pass or code needed to access)
- Weather protected - essential
- Located within 50m of workplace entrance
- On same floor as the main entrance or with cycle-friendly lift, if within building

Visitors may arrive at accommodation in the evening. Ensure that cycle parking feels safe to access in hours of darkness.

Cycle parking for employees and visitors may be located in a secure car park if cycle users can trigger the barrier or a gap of at least 1.5m to the side of the barrier is provided. This should be on the ground floor (or the floor where you enter the car park). Ramps should be within acceptable gradients (a max. 5%).

#### Relevant Factsheets:

Key Parameters (C1)  
Footway Widths (P3)  
Street Furniture (F1)

Pedestrian Desire Lines (P2)  
Footway Zones (P3)  
Minimum Kerb Zone (F1)

Designing Inclusive Streets (P2)  
De-cluttering Assessment (P7)

# Cycle Parking at Public Transport Stations and Stops

## Cycle parking should be provided for:

- Public transport users and employees for long stay
- Public transport users and visitors for short stay

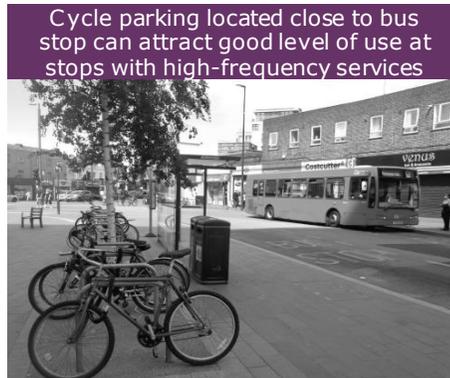
Cycle parking should meet the appropriate cycle parking standards in [Edinburgh Design Guidance Section 2.4](#) and the design principles set out for short and long stay parking on pages 1-3 of this factsheet.

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## Cycle Parking at Bus Stops

Cycle parking at bus stops should be:

- Located within 25m of bus stop and on the same side of the road as the stop it is serving
- Preferably weather protected
- Overlooked with natural surveillance, and/or with CCTV



Atkins

## Cycle Parking at Tram Stops

Cycle parking at tram stops should be:

- Located within 25m of tram stop and preferably on both sides of tram tracks not in the middle island platform
- Preferably weather protected
- Overlooked with natural surveillance, and/or with CCTV
- Designed so that the most logical move away from the cycle parking is not along the tram tracks



Atkins

## Cycle Parking at Railway Stations and Bus Stations

Cycle parking at railway stations and bus stations should be:

- Located within 50m of main station entrance
- Overlooked with natural surveillance, and/or with CCTV
- Weather protected (not all needs to be, but essential that at least some covered spaces for long stay are provided)

At new bus or train stations with ticket barriers, a combination of short-stay easy-access parking (e.g. at the station entrance) and longer-stay more protected parking (platform side of ticket barriers) is ideal.

Two tier storage parking (see pg 32) may be used in combination with other parking option, to a total of 50% of all cycle parking spaces. Two tier parking is efficient where space is limited, however may discourage some cycle users.

### Relevant Factsheets:

Key Parameters (C1)  
Footway Widths (P3)  
Street Furniture (F1)

Pedestrian Desire Lines (P2)  
Footway Zones (P3)  
Minimum Kerb Zone (F1)

Designing Inclusive Streets (P2)  
De-cluttering Assessment (P7)  
Bus Stops (PT2)

# Sheffield Stands

Cycle stands on carriageway



Barcelona, Nazan Kocak

Sheffield stands on footway (parallel)



The City of Edinburgh Council

Custom (long) Sheffield stand for non-standard bikes



The City of Edinburgh Council

## Key requirements and considerations

- Preferred location is on carriageway. Can also be located footway, but only where clear minimum footway widths are maintained (see overleaf), and off-street locations when covered.
- Made from brushed stainless steel or match the street furniture standards.
- Can be installed perpendicular, in echelon or in parallel, but should be oriented at right angles to any slopes.
- Stands on carriageway should have a bollard at both ends of the stand run to protect parked cycles from cars.
- Should contain reflecting banding and tapping rail to assist visually impaired people (at the end a perpendicular run, or on all if echelon/parallel).
- Should be an integral part of the footway or carriageway. Fixings should be a cored fixing into the footway/carriageway (see pg 25 for exceptions).
- On footways, should be placed in 'furniture zone' adjacent to the kerb. Occasionally they can be located at the back of the footway in "lee" of existing street furniture to avoid street clutter.
- Should not block pedestrian crossing or dropped kerbs, especially when provided parallel to kerb.
- Parallel stands could be used where recommended footway width cannot be maintained with perpendicular or echelon orientation.
- Parallel siting can replace the function of pedestrian guardrail in some places (except at school entrances). Consult **P5 Pedestrian Guardrail factsheet** before replacing any guardrail with stands.
- Visual impact can be reduced if placed between other items of street furniture, especially tree planting within an organised street furniture zone on-footway.
- Off-street units (eg located in car parks) should be weather protected (covered). For better protection and natural surveillance, three sides should be enclosed with transparent material. These units will have larger footprints.

## Benefits

- Can be installed as a run with as many or as few stands as required at the location.
- End stand of the run can accommodate non-standard cycles.
- Can be oriented to suit location, space availability and street layout.
- Crossbar provided for smaller cycles.

## Drawbacks

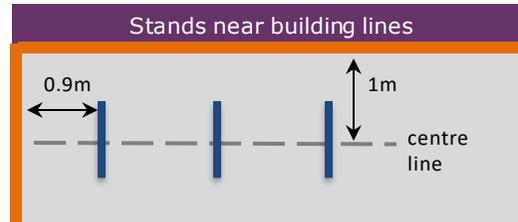
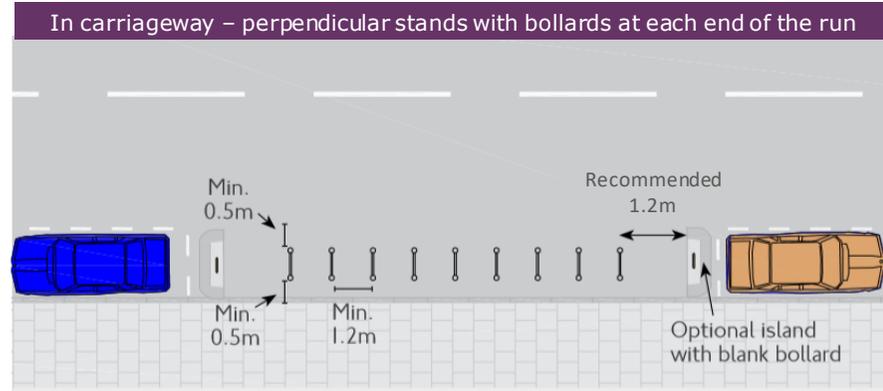
- When installed on carriageway, a TRO may be required as well as consultation with stakeholders.
- Can increase street clutter if installed inappropriately on footways.

## Suitable for

- Short stay parking:
- On carriageway
  - On footway
  - Off-street
- Long stay parking when used with covers and secured entry
- Residential areas
- Non-residential areas

C7 – Cycle Parking – Options / Types Factsheet

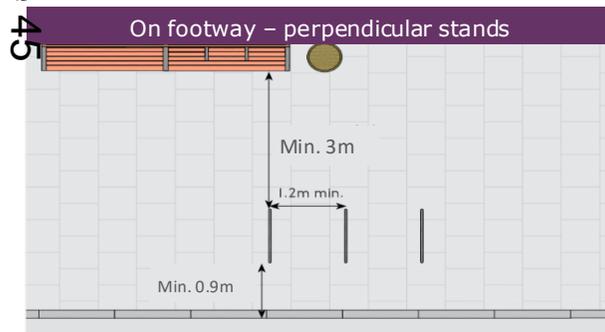
# Sheffield Stands – Layout Options



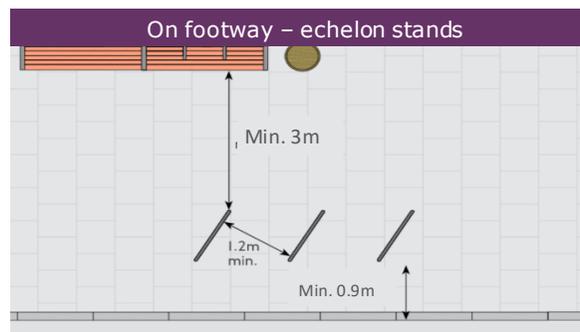
Stands should **preferably** be located on carriageway (perpendicular or echelon), with bollards at both ends of the run of stands.

London Cycle Design Standards, 2016 (Edited)

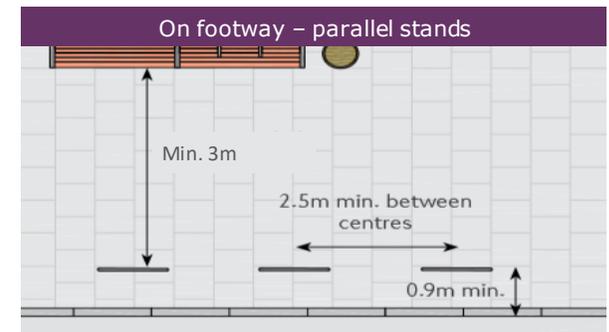
Stands can be located on wider footways on new development streets in the furniture zone without compromising the minimum desired footway widths (see P3 Footways).



London Cycle Design Standards, 2016 (Edited)



London Cycle Design Standards, 2016 (Edited)



London Cycle Design Standards, 2016 (Edited)

When located on footways, **minimum clear footway width** should be **3m** on high streets, neighbourhood shopping streets and strategic streets; **2.5m** on employment streets, high density residential streets and secondary streets; and **2m** on other streets.

Where more than 2 units of longer Sheffield stands for non-standard bikes are present (see next page for details), minimum clear footway space should be measured from those stands.

**Relevant Factsheets:**

- Key Parameters (C1)
- Footways (P3)
- Street Furniture (F1)

- Pedestrian Desire Lines (P2)
- De-cluttering Assessment (P7)
- Reduced Clear Kerb Zone (F1)

- Designing Inclusive Streets (P2)
- Pedestrian Guardrail (P5)
- Visibility (G6)

Page 45

# Sheffield Stands – Construction Details and Fixings

Standard Sheffield stands with a tapping rail should be built to the dimensions specified in the drawing to the right. For Sheffield stands designed for use by longer, non-standard cycles, the length of the stand should be increased to 1.5m.

Stand shall be fabricated from Grade 304 dull polished stainless steel or from mild steel, galvanized to BS EN ISO 1461:2009.

All joints shall be continuously welded with a minimum throat thickness of 5mm.

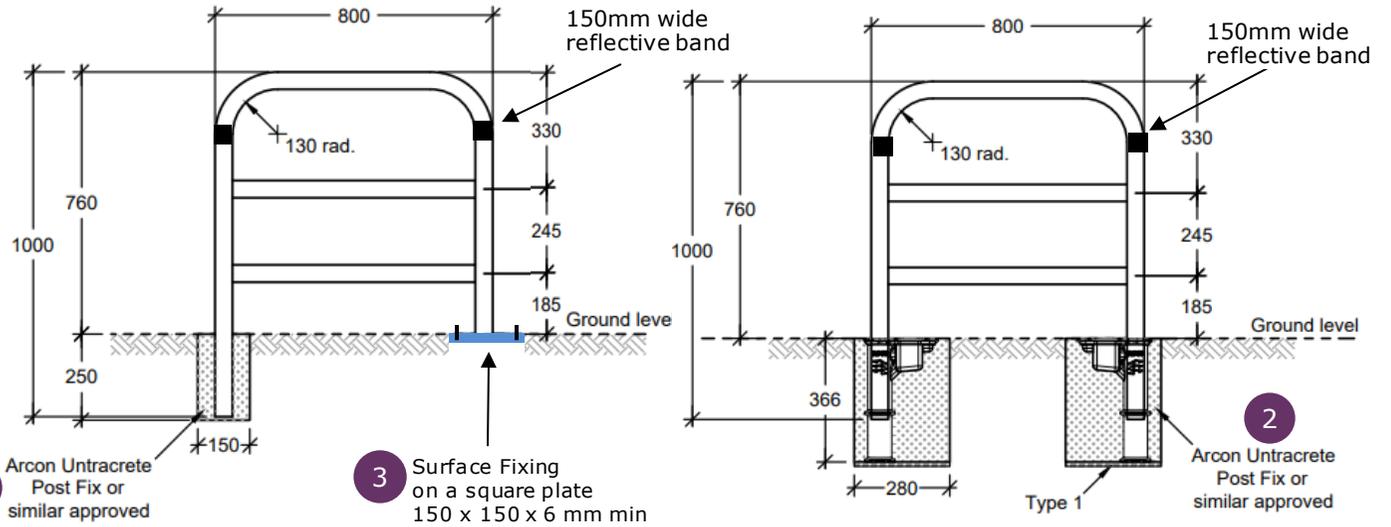
To assist visually impaired people, stands should have 150mm wide contrasting colour banding, used on TRANSPORT SS bollards by Furnitubes or similar approved.

It is preferred that stands are installed using a core fixing (1).

Retention sockets (2) are most appropriate for locations where cycle parking is temporary or seasonal, or where the cycle parking may need to be removed to allow street activities.

Foundations (1,2) shall be 150mm Ø Arcon Ultracrete Post Fix or similar approved.

Surface fixing (3) is permissible only in exceptional circumstances where utilities in the ground do not allow core fixing or retention sockets.



1

Arcon Ultracrete Post Fix or similar approved

3

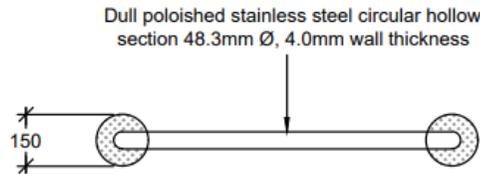
Surface Fixing on a square plate 150 x 150 x 6 mm min

2

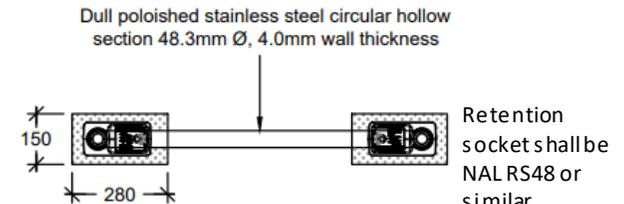
Arcon Ultracrete Post Fix or similar approved

ELEVATION

ELEVATION



PLAN



PLAN

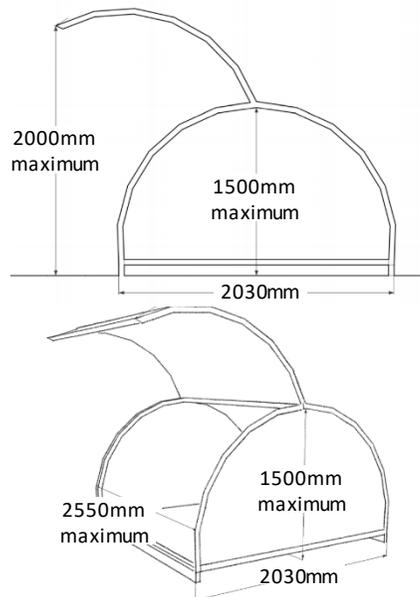
## Hinge Top Units

Hinge top units



The City of Edinburgh Council

Dimensions of a standard hinge top unit



### Key requirements and considerations

- For hinge-top units retrofitted into the street, agreement in advance must be made with the Active Travel team. All Council-installed hinge-top units must be part of the Council's ongoing contract for the maintenance and running of secure on-street cycle parking hangars.
- Employers may retrofit hinge-top units into their private car parks (not onto public carriageway) but will be responsible for managing these units, not CEC.
- A standard unit fits 6 bicycles and it preferred that two units are provided at each location facing each other 'hub-style', as long as a 2 metre gap between units can be provided. See next page for standard layout.
- Where clear footway width for the street type can be maintained (see overleaf), access may be provided from the footway.
- Location should be overlooked (preferably from main windows) by the destination served, to deter theft or vandalism. If possible, position units by wall or hedge to avoid interfering with views from main windows.
- Units shall be securely fixed to the carriageway. Avoid units jutting out beyond line of parking into the carriageway. Units should not be removed or placed on green space.
- Where possible avoid siting near frontages of listed buildings; ideally find a non-listed building in the same street or a building obscured by a front wall/hedge.

### Benefits

- Provides secure and dry cycle parking for users. Suitable for long term cycle parking.
- Can be installed on carriageway or in designated areas to avoid obstructing footways.
- Can accommodate larger cycle types.
- Can be combined with other infrastructure such as on-street bin stores to make more efficient use of allocated road space.

### Drawbacks

- Can have a large footprint per cycle.
- Could be subject to vandalism or inappropriate use. Require management and maintenance.
- Cannot be placed on private land. TROs may be required when locating on carriageway.

### Suitable for

Long stay cycle parking on carriageway

Residential areas

Non-residential areas

### Not permitted for

Short stay cycle parking on footways

On new streets and/or any adopted areas within new developments

# Hinge Top Units – Layouts

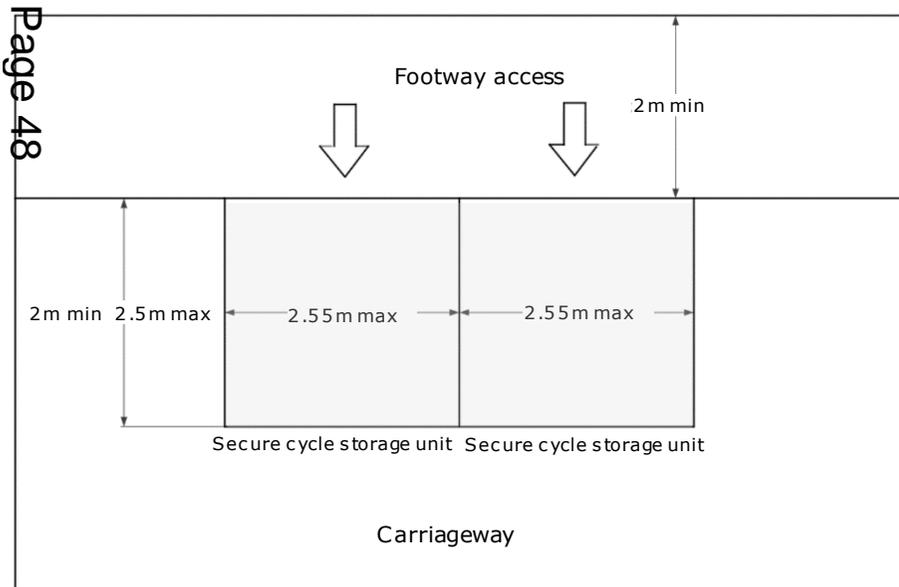
It is preferred that two hinge top units are provided at each location.

The preferred layout is face to face 'hub-style', as long as a gap of 2 metres between units is provided.

If face to face is not possible, access to the units may be provided from the footway, providing the following minimum footway widths similar to Sheffield stands in page 24 are maintained. **Minimum clear footway width** should be **3m** on high streets, neighbourhood shopping streets and strategic streets; **2.5m** on employment streets, high density residential streets and secondary streets; and **2m** on other streets.

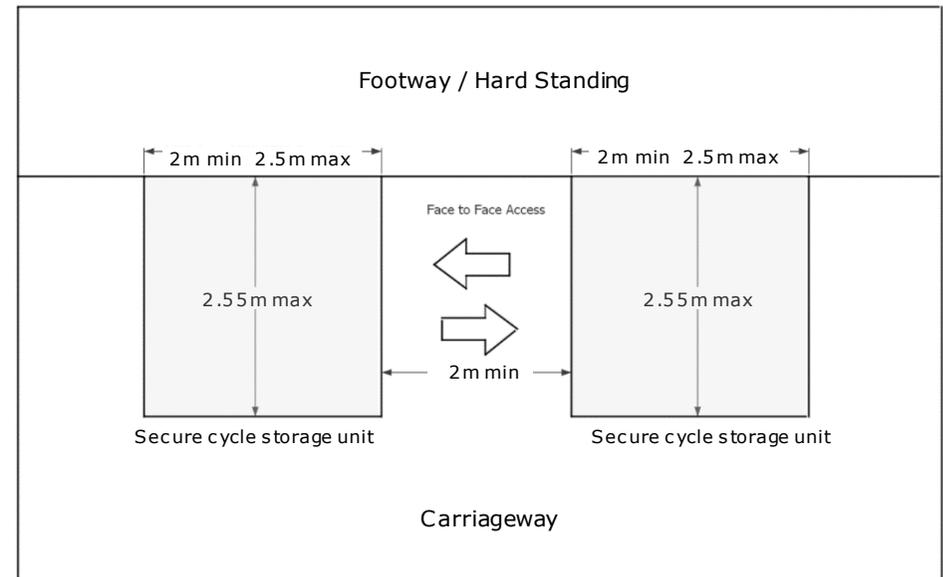
If clear footway width cannot be not maintained, access to the unit from the carriageway may be acceptable but only in exceptional circumstances, where road safety has been carefully considered.

## Access from the footway – standard layout



The City of Edinburgh Council

## 'Hub style' (face to face) – standard layout



The City of Edinburgh Council

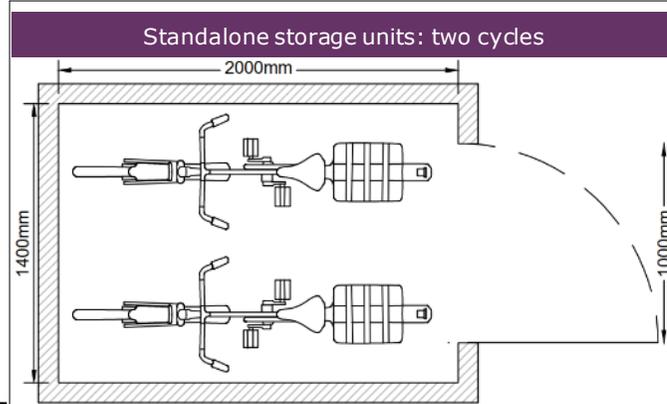
**Relevant Factsheets:**

- Key Parameters (C1)
- Footway and Zones (P3)
- Street Furniture (F1)

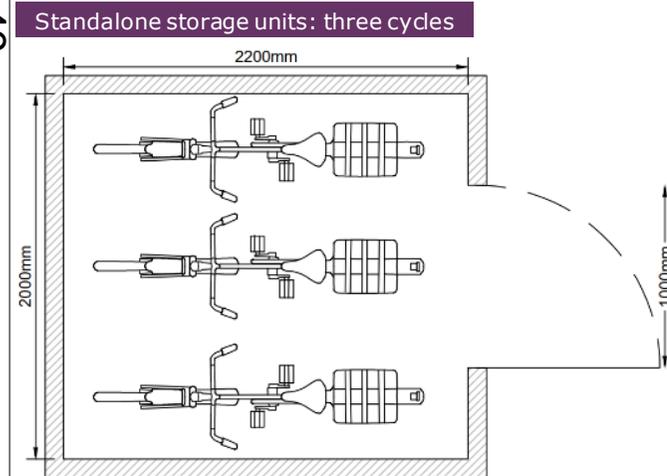
- Pedestrian Desire Lines (P2)
- De-cluttering Assessment (P7)
- Reduced Clear Kerb Zone (F1)

- Designing Inclusive Streets (P2)
- Pedestrian Guardrail (P5)
- Visibility (G6)

## Standalone Storage Units



DWG Ref: 5145925-CP-DR-C-0002



DWG Ref: 5145925-CP-DR-C-0002

### Key requirements and considerations

- Large enough to accommodate demand.
- Can be accommodated within the main dwelling, such as in the porch or as a unit in the garden. Note additional permissions may be required in front gardens, particularly for listed buildings or in conservation areas.
- All facilities should be lockable.
- Green roofs should be considered as part of the development's sustainable rainwater management strategy.
- At least 20% of cycle parking, particularly in new developments, should be able to accommodate non-standard bikes, such as adapted bikes, tandems, cargo bikes and bike trailers.
- Could include two tier parking in certain situations (see pg 32 for details).

### Benefits

- Secure, long term storage of cycles.
- Convenient, off-street location for users.
- Potential for multiple bicycle storage.
- Reduces on-street storage, so reduces clutter.
- May also be used for storing mobility scooters, scooters and trailers.

### Drawbacks

- Large units, so only suitable where there is space to include them (i.e. more suited in new developments).
- Relatively expensive to construct.

### Suitable for

- Off-street long stay parking
- Residential developments
- Offices

Large standalone storage unit with green roof



Cycle parking at the University of Edinburgh ([Google Maps](#), 2016)

### Not permitted for

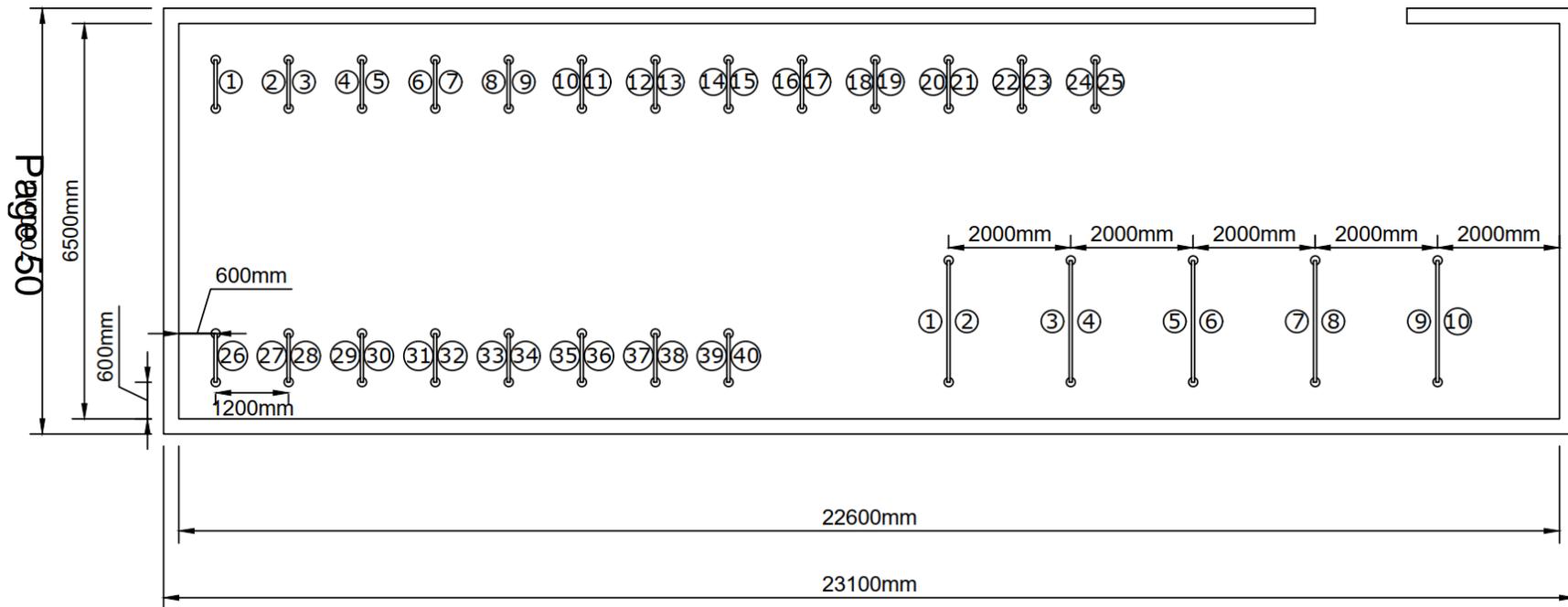
- Short stay parking on footways
- On new streets and/or any adopted areas within new developments

C7 – Cycle Parking – Options / Types Factsheet

# Standalone Storage Units – Layout for Larger Units

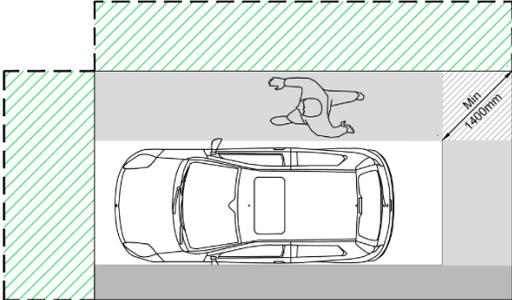
The diagram below is provided as a guide for a larger standalone storage unit, with the required dimensions to sufficiently store 50 bikes on Sheffield stands and 10 non-standard bikes on custom Sheffield stands.

Alternative or bespoke proposals need to meet the considerations discussed in the previous pages.



DWG Ref: 5 145925-CP-DR-C-0001 P 02

# Garages

<p><b>Garage standard dimensions</b></p>  <p> <span style="border: 1px solid black; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Minimum dimensions of garage 3300mm x 6000mm  <span style="background-color: #d3d3d3; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Circulation space (minimum width 1000mm) to allow cyclist pushing bicycle past parked vehicles  <span style="background-color: #666; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Area allocated to allow vehicle door opening (maximum 450mm)  <span style="background: repeating-linear-gradient(45deg, transparent, transparent 2px, black 2px, black 4px); display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Minimum circulation space required allow access to cycles without need to remove vehicle  <span style="background: repeating-linear-gradient(-45deg, transparent, transparent 2px, black 2px, black 4px); display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Area which could be used for the storage of cycles         </p> <p>DWG Ref: 5145925-CP-DR-C-0003</p>	<p><b>Key requirements and considerations</b></p> <ul style="list-style-type: none"> <li>• Minimum dimensions of 3.3m x 6m for single vehicle garage.</li> <li>• Cycle storage corridor of 0.65m (1 bicycle) to 0.75m (2 bicycles) parallel to vehicle or 1.0m added to length where width is constrained.</li> <li>• Secured with Mortice lock.</li> </ul> <p><b>Benefits</b></p> <ul style="list-style-type: none"> <li>• Secure, long term storage of cycles.</li> <li>• Convenient, off-street location for users.</li> <li>• Potential for multiple bicycle storage.</li> <li>• Reduces on-street storage, so reduces clutter.</li> </ul> <p><b>Drawbacks</b></p> <ul style="list-style-type: none"> <li>• Large units, so only suitable where there is space to include them such as new developments.</li> <li>• Relatively expensive to construct.</li> </ul>	<p><b>Suitable for</b></p> <p>Long stay cycle parking:</p> <ul style="list-style-type: none"> <li>• Off-street</li> </ul> <p>Residential buildings</p> <p>Garage blocks</p> <p><b>Not preferred for</b></p> <p>Short stay cycle parking</p> <p>Locations with limited space</p>
---	---	---

## Storage Cages

Cages within communal area assigned to individual dwellings



Cycle parking guide for new residential developments (2010), Cambridge Council

### Key requirements and considerations

- Should be convenient and attractive to encourage use.
- Inappropriate placement can see bikes left in public areas with less security and negative impact on the public realm.

### Benefits

- Secure, long term storage of cycles.
- Convenient, off-street location for users.
- Potential for multiple bicycle storage.
- Reduces on-street storage, so reduces clutter.
- Can be retrofitted into existing spaces and buildings.

### Drawbacks

- Large units, so only suitable where there is building space to include them.

### Suitable for

Off-street locations  
Residential developments  
Offices

### Not preferred for

On-street locations

## Two Tier Storage



Atkins

Edinburgh University bike storage,  
Emma Crowther

### Key requirements and considerations

- Should be provided along with more lower level cycle parking facilities to cater for users who may have difficulty with the two tier system.
- Due to the future maintenance requirement of two tier racks relative to Sheffield stands, for new developments providing <50 storage spaces, these should all be provided as single-storey Sheffield stands. Where >50 bikes on Sheffield stands are required, at least 50% of the capacity should be met by single storey racks.
- Two tier racks should only be used in combination with other cycle parking types. No more than a maximum of 50% of cycle parking at a location should be two tier storage.
- Instructions on their safe operation should be visible to all users.
- Clear space for the cycle to be wheeled (rather than lifted) onto the ramp.
- Reasonable horizontal and vertical spacing to allow access for locating and locking cycles easily.
- Should be in line with [Cycling by Design](#) standards stated in section 6.2.

### Benefits

- High density storage.
- Enables secure, long term storage.

### Drawbacks

- Not as secure as lockers or cages.
- More difficult for users to operate.
- Often not suitable for non-standard cycles.

### Suitable for

Off-street  
long stay cycle  
parking

Areas of high  
demand

Transport  
interchanges

Constrained space  
locations

### Not preferred for

Short stay cycle  
parking on street

Retail establishments

## Portable Rack Units for assessing cycle parking demand

Car shaped cycle racks



Malmo, Nazan Kocak

Portable cycle racks for assessing demand



Katowice, Nazan Kocak

### Key requirements and considerations

- When located on carriageways, experimental TRO can be used to assess cycle parking demand at locations.
- 0.45m minimum clear width should be provided between any part of parked cycle and carriageway.
- Minimum clear width should be provided between any part of parked cycle and rear of footway (see Sheffield Stands page 24 for required widths).
- The colour should be sympathetic to local environment, usually black or stainless steel.

### Benefits

- Offers a visual demonstration of cycling efficiencies over driving.
- High capacity single units.
- Can be used to respond to short term spikes in demand – festivals, events, seasonal demand, etc.
- Experimental TRO can be used for their temporary installations.
- Easy to move or relocate.
- Straightforward for users.

### Drawbacks

- TRO is needed for permanent installation.
- The units may require more space than other options and lack flexibility of shape.
- The units are less secure if they are not cored into the ground.
- The size and aesthetic of the units may make them inappropriate in visually sensitive areas such as the World Heritage Site.

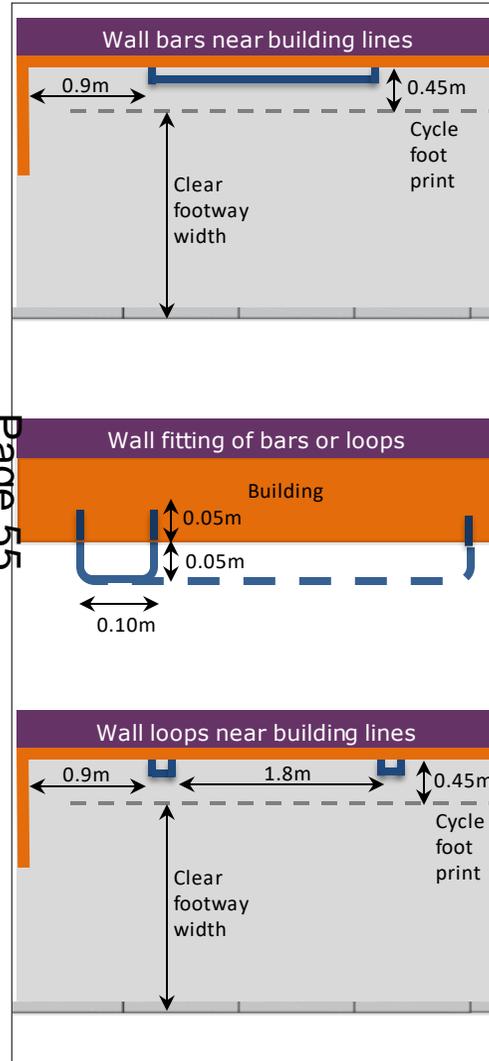
### Suitable for

- Short stay cycle parking:
- On carriageway
- High demand locations
- Short term demand (e.g. festivals)
- Locations with space
- Long stay cycle parking to assess demand:
- On carriageway in shopping and employment streets

### Not preferred for

- Locations with limited space

## Wall Bars and Loops



### Key requirements and considerations

- Made from brushed stainless steel or match the street furniture standards.
- Suitable if property owner owns the building but not the land around it.
- Specific consent is required for use on protected buildings.
- **Minimum clear footway width** should be **3m** on high streets, neighbourhood shopping streets and strategic streets; **2.5m** on employment streets, high density residential streets and secondary streets; and **2m** on other streets.
- Wall Bars (and Loops) will be installed at 0.75m height to avoid confusion with pedestrian handrails.
- should not be installed in locations where pedestrian handrails may be required
- should not obstruct possible desire line of a blind or partially sighted pedestrian

### Benefits

- Makes use of existing streetscape.
- Low cost and easy to install.

### Drawbacks

- Less secure if it doesn't allow both cycle wheel and frame to be locked together
- May not be suitable for non-standard cycles.
- Can increase street clutter.
- Can be unsightly if installed inappropriately, especially on historic buildings. [Listed building consent](#) will be required for extensions or additions to listed buildings. Planning permission may also be required, depending on the proposal. It is strongly advised that specialist advice be sought prior to carrying out any works to a listed building.
- Only appropriate for short term storage.

### Suitable for

Short stay cycle parking on footway

### Not suitable for

Long stay cycle parking

New Developments unless they are part of the building design and kept within the building line

Wall bars in front of a shop



Nazan Kocak

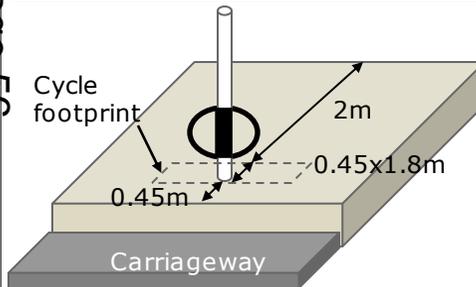
## Cycle Parking Hoops on Poles

Cycle Parking Hoop

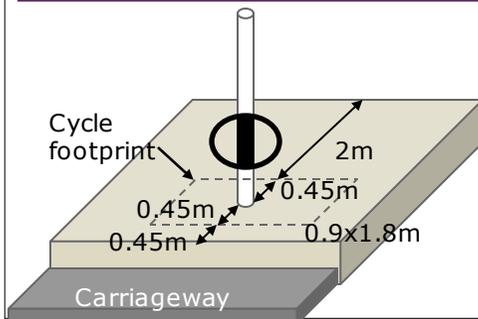


The City of Edinburgh Council

Single sided hoop layout



Double sided hoop layout



### Key requirements and considerations

#### The key requirements and considerations for this option are:

- The colour should match the street furniture standards, in general powder coated black is preferred for cycle hoops.
- The hoop diameter should be circa 0.4m.
- The fixing for signage poles should have a diameter of 0.76m.
- The hoops should be fitted to existing sign posts and bollards. Appropriate permission must be gained from CEC before installing hoops on existing infrastructure.
- The fixing should be cylindrical and be fixed with secure or shearing nuts.
- Cycle hoops can be provided in a single or double sided arrangement.
- A 0.45m x 1.8m footprint should be allowed for per cycle.
- **Minimum clear footway width** should be **3m** on high streets, neighbourhood shopping streets and strategic streets; **2.5m** on employment streets, high density residential streets and secondary streets; and **2m** on other streets.
- Minimum clearance of 0.45m should be provided to the edge of the kerb from the front of the cycle footprint.
- Places where on street car parking is allowed, single sided hoops should be used.
- They should not be installed adjacent to designated disabled bays.

### Benefits

- Easy, quick and inexpensive to install.
- Makes use of existing street furniture.
- Less visually intrusive design.

### Drawbacks

- Can increase street clutter if there is a high concentration of cycle hoops.
- Inappropriate installation can damage existing infrastructure.
- Less secure.
- Not appropriate for long term parking.

### Suitable for

Short stay parking

Visually sensitive areas because hoops are less intrusive within the streetscape

### Not suitable for

Long stay cycle parking

Non-standard cycles

New Developments

# Unsuitable Cycle Parking Examples

The Council will not approve non-standard units, layouts or sittings of cycle parking when they are retro-fitted on existing streets or provided in new developments if they are deemed as not fit-for-purpose and/or comply with the requirements of this factsheet. Some of such examples are illustrated here.

Page 57



Too close to building line

John Parkin



Causing street clutter and obstruction

Nazan Kocak

Nazan Kocak



Near the shop entrance but too close to building line and no tapping rail

John Parkin



Sub-standard racks don't support bikes

Nazan Kocak



Wheel benders

Nazan Kocak

## Image References

### Short and Long Stay Parking

All images: The City of Edinburgh Council

### Cycle Parking Options for Short Stay

Cycle parking on carriageway: Barcelona, Nazan Kocak

Cycle parking in car space: The City of Edinburgh Council

Short stay cycle parking in tree planting zone: Umea, Nazan Kocak

### Cycle Parking Options for Long Stay

All images: Nazan Kocak

### Residential Cycle Parking for Flats

All images: Nazan Kocak

### Residential Cycle Parking for Houses

Cycle parking on footway: Atkins

Cycle parking area in a garage or driveway: The City of Edinburgh Council

### Educational Institutions

Scoter parking: The City of Edinburgh Council

The university of Edinburgh cycle parking: Emma Crowther, Edinburgh University

### Retail Establishments

Cycle parking outside shopping centre: Atkins

Off-street parking: The City of Edinburgh Council

Cycle parking on ground floor of car park: Atkins

### Work Places

Secure parking for both cycles and cars: Cycle parking guide for new residential developments (2010), Cambridge Council

Dedicated secure parking: Atkins

Access controlled and stand-alone storage unit: Atkins

### Health Related Destinations

All images: Atkins

### Community Destinations

All images: The City of Edinburgh Council

### Cycle Parking at Public Transport Stations and Bus Stops

All images: Atkins

### Sheffield Stands

Cycle stands on carriageway: Barcelona, Nazan Kocak

Cycle stands on footway : The City of Edinburgh Council

Custom made stands for non-standard bikes: The City of Edinburgh Council

Layout options (edited): Transport for London: London Cycling Design Standards 2016 [ONLINE]. Available at: <https://tfl.gov.uk/corporate/publications-and-reports/streets-toolkit#on-this-page-2> [Accessed 02 February 2017]

### Hing Top Units

All images: The City of Edinburgh Council

### Standalone Storage unit

Image: Google Maps [ONLINE]. Available at: <https://goo.gl/maps/jxrMno7bZ24YAMFB9> [Accessed 19 July 2021]

### Storage Cages

Image 1: Cycle parking guide for new residential developments (2010), Cambridge Council. Available at: <https://www.cambridge.gov.uk/media/6771/cycle-parking-guide-for-new-residential-developments.pdf> [Accessed 19 July 2021]

### Portable Rack Units

All images: Nazan Kocak

### Two Tier storage

Image 1: Atkins

Image 2: Emma Crowther, Edinburgh University

### Wall Bars and Loops

Wall bar: Nazan Kocak

### Cycle Hoops on Poles

Cycle hoop: The City of Edinburgh Council

### Unsuitable Cycle Parking

Image 1-2: John Parkin

Image 3-6: Nazan Kocak

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Retro-fitting Cycle Parking	C7.4	Standalone Storage Units	C7.28
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Cycle Parking on Footway	C7.6, C7.8-12	Storage Cages	C7.31
Cycle Parking Off-Street	C7.7, C7.8-12	Two-tier Storage Units	C7.32
Cycle Parking on High Streets and Neighbourhood Shopping Streets	C7.8	Portable Rack Units	C7.33
Cycle Parking on Cycle Parking on High and Medium Density Residential Streets	C7.9	Wall Bars and Loops	C7.34
Cycle Parking on Employment Streets	C7.10	Cycle Hoops on Poles	C7.35
Cycle Parking for Community Destinations	C7.11	Unsuitable Cycle Parking	C7.36
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Cycle Parking for Community Destinations	C7.20		
Cycle Parking for Tourist/Visitor Accommodation	C7.21		
Cycle Parking at Public Transport Stations and Stops	C7.22		

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# Planning Committee

2.00pm, Wednesday, 1 December 2021

## Edinburgh Local Development Plan: Action Programme 2021 - adoption

<b>Executive/routine Wards</b>	<b>Executive</b>
<b>Council Commitments</b>	<b>All</b>
	<a href="#">1, 4, 6 10, 11 16, 17, 22, 26 28, 32 43</a>

### 1. Recommendations

---

- 1.1 It is recommended that Committee:
  - 1.1.1 Agrees that the Edinburgh Local Development Plan (LDP) Action Programme 2021 (Appendix 1) be formally adopted, published and submitted to Scottish Ministers; and
  - 1.1.2 Notes the completed actions set out in section 8 of Appendix 1 and the actions removed from the Action Programme as set out in Appendix 2.

**Paul Lawrence**

Executive Director of Place

Contact: Iain McFarlane, City Plan Programme Director

E-mail: [ian.mcfarlane@edinburgh.gov.uk](mailto:ian.mcfarlane@edinburgh.gov.uk) | Tel: 0131 529 2419

## Edinburgh Local Development Plan: Action Programme 2021 - adoption

### 2. Executive Summary

---

- 2.1 The Edinburgh Local Development Plan (LDP) was adopted in November 2016. Planning authorities are required to prepare an Action Programme setting out how their LDP will be implemented.
- 2.2 The Action Programme should be updated at least every two years. A new Action Programme has been prepared to align with financial planning and is now ready to be formally adopted and submitted to Scottish Ministers.
- 2.3 On [11 August 2021](#), Planning Committee decided to continue the report on the Edinburgh Local Development Plan: Action Programme 2021 – adoption to provide further information on T7 project costings and on the status and reasons for the removal of some transport projects and to bring the report back to the December 2021 Planning Committee. This report provides the further information requested.
- 2.4 There are a number of actions in previous action programmes that are not within the appended action programme. The reasoning for this is set out in paragraphs 4.18.4 and 4.18.6 and the governance of taking these decisions is in paragraphs 4.8 and 6.4 to 6.9.

### 3. Background

---

- 3.1 Councils are required to publish an updated Action Programme at least every two years. It is intended that Edinburgh's Action Programme is reviewed, reported and submitted to Scottish Ministers on an annual basis to help to align with financial planning and keep track of changing circumstances. The first Edinburgh LDP Action Programme was adopted on [8 December 2016](#). The second was adopted in [January 2018](#), the third in [January 2019](#) and the fourth in [February 2020](#).

### 4. Main report

---

- 4.1 The adopted Edinburgh LDP (2016) has the following aims:
  - 4.1.1 Aim 1: support the growth of the city's economy;

- 4.1.2 Aim 2: help increase the number, and improve the quality, of new homes being built;
  - 4.1.3 Aim 3: help ensure that the citizens of Edinburgh can get around easily by sustainable transport modes to access jobs and services;
  - 4.1.4 Aim 4: look after and improve our environment for future generations in a changing climate; and
  - 4.1.5 Aim 5: help create strong, sustainable and healthier communities, enabling all residents to enjoy a high quality of life.
- 4.2 Infrastructure is key to the delivery of the aims and strategy of the adopted LDP. The Plan recognises that the growth of the city, through increased population and housing, business and other development, will require new and improved infrastructure. Without infrastructure enhancements to support the growth in Aims 1 and 2, the Plan will not help achieve Aims 3, 4, and 5.
- 4.3 The appended LDP Action Programme 2021 sets out how the actions required to support the growth of the city will be delivered. These are:
- 4.3.1 Education capacity, including new schools;
  - 4.3.2 Transport improvements, including:
    - 4.3.2.1 Public realm and other pedestrian and cycle actions,
    - 4.3.2.2 Public transport,
    - 4.3.2.3 Edinburgh Trams to Newhaven project,
    - 4.3.2.4 Traffic management actions including strategic infrastructure from the Strategic Development Plan, and junction improvements, and
    - 4.3.2.5 Land safeguarded for potential active travel routes to ensure that development either delivers the route as an integral part of its layout or does not prejudice its delivery in the future. These safeguards are identified as T7 cycle/footpath links in Table 9 of the LDP. A report to Transport and Environment Committee on [14 October 2021](#) on the Active Travel Investment Programme Update sets out prioritised schemes for Council investment to 2025/26.
    - 4.3.2.6 The T7 safeguards are mostly not at this stage part of that Investment Programme and development of projects to deliver the active travel provision they could provide, including costings, will need to be considered as part of a future reviewed Active Travel Action Plan. There is not as yet a programme for the next phases of the Active Travel Programme. The T7 exception is the safeguard for Powderhall Railway that is in the approved Active Travel Investment Programme with planned investment of £150,772 to develop designs up to the end of RIBA Stage 2 Concept Design in 2022/23.
  - 4.3.3 Green space actions;
  - 4.3.4 Primary healthcare infrastructure capacity;

- 4.3.5 Utilities;
  - 4.3.6 Town centre improvements; and
  - 4.3.7 LDP policies, including the preparation of 12 Supplementary Guidance documents.
- 4.4 As required by the Town and Country Planning (Development Planning) (Scotland) Regulations 2008, the Action Programme (Appendix 1) sets out:
- 4.4.1 The timescale for delivering each action; and
  - 4.4.2 Who is responsible for carrying out each action i.e. City of Edinburgh Council, or an external body such as NHS Lothian, or the developer.
- 4.5 In addition to the above statutory requirements, the Action Programme for the Edinburgh LDP is also used as a mechanism to coordinate development proposals with the infrastructure and services needed to support them and to align the delivery of the LDP with corporate and national investment in infrastructure. To this end, where appropriate, the actions within the Action Programme have been costed.
- 4.6 It should be noted that reports to Development Management Sub-Committee detail, on a case by case basis, when it is appropriate to secure infrastructure through conditions, memoranda of understanding and legal agreements. Such infrastructure can only be secured where it arises as a result of a direct consequence of development. In cases where contributions are required for infrastructure that results from more than one development, contributions can only be secured on a proportionate basis.
- 4.7 As set out in the Scottish Government's planning circular Planning Obligations and Good Neighbour Agreements, a planning obligation needs to:
- be necessary to make the proposed development acceptable in planning terms;
  - serve a planning purpose and, where it is possible to identify infrastructure provision requirements in advance, should relate to development plans;
  - relate to the proposed development either as a direct consequence of the development or arising from the cumulative impact of development in the area;
  - fairly and reasonably relate in scale and kind to the proposed development; and
  - be reasonable in all other respects.

In addition to meeting the principles for planning obligations, conditions should be precise and be enforceable. To be competent, a condition should not undercut the planning permission it is attached to so therefore must be deliverable within the powers of the applicant and any impacts on the viability of the development should be understood and meet the test of reasonability, and be proportionate to the development and its impacts.

- 4.8 Governance for the Action Programme, including its approval and the removal of actions from it, is through the LDP Action Programme Board, the LDP Action Programme Oversight Group and by the Planning Committee. The actions are originally set through the LDP process as approved by Planning Committee and

reviewed on an annual basis under that governance. Further details of this are set out in paragraphs 6.7 – 6.9 of this report.

### **General updates and improvements to the 2021 Action Programme**

4.9 The following general updates and improvements have been made to the Action Programme:

4.9.1 Where an infrastructure action is required because of new housing, the delivery timescales set out in the Action Programme have been informed by the 2020 Housing Land Audit and Completions Programme (HLACP), as reported to Planning Committee on [3 February 2021](#). This is to ensure that actions are delivered at the appropriate time in relation to the speed of housing delivery;

4.9.2 Updates to various actions to provide more detailed and accurate costs. This change allows for the impact of infrastructure to be more accurately assessed; and

4.9.3 Updates on actions delivered, status of planning permissions and legal agreements and technical changes to clarify the nature of various actions.

4.10 The significant changes in the August 2021 Action Programme are set out below.

### **Education infrastructure**

4.11 The Council has updated its assessment of the impact of the housing growth set out in the LDP using updated pupil generation rates to reflect experience from recent developments. Both this report and the report on the financial appraisal of the action programme will be forwarded to the Education, Children and Families Committee on 1 March 2022.

4.12 The August 2021 Action Programme sets out the requirement for eight new primary schools. This update includes bringing forward the requirement for a primary school at Greendykes which was safeguarded as a school proposal (SCH 3) in the LDP but did not appear in the last action programme. It also identifies a new requirement for a primary school at Ratho Station in response to permission now granted at HSG 4 West Newbridge site (which was previously identified as 'constrained' in housing land audits). The new primary school for the Liberton/Gilmerton area will now be a 12 class primary school with a 128 place early learning centre. Associated with this is a catchment change which affects the new Frogston primary school, Gilmerton primary school and Craigour Park primary school. Other changes include an increase in school size at Brunstane.

4.13 There are now programmed extensions at 14 primary schools. Following a catchment boundary change, additional classrooms that would have been required at Juniper Green and Currie primary schools have now been provided for within the existing capacity at Clovenstone primary school. Similarly, a change of catchment boundary has resulted in the action for provision of three additional classrooms at Gylemuir primary school being moved to Sighthill primary school, where extension will provide the required additional capacity.

- 4.14 The Action Programme also sets out the requirement for additional secondary school capacity in 18 locations. In West Edinburgh, the additional capacity required is likely to be delivered by a new West Edinburgh high school. Options for a site have not yet been finalised but include land at West Edinburgh as indicated in the Proposed City Plan 2030, which is currently in its Representation period.
- 4.15 Since the 2020 Action Programme, additional primary school classrooms have been delivered at St Margaret's RC (Roman Catholic) Primary School, Gylemuir Primary School, St David's RC Primary School and St Andrews Fox Covert RC Primary School. As these actions have been front-funded by the Council, contributions will continue to be collected retrospectively from development falling within their contribution zones.
- 4.16 The new primary schools at Broomhills (Frogston Primary School) and Western Harbour (Victoria Primary School) will open in 2021 and 2022 respectively. The new South Edinburgh primary school at Canaan Lane is progressing and will open in 2022. The new primary school at Maybury has been granted planning permission. Projects to provide additional capacity at Trinity Academy, Castlebrae Community High School, Boroughmuir High School, Currie High School, Liberton High School, Portobello High School, The Royal High School, Firrhill High School and Wester Hailes High School are underway. A new Queensferry High School opened in August 2020.
- 4.17 The delivery dates for the education infrastructure actions have been reviewed, and where appropriate, revised to reflect up-to-date project timescales, school roll projections and the speed of new housing delivery as estimated in the 2020 Housing Land and Delivery Programme.
- 4.18 Costs have been updated where an increase in additional capacity has been identified, to reflect increases in construction costs and changes to building standards required to meet net carbon zero objectives. Where relevant, the costs identify the percentage apportioned to LDP growth.

### **Transport infrastructure**

- 4.19 Considerable progress has been made since 2016 in developing the large number of transport / mobility infrastructure actions in the Action Programme. This has been complex, due to their range in terms of type, scale, location and means of delivery. A range of work has been carried out to help simplify the process, including a prioritisation programme, reworking of the references and databases for recording planning obligations (Section 75 funds), their drawing down for the relevant projects and work by the LDP Action Programme Board and Oversight Group to track unspent contributions and align them with projects appropriately. Further review of planning, legal and roads adoption processes for enforcement in relation to developer contributions and developer led actions is being carried out. A full report on that work will be brought to the Planning Committee in February next year.
- 4.20 With the approval of the [City Mobility Plan](#) in February 2021 and the subsequent appointment of a Senior Manager for Placemaking and Mobility, there is an

opportunity to review the approach to delivering of some actions, as described below:

- 4.20.1 The transport actions have been updated to take into account of the planning permissions now granted for many of the housing sites. The Action Programme identifies where actions are being delivered as an integral part of the development layout or where actions should be delivered by the Council using developer contributions where these have been secured through legal agreements;
- 4.20.2 There are a number of active travel actions that have not been secured for delivery through development and which do not yet have an identified funding source. As these are considered important for placemaking and influencing a shift in travel behaviour towards sustainable modes, they remain in the Action Programme and opportunities to deliver them in conjunction with the City Mobility Plan will be explored;
- 4.20.3 As part of that approach, work is already underway to prioritise and prepare a work programme for 33 actions, identified in the detailed notes in Appendix 1 (as part of the 'Development of Prioritised LDPAP Transport Actions project'). This will include a review of the anticipated costs for these actions, which should be completed by spring 2022;
- 4.20.4 This update removes some actions for bus infrastructure where the principle of enhanced service frequency or infrastructure in order to support new development now needs to be considered. Bus route optimisation and its response to the city's growth will be considered through discussions as part of delivering on City Mobility Plan objectives. This also informs City Plan 2030. The identified cases for removal do not have any funding secured, and there is no scope to fund the actions through planning permissions. These actions are listed in Appendix 2. The Council will continue to work with bus operators by sharing the housing completions programme to assist in predicting future bus service demand;
- 4.20.5 The actions in the north of the city have been updated to reflect 11 actions that are being delivered or partly delivered through projects such as Leith Connections or Trams to Newhaven. Those to be fully delivered had an equivalent value of £1,798,616, which were identified in previous action programme financial models, but which have been excluded from the figures in Appendix 1 to avoid double counting;
- 4.20.6 A number of junction improvement actions in the north of the city have been removed from the programme. They were originally identified in a transport appraisal in the mid-00s but the requirement for these actions, and how they relate to mitigating the impact of development, now needs to be considered in the context of the emerging City Plan 2030, the City Mobility Plan objectives and the national transport hierarchy. These actions are listed in Appendix 2. In the future, junction upgrades across the city will form

part of capital work programmes and the progression of the junctions review.

4.20.7 Four new actions have been included to reflect the active travel connections required to support Granton Waterfront LDP housing proposals EW2a – 2c, as identified in the Granton Waterfront Development Framework [February 2020](#).

4.21 Other updates to the transport actions include:

4.21.1 20 actions have been completed including four in the north localities, five in contribution zones, the Shawfair to Gilmerton active travel route on the disused railway and ten site specific actions delivered with housing developments;

4.21.2 The transport actions have been updated to bring the timings of the actions into line with anticipated completion date of new housing delivery as estimated in the 2020 Housing Land Audit and Completions Programme;

4.21.3 This action programme clarifies the date that the transport actions were costed which is Q1 2016. This allows future legal agreements to apply indexation from that point, to the date of the contributions is received. This ensures that developer contributions cover the impact of construction cost inflation; and

4.21.4 As with the previous action programme the level of contingency is applied to the base construction costs (at Quarter 1 (Q1) 2016). For all transport actions, with the exception of those relating to the West of Edinburgh Transport Appraisal (WETA Refresh, December 2016), this is an additional 22.5% of base construction costs. For WETA actions, this is an additional 44% of base construction costs, reflecting the detail of the transport appraisal. For the Granton Framework actions, this is an additional 42% optimism bias and 12% design costs.

### **Greenspace actions**

4.22 The following updates have been made to the greenspace actions:

4.22.1 Newmills Park and Broomhills Park associated with housing development are now largely developed. South East Wedge Parkland and Niddrie Burn both have completed elements.

### **Primary healthcare infrastructure capacity**

4.23 The following updates have been made to the primary healthcare actions:

4.23.1 The five practice extensions and one new practice that have been delivered between 2017 and 2018 have been moved to 'completed actions'. Contributions towards these actions continue to be sought as appropriate.

### **LDP Policies, including the preparation of Supplementary Guidance**

4.24 LDP Policy Del 1 Developer Contributions and Infrastructure Delivery refers to statutory supplementary guidance. The Council prepared finalised Supplementary

Guidance (SG) on Developer Contributions and Infrastructure Delivery to support the delivery of infrastructure actions, as set out in the LDP's Action Programme. Planning authorities must submit the SG to Scottish Ministers prior to adoption. The SG was first submitted to Scottish Ministers in September 2018. On 17 January 2020 the Scottish Government instructed the Council not to adopt the SG. Reasons are given in their letter. As reported in the annual review of guidance on [3 February 2021](#) the review of the SG will commence later in 2021 and will set out how costs of actions can be apportioned to developments.

- 4.25 The Action Programme also sets out the LDP policies and other relevant supplementary guidance and provides an update on the status of their preparation.
- 4.26 The Town Centre actions section of the Action Programme has had minor updates to include phasing of the City Centre Transformation.

## 5. Next Steps

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- 5.1 Once the Action Programme has been formally adopted, the Town and Country Planning (Development Planning) (Scotland) Regulations 2008 requires that the Council:
  - 5.1.1 Sends two copies of it to the Scottish Ministers;
  - 5.1.2 Places a copy of it in each public library; and
  - 5.1.3 Publicises it on the Council's websites.
- 5.2 Following the adoption of the Action Programme, it is intended that it be reviewed and reported to Planning Committee and submitted to Scottish Ministers on an annual basis.
- 5.3 The Action Programme will also be used as an input to work in the Council, led by Transport colleagues, to map projects across services to ensure the best coordination of resources to maximise the benefits of projects being carried out in the same area.
- 5.4 A further report on the financial implications of the 2021 Action Programme will be reported to Finance and Resources Committee on 9 December 2021.

## 6. Financial impact

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- 6.1 There are direct financial impacts arising from the approval of this report. The actions required to support the LDP over its ten-year framework are significant.

### **Financial Risks**

- 6.2 The Council is able to collect contributions towards infrastructure actions through Section 75 and other legal agreements. This covers the proportional cost of mitigating infrastructure related to the impact of development and in some instances the full infrastructure action also relates to addressing existing infrastructure need.

Therefore, these powers are unlikely to lead to full cost recovery from developers and there will still likely be an overall large funding requirement falling to the Council as a result of infrastructure provision.

- 6.3 There is also risk both on the timing and achievement of developer contributions which could create a short-term or overall funding pressure. Delivery of infrastructure actions will cover the full period of the plan and the Council has developed a financial model to calculate a more accurate assessment of costs based on the timing of income and levels of expenditure.

### **Committees and Governance**

- 6.4 Planning Committee has the remit to approve each iteration of the statutory LDP Action Programme. In order to manage the financial implications a further report on the financial implications of the 2021 Action Programme will be reported to Finance and Resources Committee on 9 December 2021.
- 6.5 There is also the need to ensure alignment of the actions with other Council infrastructure strategies and programmes.
- 6.6 The risks associated with this area of work are significant in terms of finance, reputation, and performance in relation to the statutory duties of the Council as Planning Authority, Roads Authority and Education Authority and other roles in delivering infrastructure.
- 6.7 The Action Programme is on the Council's risk register and is managed by a Board that reports to a corporate officer Oversight Group to scrutinise risks and ensure compliance. The Board responsibility is to ensure that the programme of actions to support development and that meet the planning tests for developer contributions are aligned with the wider capital programmes and strategies supporting the Council's Business Plan, and to report to Planning Committee. Its membership includes:
- 6.7.1 Planning;
  - 6.7.2 Mobility and Placemaking including Road Safety and Active Travel;
  - 6.7.3 Roads and Transport Infrastructure including Transport Asset and Performance;
  - 6.7.4 Transport Network Management and Enforcement;
  - 6.7.5 Parks, Greenspace and Cemeteries;
  - 6.7.6 Finance and Procurement;
  - 6.7.7 School Estate Planning;
  - 6.7.8 Housing Management and Development;
  - 6.7.9 Property and Facilities Management;
  - 6.7.10 Commercial and Development Investment;
  - 6.7.11 Legal Services; and
  - 6.7.12 NHS Lothian.

- 6.8 Membership of the board is reviewed to align with the latest service management review.
- 6.9 For the first time, some actions have been removed from this iteration of the Action Programme. These actions are no longer considered essential for development to deliver and, in the case of the North Edinburgh actions, are not supported with sufficient evidence to meet the planning tests for asking for developer contributions. Their removal from the LDP Action Programme 2021 does not prejudice the aims of other Council programmes and strategies, or prejudice their delivery, if and when required.

## **7. Stakeholder/Community Impact**

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- 7.1 In preparing the Action Programme, the Town and Country Planning (Scotland) Act 1997 requires the Council to seek the views of, and have regard to any views expressed by:
- 7.1.1 The key agencies; and
  - 7.1.2 Such persons as may be prescribed.
- 7.2 The Council, in preparing the Plan and the adopted 2016 Action Programme, engaged with the Key Agencies, (e.g. SEPA, Scottish Natural Heritage, Scottish Water and NHS Lothian, Historic Environment Scotland, Transport Scotland), developers and communities. This updated Action Programme has had input as appropriate from relevant parties.
- 7.3 There are no direct sustainability impacts arising from this report although the ability of the Council to mitigate successfully the impacts arising from the growth of the city is critical to achieving sustainable development. The Action Programme is the means of managing impacts on sustainability.
- 7.4 The Action Programme has gone through a Strategic Environmental Assessment screening process which concluded that such an assessment is not required.

## **8. Background reading/external references**

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- 8.1 Annual Review of Guidance, Planning Committee, [3 February 2021](#).
- 8.2 Edinburgh Local Development Plan: Action Programme – Financial Assessment, Finance and Resources Committee, [5 March 2020](#).
- 8.3 Edinburgh Local Development Plan: Action Programme – Financial Assessment, Finance and Resources Committee, [1 February 2019](#).
- 8.4 Supplementary Guidance on Developer Contributions and Infrastructure Delivery: Update, Planning Committee, [27 February 2019](#).
- 8.5 Edinburgh Local Development Plan: Action Programme – Financial Assessment, Finance and Resources Committee, [19 January 2017](#).

- 8.6 [Edinburgh Local Development Plan - Adoption, Full Council, 24 November 2016](#).
- 8.7 [LDP Education Infrastructure Appraisal \(updated August 2018\)](#).
- 8.8 [LDP West Edinburgh Transport Appraisal Refresh \(November 2016\)](#).
- 8.9 [LDP Transport Appraisal Addendum update \(November 2016\)](#).
- 8.10 [Town Centre Supplementary Guidance](#)
- 8.11 [Scottish Government letter decision on Supplementary Guidance, January 2020](#)

## **9. Appendices**

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- 9.1 Appendix 1 - LDP Action Programme 2021 – for adoption.
- 9.2 Appendix 2 – Actions removed from LDP Action Programme.

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**ACTION PROGRAMME**  
DECEMBER 2021

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The Local Development Plan sets out policies and proposals to guide development.

The Action Programme sets out actions to deliver the Plan.

The Report of Conformity explains how engagement informed the Plan.

The Habitats Regulations Appraisal assesses the Plan's impact on internationally important bird habitats.

The Transport Appraisal identifies transport actions to support the Plan.

The Education Appraisal identifies new and expanded schools to support the Plan.

The Equalities & Rights Impact Assessment checks what impact the Plan will have on people.

The Environmental Report assesses the impact of the Plan and explains the selection of new housing sites.

The Housing Land Study sets out the assumption on housing land availability which inform the Local Development Plan.

See the documents, supplementary guidance, and other information at:  
[www.edinburgh.gov.uk/localdevelopmentplan](http://www.edinburgh.gov.uk/localdevelopmentplan)  
[www.edinburgh.gov.uk/supplementaryguidance](http://www.edinburgh.gov.uk/supplementaryguidance)

Adopted 24 November 2016



Published in 2011



Published in 2013



Published in 2014



## Edinburgh Local Development Plan

### Action Programme

December 2021

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## INTRODUCTION

This is the Action Programme which accompanies the adopted Edinburgh Local Development Plan (LDP). Section 21 of the Town and Country Planning (Scotland) Act 1997 (as amended by the Planning etc. (Scotland) Act 2006) requires planning authorities to prepare an Action Programme setting out how the authority proposes to implement their LDP.

The Local Development Plan (LDP) aims to:

- support the growth of the city economy;
- help increase the number and improve the quality of new homes being built;
- help ensure that the citizens of Edinburgh can get around easily by sustainable transport modes to access jobs and services;
- look after and improve our environment for future generations in a changing climate; and,
- help create strong, sustainable and healthier communities, enabling all residents to enjoy a high quality of life.

Infrastructure is key to the delivery of the aims and strategy of the adopted LDP. The Plan recognises that the growth of the city, through increased population and housing, business and other development, will require new and improved infrastructure. Without infrastructure to support Aims 1 and 2, the Plan will not help achieve Aims 3, 4, and 5.

The Action Programme sets out how the infrastructure and services required to support the growth of the city will be delivered.

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

The Action Programme is informed by the annual Housing Land Audit and Completions Programme (HLACP). The Action Programme will be used to manage infrastructure planning with a view to avoiding unnecessary constraints on delivery.

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

This Action Programme should be read alongside Local Development Plan Policy Del 1 (Developer Contributions) and Supplementary Guidance on Developer Contributions and Infrastructure Delivery.

To allow future legal agreements to apply indexation from the date that the costs were made to the date the contributions is received, this action programme clarifies that transport costs were costed in Q1 2016. Education costs are from Q4 2017. The level of contingency applied to the base construction costs (at Q1 2016) is 22.5%, except for those relating to the West of Edinburgh Transport Appraisal (WETA Refresh December 2016) which applies an additional 44% of base construction costs.

Strategic transport actions are a mixture of strategic transport projects that the Council wishes to see delivered either within the plan period, or safeguarded for the future. They are not actions attributed to the growth associated with development proposal and spatial strategy in the LDP. For this reason, the costs are not provided and developer contributions are not being sought to deliver these actions.

To aid understanding, transport actions note the type of transport intervention (active travel, public transport, road safety, junctions etc) however, this does not necessarily indicate which team within Place Directorate will be responsible for taking forward the action.

## 1. Education Actions

LDP Contribution Zone	Action Ref. no.	Education Action	Action	%	Estimated Capital Cost (Q4 2017)	Estimated Capital Cost (Q4 2017) of % share	Funding	Owner	Delivery timescale	Status
Boroughmuir James Gillespie's	ED-SS-BJ-S	Additional secondary school capacity 74 pupils	Boroughmuir and James Gillespies - 65 pupils St Thomas of Aquin's RC HS - 5 pupils St Augustine's RC HS - 4 pupils			£3,893,066	s.75/gap funding	CEC: Education and Children's Services	2022	Extension to Boroughmuir HS progressing on site. James Gillespie's - design development.
Boroughmuir James Gillespie's	ED-SS-BJ-P	Additional PS capacity	2 Primary School classes (South Edinburgh PS);			£1,439,336	s.75/gap funding	CEC: Education and Children's Services	2022	Under construction - Canaan Lane to open 2022.
Boroughmuir James Gillespie's 78	ED-SS-BJ-P	Increase to RC school capacity	29% of 3 RC PS Class Extension + 1 GP Class (St Cuthbert's RC PS)	29%	£1,831,177	£531,041	s.75/gap funding	CEC: Education and Children's Services	2028	Monitoring - project to be commissioned at the appropriate time.
Castlebrae	ED-SS-C-SS1	Additional secondary school capacity: 632 pupils	Castlebrae HS - 563 pupils Holy Rood RC HS - 69 pupils			£33,248,888	s.75/gap funding	CEC: Education and Children's Services	2026	Capacity for extension being built into new school being delivered Jan 2022.
Castlebrae	ED-SS-C-P3-P5	New 18 class Primary School and 128 place nursery (Brunstane LDP New Housing Site)	Including remediation and other abnormal costs and land costs			£21,622,867	s.75/gap funding	CEC: Education and Children's Services	2024	Early phases of design development.

## 1. Education Actions

LDP Contribution Zone	Action Ref. no.	Education Action	Action	%	Estimated Capital Cost (Q4 2017)	Estimated Capital Cost (Q4 2017) of % share	Funding	Owner	Delivery timescale	Status
Castlebrae	ED-SS-C-P6	New 14 class Primary School and 128 place nursery (Greendykes)				£18,641,492	s.75/gap funding	CEC: Education and Children's Services	2025	Early feasibility work. Note this action replaces ED-SS-C-P1-P2 additional capacity at Castlevew primary school.
Castlebrae	ED-SS-C-P3-P7	Increase to RC school capacity	85% of 3 RC PS Classes (St Francis RC PS)	85%	£1,831,177	£1,556,500	s.75/gap funding	CEC: Education and Children's Services	2023	Early stages of consultation with school.
Castlebrae	ED-SS-C-P3-P8	Increase to RC school capacity	28% of 4 RC PS Classes (St John Vianney RC PS)	28%	£2,931,583	£820,843	s.75/gap funding	CEC: Education and Children's Services	2027	Monitoring - to be commissioned at the appropriate time.
Craigroyston Broughton	ED-SS-CB-RCP	Increase to RC school capacity	2 RC PS classes (St David's RC PS)			£1,439,336	s.75/gap funding	CEC: Education and Children's Services	2023	Planning permission in place, identifying procurement route.
Craigroyston Broughton	ED-SS-CB-S1	Additional secondary school capacity - 371 pupils	Craigroyston and Broughton - 328 pupils; St Thomas of Aquin's RC HS - 16 pupils; St Augustine's RC HS - 27 pupils			£19,517,939	s.75/gap funding	CEC: Education and Children's Services	2023	Early stages of consultation with school.
Craigroyston Broughton	ED-SS-CB-P1-3	New 14 class Primary School and 128 place nursery (Granton Waterfront)	Including remediation and other abnormal costs and land.			£18,641,492	s.75/gap funding	CEC: Education and Children's Services	2024	Granton Waterfront Development Framework. Preparing consultation strategy.

## 1. Education Actions

LDP Contribution Zone	Action Ref. no.	Education Action	Action	%	Estimated Capital Cost (Q4 2017)	Estimated Capital Cost (Q4 2017) of % share	Funding	Owner	Delivery timescale	Status
<b>Craigroyston Broughton</b>	ED-SS-CB-P4	2 PS Classes (Granton PS)				£1,439,336	s.75/gap funding	CEC: Education and Children's Services	2024	Part of nursery relocation, refurbishment of existing classroom created by new nursery (due to open late 2021).
<b>Drummond</b>	ED-SS-D-S1	Additional secondary school capacity - 56 pupils	Drummond HS 39 pupils; St Thomas of Aquin's RC HS - 7 pupils; Holy Rood RC HS - 10 pupils			£2,946,104	s.75/gap funding	CEC: Education and Children's Services	2026	Monitoring - to be commissioned at the appropriate time.
<b>Drummond</b>	ED-SS-D-P1	2 Primary School Class (Broughton or Abbeyhill)				£1,439,336	s.75/gap funding	CEC: Education and Children's Services	2024	Refurbishment of existing classrooms created by replacement new nursery - to be commissioned at the appropriate time.
<b>Firrhill</b>	ED-SS-F-S1	Additional secondary school capacity: Firrhill HS - 8 pupils				£420,872	s.75/gap funding	CEC: Education and Children's Services	2022	Early stages feasibility and design development.
<b>Leith Trinity</b>	ED-SS-LT-P1-P3	New 18 class Primary School and 80 place nursery (New Victoria Primary School)	Including remediation and other abnormal costs and land.			£21,622,867	s.75/gap funding	CEC: Education and Children's Services	2022	Under construction - to open 2021 term.

## 1. Education Actions

LDP Contribution Zone	Action Ref. no.	Education Action	Action	%	Estimated Capital Cost (Q4 2017)	Estimated Capital Cost (Q4 2017) of % share	Funding	Owner	Delivery timescale	Status
Leith Trinity	ED-SS-LT-S1	Additional secondary school capacity - 548 pupils	Leith Academy and Trinity Academy - 485 pupils; St Thomas of Aquin's: 22 pupils; Holyrood RC HS: 41 pupils			£54,852,609	s.75/gap funding	CEC: Education and Children's Services	2025	Phased extension work underway at Trinity Academy. Leith and St Thomas of Aquin's and Holyrood to be commissioned at the appropriate time.
Liberton Gracemount	ED-SS-LG-S1	Additional secondary school capacity: 340 pupils	Gracemount / Liberton - 275 pupils Holy Rood RC HS - 65 pupils			£17,887,060	s.75/gap funding	CEC: Education and Children's Services	2025	Early stages consultation and design work underway.
Liberton Gracemount	ED-SS-LG-P4-6	New 12 class Primary School and 128 place ELC with catchment change - HSG 39 Lasswade Road to Frogston PS	Including remediation and other abnormal costs and land.			£14,372,068	s.75/gap funding	CEC: Education and Children's Services	2024	Early consultation work underway.
Liberton Gracemount	ED-SS-LG-P7	2 PS classes (Craigour Park PS)				£1,439,336	s.75/gap funding	CEC: Education and Children's Services	2024	Planning permission in place, identifying procurement route.
Liberton Gracemount	ED-SS-LG-RCP	Increase to RC school capacity	68% of 4 RC PS classes + 1 GP Class (St Catherine's RC PS)	68%	£3,651,250	£2,482,850	s.75/gap funding	CEC: Education and Children's Services	2024	Early consultation and feasibility work underway.

## 1. Education Actions

LDP Contribution Zone	Action Ref. no.	Education Action	Action	%	Estimated Capital Cost (Q4 2017)	Estimated Capital Cost (Q4 2017) of % share	Funding	Owner	Delivery timescale	Status
<b>Liberton Gracemount</b>		Increase to RC school capacity	72% of 4 RC PS classes (St John Vianney RC PS)	72%	£2,931,583	£2,110,740	s.75/gap funding	CEC: Education and Children's Services	2024	Part of nursery relocation, refurbishment of existing classroom created by new nursery (due to open late 2021).
<b>Portobello</b>	ED-SS-P-S1	Additional secondary school capacity - 40 pupils	Portobello HS - 36 pupils Holy Rood RC HS - 4 pupils			£2,104,360	s.75/gap funding	CEC: Education and Children's Services	2022	Internal configuration works underway.
<b>Queensferry</b>	ED-SS-Q-S1	Additional secondary school capacity - 296 pupils	Queensferry HS - 264 pupils St Augustine's RC HS - 32 pupils			£15,572,264	s.75/gap funding	CEC: Education and Children's Services	tbc, West Edin HS	Early stages consultation and feasibility underway.
<b>Queensferry</b>	ED-SS-Q-P1	2 PS Classes (Kirkliston PS)				£1,439,336	s.75/gap funding	CEC: Education and Children's Services	2023	Planning permission in place and underway.
<b>Queensferry</b>	ED-SS-Q-P2-4	New 12 class Primary School and 128 place nursery (Builyeon Road LDP New Housing Site)	Including remediation and other abnormal costs and land.			£14,372,068	s.75/gap funding	CEC: Education and Children's Services	2024	Early consultation and feasibility work underway.
<b>Queensferry</b>	ED-SS-Q-P5	2 PS Classes + 1 GP Class (Echline PS)				£1,831,177	s.75/gap funding	CEC: Education and Children's Services	2023	Early consultation and feasibility work underway.

## 1. Education Actions

LDP Contribution Zone	Action Ref. no.	Education Action	Action	%	Estimated Capital Cost (Q4 2017)	Estimated Capital Cost (Q4 2017) of % share	Funding	Owner	Delivery timescale	Status
South West	ED-SS-SW-S1	Additional secondary school capacity - 66 pupils	Currie and Balerno HS - 56 pupils (exc Curriemuirend) St Augustine's RC HS - 10 pupils			£3,472,194	s.75/gap funding	CEC: Education and Children's Services	2026	New Currie High School in Stage 3 design.
South West	ED-SS-SW-P1	4 PS Classes at (Dean Park Primary School)		68%	£2,931,583	£1,993,476	s.75/gap funding	CEC: Education and Children's Services	2023	Consultation and design work underway.
South West	ED-SS-SW-RCP	Increase to RC school capacity	48% of 3 RC PS Class + 1 GP Class (St Cuthbert's RC PS)	48%	£2,931,583	£1,407,160	s.75/gap funding	CEC: Education and Children's Services	2028	Monitoring.
South West			4% of 1 RC PS Classes (St Joseph's RC PS)	4%	£719,668	£28,787	s.75/gap funding	CEC: Education and Children's Services	2023	Early consultation and feasibility work underway.
Tynecastle	ED-SS-T-S1	Additional secondary school capacity	St Augustine's RC HS - 5 pupils			£263,045	s.75/gap funding	CEC: Education and Children's Services	2025	Monitoring.
Tynecastle	ED-SS-T-RCP	Increase to RC school capacity	10% of 1 RC PS Classes (St Joseph's RC PS)	10%	£719,668	£71,967	s.75/gap funding	CEC: Education and Children's Services	2023	Early consultation and feasibility work underway.
Tynecastle		Increase to RC school capacity	23% of 3 RC PS Classes + 1 GP Class (St Cuthbert's RC PS)	23%	£2,931,583	£674,264	s.75/gap funding	CEC: Education and Children's Services	2028	Monitoring.
West	ED-SS-WE-S1	Additional secondary capacity - 85 pupils	The Royal High SS - 2 pupils St Augustine's RC HS - 81 pupils St Thomas of Aquin's - 2 pupils			£4,471,765	s.75/gap funding	CEC: Education and Children's Services	2025	Stage 2 design work completed at Royal High.

## 1. Education Actions

LDP Contribution Zone	Action Ref. no.	Education Action	Action	%	Estimated Capital Cost (Q4 2017)	Estimated Capital Cost (Q4 2017) of % share	Funding	Owner	Delivery timescale	Status
West	ED-SS-WE-S2	Additional secondary capacity	NEW 600 Capacity High School. Site to be identified.			£34,913,264	s.75/gap funding	CEC: Education and Children's Services	2025	Early stages consultation and feasibility underway.
West	ED-SS-WE-P1	3 Primary School classes (Sightill Primary School)	Previously identified as Gylemuir PS action - catchment change review has changed action.			£1,831,177	s.75/gap funding	CEC: Education and Children's Services	2023	Early consultation and feasibility work underway.
West	ED-SS-WE-P2-4	New 21 class primary school and 128 place nursery (Maybury LDP New Housing Site)	Including remediation and other abnormal costs and land.			£23,388,977	s.75/gap funding	CEC: Education and Children's Services	2023	Planning application granted.
West	ED-SS-WE-P5	New 10 class primary school and 64 place nursery	Site to be determined - Ratho Station (Hillwood PS)			£13,662,773	s.75/gap funding	CEC: Education and Children's Services	2023	Early consultation and feasibility work underway.
West	ED-SS-WE-RCP	Increase to RC school capacity	3 RC PS Classes (St Andrew's Fox Covert RC PS)			£1,831,177	s.75/gap funding	CEC: Education and Children's Services	2025	Project delivered to provide the additional capacity.
West	ED-SS-WE-RCP	Increase to RC school capacity	1 RC PS Classes (St Joseph's RC PS)	77%	£719,668	£554,144	s.75/gap funding	CEC: Education and Children's Services	2023	Early consultation and feasibility work underway.

## 2. Transport Actions

### a. Strategic transport actions

LDP ACTION - Strategic transport actions and safeguards	FURTHER DETAILS	Baseline indicative construction cost (ICC)	Subtotal with 22.5% added	FUNDING	OWNER	DELIVERY
<b>Edinburgh Glasgow Improvement Project (EGIP) (T2)</b>	The Edinburgh Glasgow Improvement Programme (EGIP) is a comprehensive package of improvements to Scotland's railway infrastructure.			National funding	Safeguard – Place Development  Delivery - Network Rail / Transport Scotland	2019 onwards. Transport Scotland Safeguarding still in place for those not already delivered as part of EGIP.
<b>Rail Halts at: Portobello, Piershill and Meadowbank (T3)</b>	LDP Safeguard. Required to ensure development does not prejudice future re-use of existing abandoned halts. Re-introduction of passenger services is not currently considered viable by the rail authority but this may change.			No funding identified	CEC	Network Rail Long-term safeguard
<b>South Suburban Halts (T4)</b>	LDP Safeguard. Required to ensure development does not prejudice future re-use of existing abandoned halts. Re-introduction of passenger services is not currently considered viable by the rail authority but this may change.			No funding identified	CEC	Network Rail Long-term safeguard
<b>Orbital Bus Route (T5)</b>	The Orbital Bus Route will create an east-west public transport link across the city. A disused railway line between Danderhall and the City Bypass at Straiton is safeguarded in the LDP for appropriate public transport use or use as a cycle / footpath.	N/A			SEStran, CEC, Midlothian, East Lothian, Transport	SEStran, CEC, Midlothian, East Lothian, Transport Active travel route has been delivered. Bus route is a long-term safeguard.
<b>East Craigs Estate Junction</b>	Junction at Maybury Drive / Maybury Road. Not related to impact of development.	Not costed			CEC	To be designed and costed.

## 2. Transport Actions

### a. Strategic transport actions

LDP ACTION - Strategic transport actions and safeguards	FURTHER DETAILS	Baseline indicative construction cost (ICC)	Subtotal with 22.5% added	FUNDING	OWNER	DELIVERY
West of Fort Kinnaird (T15)	LDP Safeguard for new link road between The Wisp and Newcraighall Road	N/A			CEC	Safeguarded in Plan
Morningside - Union Canal link (T7)	LDP Safeguard Only (Excludes those routes safeguarded under T7 on the Proposals Map which are also identified in a specific Contribution Zone or Site Specific action elsewhere in this Action Programme).	N/A			CEC	Safeguarded in Plan
Wisp - Fort Kinnard link (T7)						
Gilliestoun link (T7)						
Fort Kinnard - Queen Margaret University (T7)						
West Approach cycle link (T7)						
Forrester High cycle link (T7)						
Family Cycle Network Link along railway viaduct (T7)						
North Meggetland - Shandon link (T7)						
Pitlochry Place - Lochend Butterfly (T7)						
Donaldson cycle link (T7)						

## 2. Transport Actions

### a. Strategic transport actions

LDP ACTION - Strategic transport actions and safeguards	FURTHER DETAILS	Baseline indicative construction cost (ICC)	Subtotal with 22.5% added	FUNDING	OWNER	DELIVERY
Round the Forth cycle route (T7)						
Inglis Green cycle link, new Water of Leith Bridge (T7)						
Mcleod Street/Westfield Road (T7)						
Westfield Road - City Centre (T7)						
Gordon Terrace - Robert Burns Drive link path (T7)						
Barron Avenue crossing (T7)						
Family Network Link via Robertson Tower (T7)						
Link to Blackford Glen Road (T7)						
Astley Ainslie Hospital (T7)						
Pilrig Park - Pirrie Street (T7)						
Edinburgh Waterfront Promenade (T7)						
Morrison Crescent - Dalry Road (T7)						
Off road alternative NCNR 75 (T7)						
To King's Buildings & Mayfield Road (T7)						

## 2. Transport Actions

### a. Strategic transport actions

LDP ACTION - Strategic transport actions and safeguards	FURTHER DETAILS	Baseline indicative construction cost (ICC)	Subtotal with 22.5% added	FUNDING	OWNER	DELIVERY
Lochend Powderhall (T7)						
Ramped access from Canal to Yeoman Place (T7)						
Edinburgh Tram (T1)	Transport proposal T1 safeguards long term extensions to the network connecting with the waterfront and to the south east.	Tram Contribution Zone.			CEC	Under development Line 1a complete  To Newhaven under construction.

## 2. Transport Actions

### b. Transport Contribution Zones

LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline construction cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
WEST EDINBURGH TRANSPORT APPRAISAL (WETA)	TR-CZ-WETA-26	A8 Eastbound Bus Lane from Dumbbells to Maybury Junction		£2,567,700	£3,697,488		Public Transport	CEC	2026/27
	TR-CZ-WETA-27	A8 Gogar Roundabout – 4 Lane Northern Circulatory Improvement		£1,699,200	£2,446,848		Roads	CEC	2021/22
	TR-CZ-WETA-1	A8 North side missing link		£537,500	£774,000	Action included in West Edinburgh Transport Improvements Programme	Active Travel	CEC	2022/23
	TR-CZ-WETA-2	Broxburn to Newbridge Roundabout bus lane		£3,124,700	£4,499,568	Has been partly implemented as a temporary measure via the Covid Bus Rapid Recovery Fund	Public Transport	CEC	2022/23
	TR-CZ-WETA-3	Bus Lane under Gogar Roundabout		£64,100	£92,304	Will be possibly implemented as a temporary measure via the Covid Bus Rapid Recovery Fund	Public Transport	CEC	2021/22
	TR-CZ-WETA-4	Bus Priority South West Edinburgh	Improved bus priority linking South West Edinburgh with the Gyle, IBG and airport (including pedestrian / cycle facilities where appropriate).		£4,480,200	£6,451,488		Public Transport and Active Travel	CEC

## 2. Transport Actions

### b. Transport Contribution Zones

LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline construction cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
Page 90	TR-CZ-WETA-5	Cycle Connection from A8 along Eastfield Road into Airport		£481,500	£693,360	Action included in West Edinburgh Transport Improvements Programme	Active Travel	CEC	2022/23
	TR-CZ-WETA-6	Development Link Road Main Street Carriageway		£5,634,900	£8,114,256		Roads	CEC	2022/23
	TR-CZ-WETA-7	Dualling of Eastfield Road Phase 1		£1,802,900	£2,596,176		Roads	CEC	2023/24
	TR-CZ-WETA-8	Dualling of Eastfield Road Phase 2		£1,143,000	£1,645,920		Roads	CEC	2024/25
Page 90	TR-CZ-WETA-9	Dumbbells Roundabout Improvement (T8)		£1,203,000	£1,732,320		Roads	CEC	2023/24
	TR-CZ-WETA-10	Dumbbells westbound off slip		£865,200	£1,245,888		Roads	CEC	2023/24
	TR-CZ-WETA-11	Gogar to Maybury additional eastbound traffic lane		£20,833,300	£29,999,952	Designed, further study has been carried out.	Roads	CEC	2022/23

## 2. Transport Actions

### b. Transport Contribution Zones

LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline construction cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
Page 91	TR-CZ-WETA-12	Improved access between Ratho Station and A8 along Station Road. Glasgow Road / Ratho Station improved crossing		£458,200	£659,808		Active Travel	CEC	2021/22
	TR-CZ-WETA-13	Improved Crossings at Turnhouse Road and Maybury Road for designated cycle path	Potential to incorporate as part of delivery project for Maybury Junction action (see separate section). Cost elements to be attributed to relevant developments as per CZs.	£110,000	£158,400	Action included in scope of Development of Prioritised LDPAP Transport Actions project. Concept designs and updated cost estimates to be produced by end 2021.	Active Travel	CEC	2024
	TR-CZ-WETA-14	Improved Station Road/A8 bridge access for cyclists		£440,800	£634,752	Possibility to replace bridge by signal crossing, being investigated.	Active Travel	CEC	2021/22
	TR-CZ-WETA-15	Improvements to gravel path (old railway line) from A8/M9 interchange north to Kirkliston (incl. lighting)		£317,600	£457,344		Active Travel	CEC	2022/23

## 2. Transport Actions

### b. Transport Contribution Zones

LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline construction cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
	TR-CZ-WETA-16	Kilpunt Park and Ride		£5,500,000	£7,920,000		Public Transport	CEC	2023/24
Page 92	TR-CZ-WETA-17	Link Road Part 1 Dual Carriageway (T9)		£6,301,000	£9,073,440		Roads	CEC	2022/23
	TR-CZ-WETA-18	Link Road Part 2 Single Carriageway		£2,813,900	£4,052,016		Roads	CEC	2021/22
	TR-CZ-WETA-19	Link Road Segregated cycle route		£1,115,000	£1,605,600		Roads	CEC	2021/22
	TR-CZ-WETA-20	Maybury Road Approach to Maybury Junction	Potential to incorporate as part of delivery project for Maybury Junction action (see separate section). Cost elements to be attributed to relevant developments as per CZs.	£2,140,400	£3,082,176	Action included in scope of Development of Prioritised LDPAP Transport Actions project. Concept designs and updated cost estimates to be produced by end 2021.	Public Transport	CEC	2024+
	TR-CZ-WETA-21	MOVA improvements at Newbridge/Dumbbells Gogar/Maybury		£1,510,000	£2,174,400	MOVA at Newbridge has been implemented. Gogar Roundabout will require full refurb and MOVA to be installed. Maybury junction control will be improved as part of upgrade work.	Roads	CEC	2021/22

## 2. Transport Actions

### b. Transport Contribution Zones

LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline construction cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
Page 93	TR-CZ-WETA-22	New Tram Stop		£1,000,000	£1,440,000		Public Transport	CEC	2022/23
	TR-CZ-WETA-23	Newbridge additional lane from M9 onto A8 (T12)		£581,300	£837,072		Roads	CEC	2021/22
	TR-CZ-WETA-24	Station Road to Newbridge Interchange bus lane		£1,112,700	£1,602,288		Public Transport	CEC	2022/23
	TR-CZ-WETA-25	Upgraded Bus interchange facility at Ingliston P+R		£3,000,000	£4,320,000		Public Transport	CEC	2025/26
West Edinburgh Transport Improvement Programme		West Edinburgh Transport Improvement Programme	Investment in a strategic package of transportation improvements to support the vision for West Edinburgh. These improvements include a core package of A8/A89 sustainable transportation measures that provide long term resilience and support strong connectivity between neighbouring authorities.	TBC	TBC	ESES CRD Commitment - Scottish Government commitment of £20m for public transport infrastructure improvements. CEC commitment of £16m for active travel and public transport measures. Further funding subject to how much can be secured by the private sector and developer contributions.	Various	CEC	By end of City Region Deal timescale

2. Transport Actions

b. Transport Contribution Zones

LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline construction cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
<p>SESplan Cumulative Impact Cross Boundary and Land Use Appraisal (2017)</p> <p>Page 94</p>	TR-CZ-CH-1; TR-CZ-GJ-1; TR-CZ-STJ1	Various A720 junctions (Calder, Hermiston)	<p>Edinburgh &amp; South East Scotland City Region Deal Document includes the following commitment by ESES Parnters:</p> <p>Partners will put in place a Regional Developer Contributions framework based on the work currently being led by SESplan (the strategic development planning authority for Edinburgh and South-East Scotland) and findings of the Cross-Boundary Study, published in 2017. These interventions and commitments, taken with the additional transport investment to enable the innovation and housing projects, will help ensure the city region continues to grow and flourish.</p>	TBC	TBC	TBC - ESES CRD Commitment		ESES partners	By end of City Region Deal timescale

## 2. Transport Actions

### b. Transport Contribution Zones

LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline construction cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
Maybury/ Barnton TCZ	TR-CZ-MB-1	Barnton Junction (T18)	Currently delivering Scoot to these junctions to improve traffic signal control and help with traffic increases plus bus priority on the A90.	£800,000	£980,000	Financial contributions secured through signed s.75 for HSG 19 Maybury (West Craigs Ltd and Taylor WimpeyLtd) and HSG 20 Cammo Active travel improvements as part of this action to be included in scope of Development of Prioritised LDPAP Transport Actions project. Concept designs and updated cost estimates to be produced by end 2021.	Traffic Signals	CEC	2026/2027
	TR-CZ-MB-2	Craigs Road Junction (T17)	Junction will eventually be delivered by Taylor Wimpy and cost deducted off their contribution.	£632,500	£774,813	To be delivered as part of housing development HSG 19.	Junctions	CEC	2025/2026

## 2. Transport Actions

### b. Transport Contribution Zones

LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline construction cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
Maybury/ Barnton TCZ contin.	TR-CZ-MB-3	Maybury Junction (T16)	A design was drawn up to improve Maybury Junction ready for the various developments. Design now likely to be superceded by WETIP design for widening the A8 over the railway bridge and signalling the merge from A8 city bound and exit slip from Gogar Roundabout.	£1,864,100	£2,283,523	Action included in scope of Development of Prioritised LDPAP Transport Actions project. Concept designs and updated cost estimates to be produced by end 2021.	Junctions	CEC	2024+
Burdiehouse Junction TCZ	TR-CZ-BJ-1	Burdiehouse Junction (T20)	Upgrade of junction (Kaimes Junction).	£400,000	£490,000	Financial contributions secured through signed s.75 for HSG 21 Broomhills and HSG 22 Burdiehouse of £223,474 and £125,000 respectively. East of Burdiehouse 19/02616/FUL £52,800 by 60th uniyt. Action included in scope of Development of Prioritised LDPAP Transport Actions project. Concept designs and updated cost estimates to be produced by end 2021.	Traffic Signals	CEC	2023/24

## 2. Transport Actions

### b. Transport Contribution Zones

LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline construction cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
<b>Gilmerton Crossroads TCZ</b>	TR-CZ-GC-1	Gilmerton Crossroads (T19)	Upgrade of junction with MOVA.	£400,000	£490,000	Financial contributions secured through signed s.75 for HSG 24 Gilmerton Station Road (£400,000) and HSG 25 The Drum (£130,000) for this action and the Gilmerton Station Rd.Drum Street TCZ - see entry below.	Traffic Signals	CEC	2022 /23
<b>Gilmerton Station Rd / Drum Street TCZ</b>	TR-CZ-GS-1	Gilmerton Station Rd / Drum Street	Junction upgrade and access and parking strategy.	£415,000	£508,375	See entry above.	Junctions	CEC	2023/24
<b>Lasswade Road / Lang Loan TCZ</b>	TR-CZ-LL-2	Lasswade Road/Lang Loan pedestrian and cycle upgrades.	New 3.5m wide shared use cycleway/pedestrian path and signalised junction Lasswade Road from North of Lang Loan to Gilmerton Station.	£0	£0	Signalised junction and connecting paths to be delivered as integral part of either adjacent development, secured by s.75 planning agreement.	Active travel	CEC	2022/23
<b>Lasswade Road / Gilmerton Dykes Street / Captain's Road TCZ</b>	TR-CZ-LGC-1	Lasswade Road / Gilmerton Dykes Street / Captain's Road	Improvement to the operation of the Lasswade Road/Gilmerton Dykes Street/Captain's Road junction.	£400,000	£490,000	To be delivered by HSG 39 North of Lang Loan; contributions to be secured by other relevant sites.	Junctions	CEC	2022/23

2. Transport Actions

b. Transport Contribution Zones

LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline construction cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
<p><b>Sheriffhall Junction TCZ</b></p> <p style="text-align: center;">Page 98</p>	TR-CZ-SHJ-1	Sherriffhall Junction (T13).	Grade separation of existing roundabout junction on city bypass including active travel provision and operational benefits for public transport.	£86.838m (Q4 2018 Prices. Source: A720 Sheriffhall Roundabout DMRB Stage 3 Scheme Assessment Report Engineering, Traffic & Economic Assessment Volume 1 – Main Report, February 2020). This estimate will continue to be refined and updated as the scheme design becomes more developed.	£116.460m (Q4 2018 Prices. Source: A720 Sheriffhall Roundabout DMRB Stage 3 Scheme Assessment Report Engineering, Traffic & Economic Assessment Volume 1 – Main Report, February 2020). This estimate will continue to be refined and updated as the scheme design becomes more developed.	Funding identified as part of City Region Deal Scottish Government commitment of up to £120m to support improvements to the A720 City Bypass for the grade separation of Sheriffhall Roundabout.	Junctions	Transport Scotland (City Region Deal Project being delivered by Transport Scotland)	TBC subject to approval under the relevant statutory procedures.

## 2. Transport Actions

### b. Transport Contribution Zones

LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline construction cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
<b>Hermiston TCZ</b>	TR-CZ-CH-1	A720 Hermiston junctions	Signal improvements (MOVA) to A720 Calder junctions identified in the SESplan Cross Boundary and Land Use Appraisal (April 2017).	£0	£0	Note A720 Hermiston MOVA improvement is completed - see Completed Actions section. Calder Roundabout is within Council's responsibility, full refurbishment & MOVA required, awaiting funding to design and take forward. no CEC resource in place.	Junctions	CEC/Transport Scotland	TBC.
<b>Gillespie Crossroads TCZ</b> Page 99	TR-CZ-GIC-1	Gillespie Crossroads	Increase junction capacity based on increasing the efficiency of the traffic signals through installation of MOVA.	£410,000	£502,250	All development sites underway with financial contributions secured by signed s.75 for HSG 36 Curriehill Road (£78,000), HSG 37 Newmills (£164,835) and HSG 38 Ravelrig Road (£94,192).	Traffic Signals	CEC	2021/22
<b>Hermiston Park &amp; Ride TCZ</b>	TR-CZ-HPR-X	Hermiston Park & Ride	Extension to Hermiston Park & Ride.	£470,000	£575,750	All development sites underway with financial contributions secured by signed s.75 for HSG 36 Curriehill Road (£51,000), HSG 37 Newmills (£206,000) and HSG 38 Ravelrig Road (£120,000).	Public Transport	CEC	2021/22

## 2. Transport Actions

### b. Transport Contribution Zones

LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline construction cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
Queensferry TCZ	TR-CZ-QF-1	Dalmeny Station	<p>Increased car parking at Dalmeny Station.</p> <p>Increased and improved cycle parking at Dalmeny Station is completed.</p> <p>Consideration of this action will be part of the wider A90 corridor improvements.</p>	£0	£0		Public Transport	CEC	2025/26

## 2. Transport Actions

### b. Transport Contribution Zones

LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline construction cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
Roseburn to Union Canal TCZ	TR-CZ-RUC-1	Roseburn to Union Canal route/green network (T7)	<p>Upgrade and extend the cycle/footpath and green network from Roseburn to the Union Canal including new bridges over Dalry Road and West and East Coast Mainline railways. To be delivered in phases.</p> <p>First section – from Dalry Community Park with new bridge over Dalry Road and West Coast Mainline.</p> <p>Further enhance the Dalry Community Park to ensure cycle/pedestrian links are well integrated into the park layout. Scope to help meet greenspace needs of relevant developments.</p> <p>Later section -new bridge over East Coast Mainline.</p>	£3,443,189	Design in progress, expected to start first phase 2021-22	Design in progress, expected to start first phase 2021-22	Active Travel	CEC	2022+

2. Transport Actions

c. Site specific actions

LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
HSG 1	TR-SA-HSG1-1	Springfield HSG 1	Opportunity to create a link road from Bo'ness Road to Society Road should be investigated. Queensferry Transport Contribution Zone.	£0	£0	20/05023/FUL under consideration	Roads	CEC	
HSG 4	TR-SA-HSG4-1	West Newbridge	<p>Transport requirements to be established through cumulative transport appraisal and planning permission.</p> <p>Bus Service Contribution (Supply and install bus stops and shelters at new bus turning area in the development and carry out improvements to the stop on Bridge Road/A89).</p> <p>National Cycle Network Contribution (links from the development site to the National Cycle Network.)</p> <p>Newbridge Roundabout Upgrade Contribution (to MOVA)</p> <p>Public Transport Improvement Contributions.</p> <p>Tram Contribution (Pay all consultant design costs to investigate an appropriate realignment of Tram 2 in the vicinity of Newbridge roundabout where it is affected by the road widening).</p>	£1,019,000	£1,248,275		Various	CEC	
HSG 5	TR-SA-HSG5-1	Hillwood HSG 5	Transport requirements to be established through cumulative transport appraisal and planning permission.	£0	£0		TBC	CEC	2023/24

2. Transport Actions

c. Site specific actions

LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
HSG 7	TR-SA-HSG7-1	Edinburgh Zoo	Transport requirements to be established through cumulative transport appraisal and planning permission.				TBC	CEC	
HSG 12	TR-SA-HSG12-1	Lochend Butterfly HSG 12	<p>Permanent strengthening of the existing rail bridge on Easter Road at the junction of Easter Road and Albion Road and or in assisting with the provision of a new pedestrian bridge over the railway from the south development site and Moray Park Terrace in the event that the railway line is reinstated for use.</p> <p>Application seeks construction of the at-grade link to Moray Park Terrace.</p> <p>Contribution of for provision of 6 car club spaces. (£34,500)</p> <p>TRO. (£2,500)</p> <p>Rail crossing contribution. (£227,000 financial contributions secured and action completed)</p>	£306,250	£375,156	12/03574/FUL; 11/01708/FUL Action included in scope of Development of Prioritised LDPAP Transport Actions project. Concept designs and updated cost estimates to be produced by end 2021.	Active Travel	CEC	2021/22

2. Transport Actions

c. Site specific actions

LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
Page 104						16/04738/PPP (West Craigs Ltd) PPA-230-2207. 20/03942/AMC approved Dec 2020 for Plot 5 142 units and associated roads, footpaths. 20/03224/AMC approved 2020 for Plot 4 158 units and associated roads, footpaths etc. 19/05514/AMC granted May 2020 for landscape details across PPP site. 16/05681/PPP (Taylor Wimpey) PPA-230-2153 S.75s signed.			
	TR-SA-HSG19-1	Bus route Craigs Road / Turnhouse Rd and upgrade bus Infrastructure on Turnhouse Rd		£0	£0	To be delivered as integral part of development secured through planning conditions.	Public Transport	CEC	2025/26
	TR-SA-HSG19-2	3 crossing facilities on Turnhouse Road and Craigs Road at Maybury.	Crossing facilities x 3 at first suitable point along Turnhouse Road, second on Turnhouse Road near Maybury; toucan crossing as part of Craigs Road junction (CZ above).	£75,000	£91,875	To be delivered as integral part of development secured through planning conditions. Action included in scope of Development of Prioritised LDPAP Transport Actions project. Concept designs and updated cost estimates to be produced by end 2021.	Active Travel	Developer	2025/26

2. Transport Actions

c. Site specific actions

LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
	TR-SA-HSG19-3	Incorporation of walking and cycling from the development site into the Maybury junction redesign.		£103,500	£126,788	Proportion of financial contribution secured in Taylor Wimpey s.75. Action included in scope of Development of Prioritised LDPAP Transport Actions project. Concept designs and updated cost estimates to be produced by end 2021.	Active Travel	CEC	2025/26
Page 105	TR-SA-HSG19-4	Maybury - Edinburgh Gateway Station pedestrian / cycle route including bridge over railway and connections beyond. Central portion of HSG19	<p>Bridge and ramps, approx. 80m: (based on 20m span and 5m width).</p> <p>Route to bridge to be formed as part of new development layout and on land to south controlled by owner of central portion of HSG 19 Maybury.</p> <p>Cyclepaths to Gyle (600m) (and underpass of A8), A8 (300m) and to Gogar Link Road (500m). Route continues from completed underpass (led by Network Rail) via the shopping centre car park, to shared use footway by tram stop. Make underpass shared use. Determine whether it is possible to take away the row of parking around periphery (or change to parallel parking), to make room for segregated cycle lane. Cyclepath to Gogar Link Road -north of station. Land purchase needed.</p>	£0	£0	To be delivered as integral part of central portion of HSG 19 Maybury and secured through planning conditions, and financial contribution secured for cycle paths to Gyle. 20/01148/AMC approved bridge design (conditions 1,4,5 and 6) of 18/07600/PPP	Active Travel	Developer	2025/26

## 2. Transport Actions

### c. Site specific actions

LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
	TR-SA-HSG19-5	Maybury - Edinburgh Gateway Station pedestrian / cycle route including bridge over railway. Eastern portion of HSG19	Route to be formed as part of new development layout. This routes forms part of the strategic green corridor from Edinburgh Gateway to Cammo and quality landscaping is required.	£0	£0	To be delivered as integral part of development of eastern portion of HSG19 and secured through planning conditions (approved Nov 2020 20/01148/AMC)	Active Travel	CEC	2025/26
Page 106	TR-SA-HSG19-6	New footway cycleway along south side of Turnhouse Road	Paths (100m)	£0	£0	To be delivered as integral part of development secured through planning conditions. Action included in scope of Development of Prioritised LDPAP Transport Actions project. Concept designs and updated cost estimates to be produced by end 2021.	Active Travel	CEC	2025/26
	TR-SA-HSG19-7	Shared use cycleway along Turnhouse Road (1.5km) or on-road segregated cycleway		£0	£0	To be delivered as integral part of development secured through planning conditions. Action included in scope of Development of Prioritised LDPAP Transport Actions project. Concept designs and updated cost estimates to be produced by end 2021.	Active Travel	CEC	2025/26
	TR-SA-HSG19-8	TRO for lower speed limit along Turnhouse Road	Coordinated by Development Control Team.	£2,000	£2,450	Financial contribution required.	Roads Safety	CEC	2025/26

## 2. Transport Actions

### c. Site specific actions

LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
HSG 20 CAMMO						18/01755/FUL s.75 signed.			
	TR-SA-HSG20-1 - 2	Bus infrastructure on Maybury Road and peak period bus capacity improvements.	Upgrade bus infrastructure (replace existing bus stops). Time limited financial support for a bus operator to run services along Maybury Road.	£200,000	£245,000	Financial contribution secured through s.75. Action included in scope of Development of Prioritised LDPAP Transport Actions project. Concept designs and updated cost estimates to be produced by end 2021.	Public Transport	CEC	2024+
Page 107	TR-SA-HSG20-3	Cammo Walk link (north)	Cycle path to tie into path to Cammo Estate on north of site (450m).	£94,500	£115,763	To be partly delivered as integral part of development secured by condition/s.75. Action included in scope of Development of Prioritised LDPAP Transport Actions project. Concept designs and updated cost estimates to be produced by end 2021.	Active Travel	CEC	2023/2024
	TR-SA-HSG20-5	Cammo to Maybury cycle path	Cycle path connecting Cammo to Maybury site and extending to Cammo Estate.	£300,000	£367,500	Financial contribution secured through s.75. Action included in scope of Development of Prioritised LDPAP Transport Actions project. Concept designs and updated cost estimates to be produced by end 2021.	Active Travel	CEC	2023/2024

2. Transport Actions

c. Site specific actions

LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
	TR-SA-HSG20-6	Cammo to Maybury cycle path	Toucan crossings at Craigs Road junction.	£75,000	£91,875	Crossings to be delivered as integral part of junction improvement being delivered by developer.	Active Travel	CEC	2023/2024
	TR-SA-HSG20-7	Cammo to Maybury cycle path	Bridge/decking over Boughtlin Burn connecting cycle path through site to Cammo Walk link (north) and Cammo to Maybury cycle path. Land purchase needed.	£560,000	£686,000	Financial contribution of £560,000 secured through signed s.75. Action included in scope of Development of Prioritised LDPAP Transport Actions project. Concept designs and updated cost estimates to be produced by end 2021.	Active Travel	CEC	2023/2024
Page 108	TR-SA-HSG20-8	Pedestrian /cycle connections to East of site.	Pedestrian crossing facilities on Maybury Road: Toucan or D island crossings x 4 over Maybury Road from Cammo site. To complete this action, it requires the path connections into East Craigs estate to be delivered (TR-SA-HSG20-9 below).	£0	£0	To be delivered by applicant secured through conditions/s.75/RCC approvals. Junctions at north and south of the site are complete; developer will deliver toucan crossing in the middle at a later date.	Active Travel	Developer	2021/22. Junctions at north and south of the site were installed in 2020/21; developer will deliver toucan crossing in the middle at a later date.

## 2. Transport Actions

### c. Site specific actions

LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
	TR-SA-HSG20-9	Pedestrian /cycle connections to East of site.	4.5m wide shared use paths (150m) across existing open space to East Craigs estate. (Excludes land costs)	£305,000	£373,625	Financial contribution of £305,000 secured through signed s.75. Action included in scope of Development of Prioritised LDPAP Transport Actions project. Concept designs and updated cost estimates to be produced by end 2021.	Active Travel	CEC	2023/2024
<b>HSG 21 BROOMHILLS</b>  Page 109						14/04860/FUL Partly delivered/under construction. 19/00869/FUL& 19/00871/FUL additional units with £5,096 for site specific or TCZ			
	TR-SA-HSG21-2	Cycle path at Broomhills	Upgrade surface of the path (1,200m) to Morton Mains.	£150,000	£183,750	Not funded through signed s.75. Consideration being given to include as part of prioritised LDPAP TA project.	Active Travel	CEC	2023/2024
	TR-SA-HSG21-3	Cycleway access to Frogston Road East	A new 4m wide toucan crossing at North access linking to existing footway on B701.	£0	£0	To be delivered as integral part of development; developer to deliver through RCC.	Active Travel	Developer	2023/24

## 2. Transport Actions

### c. Site specific actions

LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
	TR-SA-HSG21-4	Pedestrian/cycle way from Old Burdiehouse Road to Burdiehouse Burn (Broomhills Road)	<p>Upgrade pedestrian crossings to 2x new two stage toucan crossings over A701 (delivered by RCC).</p> <p>Short section of new path (10m) and path widening to 4m (30m).</p> <p>Widen existing path to 4m (70m) from Southhouse Broadway to bus stop at A701.</p> <p>New path (30m) to link from crossing to site (may require land preparation and acquisition).</p>	£80,000	£98,000	Partly delivered as integral part of development; developer to deliver through RCC. New path is not funded through signed s.75. Within scope of prioritised LDPAP Transport Action project	Active Travel	Developer	2023/24
Page 110	TR-SA-HSG21-5	Secure pedestrian and cycle way access to Old Burdiehouse Rd linking to Broomhills Road	Paths within development that link to external connections of TR-SA-HSG21-4.	£0	£0	To be delivered as integral part of development; developer to deliver through RCC.	Active Travel	Developer	2023/24
	TR-SA-HSG21-6	Street Improvements to Burdiehouse Road		£1,300,000	£1,592,500	Not funded through signed s.75. Consideration being given to include as part of prioritised LDPAP Transport Action project.	Roads Safety	CEC	2023/2024
	TR-SA-HSG21-7	Upgrade Bus Stops on Burdiehouse Road		£0	£0	To be delivered as integral part of development; developer to deliver through RCC.	Public Transport	Developer s.56	2023/24
<b>HSG 22 BURDIEHOUSE</b>						10/01185/PPP 14/04880/FUL			

## 2. Transport Actions

### c. Site specific actions

LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
	TR-SA-HSG22-1	Bus infrastructure improvements	Upgrade Bus Stops on Burdiehouse Rd and Frogston Rd East.			£15,000 towards bus stop improvement in PPP s.75	Public Transport	CEC	2021/22
	TR-SA-HSG22-3	Cycleway safeguard (A720 underpass - Burdiehouse Burn path link)	<p>Off-site multi user path connection to link the site with path networks in Midlothian via Straiton Pond. Forms part of strategic green network between Burdiehouse Burn Valley Park, Mortonhall, Morton Mains, Gilmerton and Straighton high quality landscape treatment required (4m wide landscape treatment to the west across open ground, including verge, hedgerow and hedgerow trees for approximatley 200m) Land purchase required.</p> <p>Street improvements and pedestrian crossing on Burdiehouse Road.</p> <p>D island crossing on Lang Loan. Path surface upgrade (200m).</p> <p>Construct shared use footway beside Lang Loan road (200m), may require land purchase for footway.</p> <p>New path construction 3.5m to underpass of A720 (600m).</p>	£200,000	£245,000	Not funded through signed s.75. Action included in scope of Development of Prioritised LDPAP Transport Actions project. Concept designs and updated cost estimates to be produced by end 2021.	Active Travel	CEC	2023/2024

## 2. Transport Actions

### c. Site specific actions

LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
	TR-SA-HSG22-4	New access point and shared use path	20m to link to existing path (Land ownership of Greenspace for 10m of path).	£50,000	£61,250	Not funded through signed s.75. Action included in scope of Development of Prioritised LDPAP Transport Actions project. Concept designs and updated cost estimates to be produced by end 2021.	Active Travel	CEC	2023/2024
	TR-SA-HSG22-5	Pedestrian cycleway access across site from Straiton path to Burdiehouse Burn	500m path at both the east and west edges of the site.	£125,000	£153,125	Not funded through signed s.75. Action included in scope of Development of Prioritised LDPAP Transport Actions project. Concept designs and updated cost estimates to be produced by end 2021.	Active Travel	CEC	2023/2024
	TR-SA-HSG22-6	Widen existing path along Burdiehouse Burn Park	Widen 300m to 3.5m running parallel to site's northern boundary and linking to western access point. Forms part of strategic green network between Pentlands and Portobello.	£100,000	£122,500	Not funded through signed s.75. Action included in scope of Development of Prioritised LDPAP Transport Actions project. Concept designs and updated cost estimates to be produced by end 2021.	Active Travel	CEC	2023/2024
<b>HSG 23 GILMERTON DYKES ROAD</b>						14/01446/FUL. Signed S75. Constructed.			

## 2. Transport Actions

### c. Site specific actions

LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
	TR-SA-HSG23-2	Cycle path from Lasswade Road to HSG 23 and HSG 24	Cycle link 500m – Gilmerton Road to Lasswade Road. A path link has been delivered within HSG23 as part of its open space, path connections to adjacent development HSG 24 has not been made and this is required to complete this connection.	£0	£0	Part delivered as integral part of development.	Active Travel	Developer s.75	Part delivered.
	TR-SA-HSG23-4	New footway along Gilmerton Dykes Road	500m Footway. Delivered only in front of development. Not part of layout of 18/02540/AMC Land 292 Metres West Of 10 Gilmerton Station Road Edinburgh. TO coomplet this action, connection(s) over the grass verge is required for this new section of pavement to connect to the existing pavement on the north side of Gilmerton Dykes Road.	£0	£0	Part delivered as integral part of development.	Active Travel	Developer s.75	Part delivered.
	TR-SA-HSG23-5	Upgrade bus stops on Lasswade Rd / Gilmerton Rd				£36,500 for public transport improvements secured in signed s.75.	Public Transport	Place Developme nt	
<b>HSG 24 GILMERTON STATION ROAD</b>	TR-SA-HSG24-1					Planning permission granted - 14/01649/PPP 16/04382/AMC 16/03299/AMC 17/04164/AMC 7/9/17 Early phases under construction			2027 for all phases of the site.
	TR-SA-HSG24-3	D island crossing of Gilmerton Station Road and construct 50m of shared use footway from existing verge	D island = £25000 Path Widening.	£57,500	£70,438	Not funded through signed s.75. One D-island crossing near ramp at Lasswade corner delivered.	Active Travel	CEC	2023-2024

## 2. Transport Actions

### c. Site specific actions

LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
	TR-SA-HSG24-4	Drum Street Ped & Cycle crossing & path through site to multi-user path to Straiton	Toucan crossing and shared use footway. Part of first phase of development.	£0	£0	To be delivered as integral part of development.	Active Travel	Developer	2023-2024
	TR-SA-HSG24-5	New footway along Gilmerton Station Rd	Footway and lighting on west side of Gilmerton Station Road from Gilmerton Road to Lasswade Road, extending 240m northwards from Lasswade Road/Gilmerton Station Road.	£112,400	£137,690	£122,400 secured in signed s.75.	Active Travel	CEC	2023-2024
Page 114	TR-SA-HSG24-6	Pedestrian crossing facilities on Gilmerton Rd		£15,000	£18,825	£15,000 secured in signed s.75.	Active Travel	CEC	2023-2024
	TR-SA-HSG24-7	TRO lower speed limit on Gilmerton Station Road	Lower speed limit on Gilmerton Station Road.	£1,500	£1,883	Financial contribution secured in signed s.75 and will be implemented through 40+ mph speed limit review.	Roads Safety	CEC	2022/23
	TR-SA-HSG24-8	Upgrade bus stops and peak capacity on Gilmerton Road	Upgrade of peak capacity not pursued	£9,290	£11,659	£9,290 secured in signed s.75	Public Transport	CEC	2023-2024
<b>HSG 25 THE DRUM</b>	TR-SA-HSG25-1					Planning Permission Granted 14/01238/PPP 17/00696/AMC granted 31/8/17			2022/2023
	TR-SA-HSG25-2	Cycle link - Drum Street to SE Wedge Parkland	Path (1000m).	£250,000	£306,250	Not funded through signed s.75.	Active Travel	CEC	2022/2023

2. Transport Actions

c. Site specific actions

LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
	TR-SA-HSG25-3	Cycle link - Gilmerton Road to Lasswade Road	Path (1000m).	£250,000	£306,250	Not funded through signed s.75.	Active Travel	Sustrans	2022/2023
Page 115	TR-SA-HSG25-4	Cycle way access from Candlemakers Park to north of the Drum	New 3.5m shared use path (70m) from western boundary of The Drum site to Candlemaker's Park and to Drum Avenue. May require land purchase.	£20,000	£24,500	s.75- Footpath links £15k before 50th unit occupied - pay drum link contribution from Drum through open space on Candlemaker Park.  £5k prior to 1st unit occupied pay Candlemakers Park contribution link path from Candelemaker Park to Drum Avenue/Drum Park  TRO - £4000	Active Travel	CEC	2022/2023
	TR-SA-HSG25-5	Toucan crossing over Drum Street to access The Drum site	x2 Toucan crossing + shared path upgrade. May require land purchase.	£80,000	£98,000	Not funded through signed s.75.	Active Travel	CEC	2022/23
	TR-SA-HSG25-7	Widen existing footway to 3.5m (shared use)	Path widening (750m).	£100,000	£122,500	Not funded through signed s.75.	Active Travel	CEC	2022/2023

## 2. Transport Actions

### c. Site specific actions

LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
<b>HSG 26 NEWCRAIG HALL NORTH</b>	TR-SA-HSG26-1					Planning Permission Granted 13/03181/FUL			
	TR-SA-HSG26-2	Pedestrian/Cycle Route connecting Newcraighall North to Newcraighall East	Requires dropped kerbs and a safe crossing of Newcraighall Road to be installed to complete this active travel connection between the two housing sites.	£0	£0	Partially to be delivered by developer as integral part of development. Off-site works not secured or delivered.	Active Travel	Developer s.75	
<b>HSG 27 NEWCRAIG HALL EAST</b>	TR-SA-HSG27-1					Planning Permission Granted 10/03506/PPP 15/04112/AMC 16/02696/FUL (37 units)			
	TR-SA-HSG27-2	Pedestrian/Cycle Route connecting Newcraighall North to Newcraighall East	Requires dropped kerbs and a safe crossing of Newcraighall Road to be installed to complete this active travel connection between the two housing sites.	£0	£0	Not secured or delivered.	Active Travel	Developer s.75	
<b>HSG 28 ELLEN'S GLEN ROAD</b>						No permissions or s.75s yet issued.			2027+
	TR-SA-HSG28-2	Bus infrastructure	Upgrade existing bus stops in Lasswade Road.  Upgrade existing S/B bus stop and provide new N/B bus stop in Gilmerton Road.	£300,000	£367,500		Public Transport	Developer/CEC	2027+
	TR-SA-HSG28-3	Cycle Network	High quality pedestrian and cycle routes within site, to link with public transport routes, and to link from Malbet Wynd through the site to connect via Ellen's Glen Road to the Burdiehouse Burn Valley Park Core Path (1000m).	£250,000	£306,250		Active Travel	Developer	2027+

2. Transport Actions

c. Site specific actions

LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
	TR-SA-HSG28-4	New footway along east boundary frontage of site	Path (135m).	£30,000	£36,750		Active Travel	Developer	2027+
	TR-SA-HSG28-5	New pedestrian/cycle link on land near to Stenhouse Burn	To compensate for the narrow footway on Ellen's Glen Road (225m).	£50,000	£61,250		Active Travel	Developer	2027+
	TR-SA-HSG28-6	Widening and upgrade of existing footway along Ellen's Glen Road		£0	£0		Active Travel	Developer	2027+
HSG 9 BRUNSTANE						16/04122/PPP s.75 signed 2020			2027+
HSG 117	TR-SA-HSG29-2	Help provide improved pedestrian/cycle links and increased cycle parking at Brunstane and Newcraighall Stations	Cycle Parking.	£1,500	£1,838	£2,000 secured in s.75	Active Travel	CEC	2027+

## 2. Transport Actions

### c. Site specific actions

LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
	TR-SA-HSG29-3	Network of high quality pedestrian/cycle routes through site	To link with suitable exit points around site boundary, particularly with existing routes to Brunstane and Newcraighall railway stations. At least two pedestrian/cycle railway crossing points shall be provided within the site.	£0	£0	To be delivered as integral part of development secured through planning condition(s). Cycle / pedestrian rail bridge before 1st unit. Vehicle bridge before 250th unit. Cycle / pedestrian bridge south of and in addition to the above bridge before 665th unit.	Active Travel	Developer s.75	2027+
Page 118	TR-SA-HSG29-4	New junction with Milton Road East	Provide new signalised junction with Milton Road East.	£0	£0	To be delivered as integral part of development layout secured by s.75.	Junctions	Developer s.75	2027+
	TR-SA-HSG29-5	New junction with Newcraighall Road	Provide new signalised junction with Newcraighall Road.	£0	£0	To be delivered as integral part of development layout secured by s.75.	Junctions	Developer s.75	2027+
	TR-SA-HSG29-6	Pedestrian/Cycle Route connecting Newcraighall North to Newcraighall East	Establish new green network connections to Newcraighall village, Newcraighall public park, Gilberstoun, The John Muir Way / Core Path 5 Innocent Railway, Queen Margaret University, Musselburgh and future developments in Midlothian.	£0	£0	Partly to be delivered though site layout.	Active Travel	CEC	2027+

## 2. Transport Actions

### c. Site specific actions

LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
	TR-SA-HSG29-7	Provide upgrades of existing external pedestrian/cycle routes in vicinity of site, including signage	Help provide missing link across the Newcraighall railway line. Path widening/resurfacing (2000m).	£300,000	£367,500	Not secured.	Active Travel	CEC	2027+
	TR-SA-HSG29-8	Review existing pedestrian/cycle crossing facilities on Milton Road East and Newcraighall Road and help enhance as required	Crossing improvements x2.	£150,000	£183,750	Partly to be delivered though the two new signalised junctions.	Active Travel	Developer s.75	2027+
Page 119	TR-SA-HSG29-10	Road Improvements	Review road safety and provide improvements, if necessary, to Milton Road East and, if appropriate, Newcraighall Road.	£0	£0	To be delivered as integral part of development layout secured by s.75.	Roads Safety	Developer s.75	2027+
	TR-SA-HSG29-11	Upgrade A1 / Milton Road East / Sir Harry Lauder Road junction	An action identified in developer's transport appraisal. Scale of action to be considered.	not costed	not costed	£200,000 secured through s.75 agreement.	Junctions	CEC	2027+
	TR-SA-HSG29-12	Upgrade existing bus stops on Milton Road East and Newcraighall Road	Essential to route bus services through site (consider section(s) of 'bus only' roads).	£0	£0	To be delivered as integral part of development secured through s.75.	Public Transport	Developer s.75	2027+
<b>HSG 30 MOREDUNVALE ROAD</b>						Site Allocated, Transport requirements to be established through cumulative transport appraisal and planning permission.			
	TR-SA-HSG30-2	Direct Link to Moredunvale Road (T7)		£0	£0		Active Travel	Developer/CEC	2027+

2. Transport Actions

c. Site specific actions

LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
HSG 31 CURRIEMUI REND						Site Allocated, Transport requirements to be established through cumulative transport appraisal and planning permission.			2027+
HSG 32 BUILYEON ROAD						16/01797/PPP and 16/01798/PPP MTG; s.75 not yet signed.			
Page 120	TR-SA-HSG32-3	Builyeon Road East/West Works Builyeon Road: New footway and cycle path along frontage of site	New footway and cycle path along frontage of site on south side of Builyeon Road (including footway widening, redetermination to shared use footway, development of footway to both sides of the road, bus priority measures, etc.) for a distance of approximately 975 metres.	£200,000	£245,000	Expected to be delivered as integral part of development and/or to be delivered by applicant secured through conditions/ s.75. Action included in scope of Development of Prioritised LDPAP Transport Actions project. Concept designs and updated cost estimates to be produced by end 2021.	Active Travel	Developer/ CEC	2024/25

## 2. Transport Actions

### c. Site specific actions

LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
	TR-SA-HSG32-4	Builyeon Road East/West Works Builyeon Road: Street design and upgrade links	East-west: changing the character of Builyeon road (A904) and realignment through Echline Junction. Upgrade of existing external links to high quality pedestrian/cycle routes to Dalmeny Station, high school, Ferrymuir retail park and town centre.	£950,000	£1,163,750	Expected to be delivered as integral part of development and/or to be delivered by applicant secured through conditions/ s.75. Action included in scope of Development of Prioritised LDPAP Transport Actions project. Concept designs and updated cost estimates to be produced by end 2021.	Active Travel	Developer/CEC	2027
Page 121	TR-SA-HSG32-5	Bus Improvement Works Upgrade existing bus infrastructure	Additional capacity needed. (Opportunity – support commercial operation.) Increased frequency of direct city centre service and also to key local facilities, to achieve PT mode share. Upgrade of the currently existing facilities and provision of new high quality bus stops on Builyeon Road; Widening of Builyeon Road to accommodate bus priority measures; and Securing an increase in the frequency of direct city centre service and to key local facilities, to achieve public transport mode share.	£400,000	£490,000	Financial contribution required and/or to be delivered by applicant through conditions/s.75 Action included in scope of Development of Prioritised LDPAP Transport Actions project. Concept designs and updated cost estimates to be produced by end 2021.	Public Transport	CEC	2027

2. Transport Actions

c. Site specific actions

LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
	TR-SA-HSG32-6	Cycle and Path Routes Works Bridge link over A9000	Bridge over the A900 in south-east corner of the site.  Design feasibility study to be funded by the developers and commissioned by the Council assessing the provision of a bridge over the A9000 in south-east corner of the site to provide an off-road cycle route to link to Ferrymuir Gait and routes to the East and provision of a link to the National Cycle Network by means of a bridge to Ferrymuir, located west of the A9000.	£3,000,000	£3,675,000	Financial contribution required and/or to be delivered by applicant through conditions/s.75	Active Travel	CEC	2027
Page 122	TR-SA-HSG32-7	Cycle and Path Routes Works Network of high quality pedestrian/cycle routes through site	Develop high quality landscaped pedestrian/cycle route through site (1000m) to link with suitable exit points around site boundary, particularly with existing routes into South Queensferry. An addition to the green network (forming part of the strategic Dalmeny to Echline green network) leading from the A904 to a crossing point of the A9000 or such other works as may be agreed in writing with the Council acting as Roads Authority.  Off-road cycle route to link HSG32 Builyeon Road, Ferrymuir Gait, HSG33 South Scotstoun with Dalmeny and National Cycle Network (300m).	£73,500	£90,038	Financial contribution required and/or to be delivered by applicant through conditions/s.75 Action included in scope of Development of Prioritised LDPAP Transport Actions project. Concept designs and updated cost estimates to be produced by end 2021.	Active Travel	CEC	2027

## 2. Transport Actions

### c. Site specific actions

LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
	TR-SA-HSG32-8	Echline Junction & East Works Echline Junction: Pedestrian/Cycle routes through roundabout	Echline Junction (cycle/ped infrastructure both directions on roundabout). Integrate with new footway and cycle path along frontage of site.  Provision of cycle and pedestrian infrastructure in both directions on Echline Junction including the provision of two new 2-stage Toucan crossings, two new single stage Toucan crossings and upgrading of the two existing crossings to Toucan crossings.	£246,000	£301,350	Financial contribution required and/or to be delivered by applicant through conditions/s.75 Action included in scope of Development of Prioritised LDPAP Transport Actions project. Concept designs and updated cost estimates to be produced by end 2021.	Active Travel	CEC	2027
Page 123	TR-SA-HSG32-9	Echline Junction & East Works Help provide upgrades of existing external pedestrian/cycle routes to Dalmeny Station: reconfigure existing roads/junctions to accommodate high quality pedestrian/cycle routes and facilities.	Ferrymuir Road pedestrian/cycle enhancements. Enhancements to Ferrymuir Road between Echline Junction to the west and the Ferrymuir junction to the south, a distance of some 400 metres, to provide 3 metre wide footways converted to shared use (potentially building out into one lane of the carriageway.  Cut through to Ferrymuir/Lovers Lane from Ferrymuir Road (private carriageway, and route through non-adopted land – negotiate land acquisition).  Resurfacing of Lovers Lane for distance of 1,600 metres, together with the necessary lighting. Provision of a Toucan crossing on Kirkliston Road (B907) at it junction with Ferrymuir Lane.  Future conversion of Ferrymuir roundabout to signalised junction outwith these development contributions.	£318,250	£389,856	Financial contribution required and/or to be delivered by applicant through conditions/s.75 Action included in scope of Development of Prioritised LDPAP Transport Actions project. Concept designs and updated cost estimates to be produced by end 2021.	Active Travel	CEC	2027

## 2. Transport Actions

### c. Site specific actions

LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
	TR-SA-HSG32-10	Queensferry Crossing	Prospective developers should be aware transport Scotland may require assessment of impact on new FRC junction.	£0	£0		Junctions	Transport Scotland	2024+
Page 124	TR-SA-HSG32-11	Route to Town Centre Works Help provide upgrades of existing external pedestrian and cycling facilities from the development to the town centre in the vicinity of the development	2 X D island or toucan crossings over A904 to link site with existing paths in South Queensferry. (Echline View/Long Crook/ and at Echline Roundabout). Provision of either 2 'D' island or Toucan crossings across Bullyeon Road to link the Development with existing paths in the Echline housing estate opposite the foot path at Long Crook and the footpath to Echline Avenue (passing the rear of the properties at Echline Park). Widening and better definition of existing footpaths between Echline Park and Echline View, and to Long Crook, to a width of 3.5 metres to form shared use paths. Tarmac resurface on off road adopted paths through Echline housing estate, to toucan at end of Bo'Ness Rd/Stewart Terrace. Consider linking to NCN76/NCN1 along Farquhar Terrace/Morrison Gardens.	£126,910	£155,465	Financial contribution required and/or to be delivered by applicant through conditions/s.75 Action included in scope of Development of Prioritised LDPAP Transport Actions project. Concept designs and updated cost estimates to be produced by end 2021.	Active Travel	CEC	2027

## 2. Transport Actions

### c. Site specific actions

LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
	TR-SA-HSG32-12	TRO Builyeon Road	Implement and physical measures for reduced speed limit on Builyeon Road as part of opportunity to change the character of Builyeon Road (A904). Part of the existing alignment would be converted to access and cycle/pedestrian only. New alignment would be implemented as per 'Designing Streets' principles.	£1,500	£1,838	Financial contribution required and/or to be delivered by applicant through conditions/s.75 Action included in scope of Development of Prioritised LDPAP Transport Actions project. Concept designs and updated cost estimates to be produced by end 2021.	Active Travel	Place Development TRO to be coordinated by Development Control Team.	2027
HSG 33 SOUTH SCOTSTOWN						16/06280/FUL; s.75 signed. Under construction.			
Page 125	TR-SA-HSG33-2	Appropriate traffic calming measures may be considered for Scotstoun Avenue	Road Furniture Contribution.	£30,000	£36,750	Not funded by s.75 Traffic calming measures to be delivered in Scotstoun Avenue in summer 2021 using S75 contributions	Roads Safety	CEC	2026
	TR-SA-HSG33-3	B800 Cycle Link	Provision of a low level pedestrian/cycle link between the Agreement Subjects and the B800. Land agreements may be required.	£42,452	£52,004	Not funded by s.75 Action included in scope of Development of Prioritised LDPAP Transport Actions project. Concept designs and updated cost estimates to be produced by end 2021.	Active Travel	CEC	2026

2. Transport Actions

c. Site specific actions

LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
Page 126	TR-SA-HSG33-4	Bus infrastructure	<p>Upgrade existing bus stop facilities on Kirkliston Road, Scotstoun Avenue and in Dalmeny and additional capacity likely. Increased frequency of direct city centre service and also to key local facilities, to achieve Public Transport mode share. To support bus services serving the Site, where there would not otherwise be a commercial incentive to operate such a service.</p> <p>The upgrade of 4 bus stops on Scotstoun Avenue to provide the following facilities: the provision of new shelters and associated improvement works to surrounding public footway.</p>	£318,500	£390,163	£318,500 secured through s.75	Public Transport	CEC	2026
	TR-SA-HSG33-5	D island or single stage Toucan crossing of B800 to retail site path		£30,000	£36,750	To be delivered as integral part of the development secured by planning conditions/ s.75 agreement.	Active Travel	Developer s.75	2026

## 2. Transport Actions

### c. Site specific actions

LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
Page 127	TR-SA-HSG33-6	Give due consideration to the opportunity to change the character of the B800 through street design.	<p>Reconfiguring the entrance junction, including raised junction and tightening of the radii.</p> <p>Shared path along the east side of the B800, approximately 400m.</p> <p>Two toucans continuing to the B907 to the junction with Lovers Lane/Scotstoun Avenue.</p> <p>Tighten and reconfigure the Scotstoun Avenue and B907 junction with removal of guardrail and decluttering and installation of toucan crossings in the southern and north-eastern arms of the Ferrymuir Roundabout.</p>	£454,000	£556,150	£556,150 secured through s.75 Action included in scope of Development of Prioritised LDPAP Transport Actions project. Concept designs and updated cost estimates to be produced by end 2021.	Active Travel	CEC	2024/25
	TR-SA-HSG33-7	High quality pedestrian/cycle routes through site	<p>Linking to suitable exit points around site boundary, particularly to north-east corner to connect with existing route to station and Edinburgh and with South Scotstoun. Including new diverted 3.5m shared use path for NCN 1 into the Agilent site, or resurfacing where necessary (450m).</p>	£40,000	£49,000	£70,000 secured through s.75 for this and action below. Action partially included in scope of Development of Prioritised LDPAP Transport Actions project. Concept designs and updated cost estimates to be produced by end 2021.	Active Travel	Developer s.75	2024/2025
	TR-SA-HSG33-8	LED stud lighting	Provision of LED stud lighting eastwards for 1000m along NCR1; and provision of LED stud lighting northwards for 1000m on the old railway path to the north of the Agreement Subjects.	£30,000	£36,750	No secured with development or in s.75.	Active Travel	CEC	2026
	TR-SA-HSG33-9	Queensferry Crossing	Transport Scotland may require assessment of impact on new Forth Replacement Crossing junction.	£0	£0	Not requested in Transport Scotland consultee response	Junctions	Transport Scotland	

2. Transport Actions

c. Site specific actions

LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
HSG 36 CURRIEHILL ROAD						16/01515/FUL. S.75 signed. Construction completed.			
Page 128	TR-SA-HSG36-3	Connections to be made to the Kirknewton Core Path to the west boundary of the site		£12,000	£14,700	Not funded through signed s.75.	Active Travel	CEC	2022/23
	TR-SA-HSG36-4	Improve high quality pedestrian/cycle link to Curriehill Station	Wheeling ramp over railway bridge. Upgrade of existing path to 3.5m shared use and signage to development and railway station.	£80,000	£98,000	£77,500 secured through s.75	Active Travel	CEC	2022/23
	TR-SA-HSG36-5	Provide additional cycle parking at Curriehill Station		£1,000	£1,225	£500 secured in s.75	Active Travel	CEC	2022/23
	TR-SA-HSG36-6	Provide new footway along east boundary frontage (Curriehill Road) to link with existing footway network	Full action identified as not being feasible due to footway/road width constraints.	£0	£0	s.75: £4,000 for TRO and £2,500 for the extension of existing footway on west side of Curriehill Road northwards to link to development's footways (60m) implement prior to 1st unit completed.	Active Travel	CEC	2022/23 Programmed for 2021.
HSG 37 NEWMILLS, BALERNO						Underway 15/05100/FUL. S.75 signed.			

## 2. Transport Actions

### c. Site specific actions

LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
	TR-SA-HSG37-2	Bus infrastructure	Provide new bus stop facilities on A70, and improve the pedestrian access between these and the proposed site.  <del>Crossing point required. Need for bus stop facilities to be confirmed in context of wider bus corridor work.</del>	£0	£0	Secured by s.75 agreement	Public Transport	Developer s.75	Crossing point delivered.
	TR-SA-HSG37-3	Cycle access to Ravelrig Road	Newmills Road site to Ravelrig Road via old railway line: New 4m wide 1km long path along old railway line to Ravelrig Road (new off road NCN 75), includes tree clearance, ramp to road and crossing of burn.	£450,000	£551,250	Not funded through signed s.75.	Active Travel	CEC	2023/24
Page 129	TR-SA-HSG37-4	High quality pedestrian/cycle routes through site		£0	£0	To be delivered as integral part of development secured through planning conditions.	Active Travel	Developer s.75	2021/22
	TR-SA-HSG37-5	Improved pedestrian/cycle crossing facilities on A70	Layout to be determined, but to incorporate appropriate dropped kerb and tactile paving arrangements to current standards.	£60,000	£73,500	Partly secured through signed s.75 (one crossing secured).	Active Travel	Developer s.75	2021/22
	TR-SA-HSG37-6	New footway along east frontage boundary, linking into Newmills Road footways		£0	£0	To be delivered as integral part of development secured through planning conditions.	Active Travel	Developer s.75	2021/22
	TR-SA-HSG37-7	Provide additional cycle parking at Curriehill Station		£0	£0	£500 secured in s.75	Active Travel	CEC	2022/23

## 2. Transport Actions

### c. Site specific actions

LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
	TR-SA-HSG37-8	Provide extended car park at Curriehill Station		£0	£0	£28,340 financial contribution secured by signed s.75	Roads	CEC	2021/22
	TR-SA-HSG37-9	Upgrade cycle routes between Newmills Road and Curriehill Station	Detailed route to be confirmed (cost is based on alternative route using NCN75, including toucan crossing of A70 and ramp to NCN75, alternative is to reopen tunnel mouth to link with NCN75).	£250,000	£306,250	Partly secured through s.75 agreement (one crossing secured) £61,340.	Active Travel	CEC	2022/23
<b>HSG 38 RAVELRIG ROAD</b>						14/02806/PPP 16/05744/AMC; s.75 signed. Underway.			
Page 130	TR-SA-HSG38-3	Improved pedestrian/cycle crossing facilities on A70 and Ravelrig Road		£1,500	£1,838	Not funded through signed s.75.	Active Travel	CEC	2020/21
	TR-SA-HSG38-4	New cycle path along Ravelrig Road	Provide high quality pedestrian/cycle routes through site to be secured by condition, connecting with and making improvements to adjacent walking and cycle routes e.g. NCN75 which is on-road along Ravelrig Road: New 3.5m shared use path along the northern boundary of the site, approximately 500m. New 4m wide 1km long path along part of Ravelrig Road to join up with the re-routed NCN75.	£0	£0	To be delivered as integral part of development secured through planning conditions.	Active Travel	Developer s.75	2020/21
	TR-SA-HSG38-5	New footway along west side of Ravelrig Road linking into Ravelrig Road and A70 footways		£0	£0	To be delivered as integral part of development secured through planning conditions.	Active Travel	Developer	2020/21

## 2. Transport Actions

### c. Site specific actions

LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
	TR-SA-HSG38-6	Provide upgrade to cycle routes between site and Curriehill Station	Detailed route to be confirmed.	£420,000	£514,500	£55,040 secured for Curriehill Station improvements.	Active Travel	CEC	2020/21
<b>HSG 39 NORTH OF LANG LOAN</b>						14/05145/PPP signed s.75 17/02494/AMC S.75 under construction			
	TR-SA-HSG39-2	Bus infrastructure	Upgrade existing bus stop facilities on Lasswade Road, with appropriate active travel connections.	£10,000	£12,250	£10,000 secured through s.75	Public Transport	CEC	2022/23
Page 131	TR-SA-HSG39-3	Cycle path from Lasswade Road to HSG 23/24 above	Provide high quality pedestrian/cycle routes through the site, connecting with adjacent walking and cycle routes e.g. the Gilmerton to Roslin Quiet Route which runs adjacent to Lasswade Road, and neighbouring residential areas. Give cognisance to potential bus services to be routed via Burdiehouse 2 linking with The Murrays to the north, and the benefits of providing appropriate walking and cycling links.	£0	£0	To be delivered as integral part of development secured through s.75 and planning condition(s).	Active Travel	Developer s.75	2022/23
	TR-SA-HSG39-4	New footway Lasswade Road	New footway/cycleway along east frontage boundary with Lasswade Road, and south frontage boundary with Lang Loan to provide potential in the future to connect with links to the west.	£0	£0	To be delivered as integral part of development secured through s.75 and planning condition(s).	Active Travel	Developer	2022/23

2. Transport Actions

c. Site specific actions

LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
	TR-SA-HSG39-6	Review road safety and provide improvements	Note speed limit on Lasswade Road reduced to 40mph as part of Gilmerton to Roslin QuietRoute scheme.	£0	£0	To be delivered as integral part of development secured through s.75 and planning condition(s). Lang Loan will be subject to the 40mph speed limit review.			Underway.
<b>HSG 40 SOUTH EAST WEDGE - EDMONSTONE</b>						14/01057/PPP granted.			
Page 132	TR-SA-HSG40-1	Pedestrian/Cycle path connecting to the Wisp	<p>Integrate a network of footpaths, cycleways and open space to be part of the wider Green network.</p> <p>In particular: new pedestrian/cycle routes along the A7 and Wisp within the site and pedestrian/cycle route from A7/B701 junction to open space on the north east boundary.</p> <p>Connect Edmonstone with Danderhall: New toucan crossing across the Wisp from the eastern boundary of the site to connect into existing paths at Danderhall.</p>	£0	£0	<p>To be delivered as integral part of development (with exception of toucan crossing).secured through planning condition(s).s.75 -</p> <p>Prior to first unit occupied: 2m wide footway linking northern access road to Edmonstone Rd (60m).</p> <p>Cycle track linking development to Ferniehill Road. Toucan crossing: Not funded through signed s.75.</p>	Active Travel	CEC	2024/25
	TR-SA-HSG40-2	Provide appropriate crossings of The Wisp	Providing linkages to neighbouring residential areas and bus stop on opposite side of the road. Also need to ensure cycle crossing at A7/B701 junction.	£550,000	£673,750	Not funded by signed s.75.	Active Travel	CEC	2027+

## 2. Transport Actions

### c. Site specific actions

LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
	TR-SA-HSG40-3	Speed limit restrictions on The Wisp.		£0	£0	s.75 secured TRO £2k	Roads Safety	CEC	2027+
	TR-SA-HSG40-4	Traffic signals at The Wisp / Old Dalkeith Road		£0	£0	To be delivered by applicant secured through signed s.75.	Traffic Signals	CEC	2027+
	TR-SA-HSG40-5	Upgrade existing bus stop facilities	A7, Old Dalkeith Road (east of The Wisp/Old Dalkeith Road junction) or, preferably, provide additional facilities south of the site on the A7, Old Dalkeith Road, with due consideration given to active travel connections to/from them.	£115,000	£140,875	Not funded through signed s.75.	Public Transport	CEC	2027+
<b>HSC EAST</b>						16/04373/FUL granted. Under construction.			
	TR-SA-HSG41-1	Pedestrian/Cycle path connecting to Jack Kane Centre	Pathways and cycle routes both internally and connected to other proposed developments and bus facilities on The Wisp. In particular link to HuntersHall/Jack Kane Centre and the western boundary of the site connecting up into Hunter's Hall Public Park and down into the South East Wedge Parkland.	£320,000	£392,000	Not funded through signed s.75.	Active Travel	CEC	2024/25
<b>INTERNATIONAL BUSINESS GATEWAY (IBG)</b>	TR-SA-IBG-1	Bus only access via Edinburgh Gateway Station, tram interchange	Potential relationship to West Edinburgh Transport Contribution Zone actions.	£0	£0	No permissions or s.75s yet issued.	Public Transport		

2. Transport Actions

c. Site specific actions

LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
	TR-SA-IBG-2	New footpath / cycle path along A8 Glasgow Rd	Potential relationship to West Edinburgh Transport Contribution Zone actions.	£1,200,000	£1,470,000	No permissions or s.75s yet issued.	Active Travel	CEC	
	TR-SA-IBG-3	Tram stop within Development	Potential relationship to West Edinburgh Transport Contribution Zone actions.	£0	£0	No permissions or s.75s yet issued.	Public Transport		
	TR-SA-IBG-4	Upgrade bus facilities along A8 Glasgow Road	Potential relationship to West Edinburgh Transport Contribution Zone actions.	£0	£0	see WETA actions	Public Transport		
DEL4 EDINBURGH PARK/SOUTH GYLE						13/04966/PPP, 14/03098/AMC for part of site. 20/02028/FUL minded to grant subject to legal agreement.		CEC	
	TR-SA-DEL4-2	Note – also required to contribute to Gogar roundabout.						CEC	
	TR-SA-DEL4-3	Adoptable roads to be brought up to standard		£0	£0	Expected to be delivered as integral part of development and/or to be secured through s.75	Roads Safety	CEC	2020/21

## 2. Transport Actions

### c. Site specific actions

LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
	TR-SA-DEL4-4	Bus infrastructure - provide new facilities on internal roads		£0	£0	Expected to be delivered as integral part of development and/or to be secured through s.75	Public Transport	CEC	2020/21
	TR-SA-DEL4-5	Edinburgh Park - Gogarburn pedestrian cycle link	Paths (1650m): 346500	£350,000	£428,750	Expected to be delivered as integral part of development and/or to be secured through s.75	Active Travel	CEC/ Developer	2020/21
Page 135	TR-SA-DEL4-6	Internal CPZ, integrated parking/traffic management. Enhance cycle parking at Edinburgh Park Station		£0	£0	Expected to be delivered as integral part of development and/or to be secured through s.75	tbc		2023/24
	TR-SA-DEL4-7	Potential to create a strategic pedestrian/cycle route linking Wester Hailes, Broomhouse and Sighthill to Edinburgh Gateway Station, as part of the wider West Edinburgh Active Travel Network (WEL)		£0	£0	Expected to be delivered as integral part of development and/or to be secured through s.75	Active Travel	Developer	2023/24

2. Transport Actions

c. Site specific actions

LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
EAST OF BURDIEHOUSE (urban area)						19/02616/FUL s.75 signed April 2020. Under construction.		CEC	
Page 136	TR-SA-EBH-2	Bus infrastructure - contribute to the upgrading of existing facilities in the vicinity e.g. on Burdiehouse Road.	Support the enhancement of bus capacity during peak periods. Support the introduction of a bus service to route through Burdiehouse 2, linking with The Murrays (constraint – existing service providers may be reluctant to alter current routes). Give cognisance to potential bus services to be routed via Burdiehouse 2 linking with The Murrays to the north, and the benefits of providing appropriate walking and cycling links.	£0	£0	Not in signed s.75 The Transport Prioritisation work on surrounding developments is investigating location of bus stops in the vicinity and assessment review will look at active travel elements alongside potential bus routes	Public Transport	CEC	2022/23
	TR-SA-EBH-3	Provide high quality pedestrian/cycle connections outwith the site	Link to West Edge Farm (228m). Link to Straiton Ponds (481m). Link to the Murrays (103m). Link to Burdiehouse Burn/Bus Stop (594m).	£295,260	£361,694	To be delivered as integral part of development (secured by condition) and £151,538 secured through s.75 Provision of the high quality pedestrian/cycle connections 'link to Straiton Ponds (481m) and 'link to Burdiehouse Burn/Bus Stop (594m) shall be implemented prior to no more than 35 units on site being occupied.	Active Travel	Developer/CEC	2022/23

2. Transport Actions

c. Site specific actions

LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
	TR-SA-EBH-4	Provide high quality pedestrian/cycle routes through the site	Connecting development and local conveniences with adjacent walking and cycle routes to the north, east and south e.g. the Gilmerton to Roslin Quiet Route which runs adjacent to Lasswade Road, and neighbouring residential areas. Continue active travel route on its boundary to connect with the North of Lang Loan route.	£0	£0	To be delivered as integral part of development and/or to be secured through s.75	Active Travel	Developer/CEC	2022/23

2. Transport Actions  
d. Rest of urban areas

Area	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
North East	TR-SA-NELOC-1	Bernard St/Salmander Street active travel and public realm project (to Seafield Place)	<p>Whole Length: Segregated cycleway (1250m) 3m wide + 0.5 separation strip (pinch to 2m wide in some sections).Seafield PI to Constitution St: Continuous footways. 6x Zebra crossings (every 200m metres).Salamander St to Elbe St:Timber Bush to Shore: Shared use Street – widen footway, setted street, trees, seating. Shore/Bernard Junction: Full refurbishment incl. widen footways, raised tables, seating and planters. Moderate Public realm improvements - seating, planters, build outs, change road materials, widen footway on south side by 1m. Constitution St to Timber Bush: Shared use Plaza - tighten junctions, new road surfacing materials, seating, planters, widen footways, new crossings.</p>	£5,000,000	£6,125,000	Action included in scope of Development of Prioritised LDPAP Transport Actions project. Concept designs and updated cost estimates to be produced by end 2021.	Active Travel	CEC	2026 /27

## 2. Transport Actions

### d. Rest of urban areas

Area	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
Page 139	TR-SA-NELOC-2	Bernard Street / The Shore junction	Close The Shore to general traffic (bus route maintained), full junction refurbishment.	£0	£0	Partially to be delivered by Leith Connections route to Ocean Terminal project to close The Shore to general traffic, but does not look at junction upgrade.	Roads Safety	CEC	2021/22
	TR-SA-NELOC-5	Couper Street - Citadel Place T7	Opportunity to create level active travel connection.	£0	£0		Active Travel	CEC	Safeguard
	TR-SA-NELOC-6	Craigentiny - Leith Links Cycle Link T7	Leith to Portobello Two parts: Craigentiny – Leith Links, and Craigentiny – Leith Links cycle link.	£0	£0		Active Travel	CEC	Safeguard
	TR-SA-NELOC-9	Ferry Road / North Junction Street	Junction improvement.	£300,714	£368,375	Part in scope of Leith Connections proposals (need additional cycle phase to protect Coburg St emerging cycles).	Junctions	CEC	2021/22
	TR-SA-NELOC-10	Hawthornvale off-road cycle path to Lindsay Road and into Western Harbour	Upgrade existing route. Junction improvement associated with tram scheme.	£0	£0	Being delivered as part of the Trams to Newhaven project	Active Travel	CEC	2021

2. Transport Actions

d. Rest of urban areas

Area	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
Page 140	TR-SA-NELOC-11	Henderson Street / Great Junction Street junction	Close Henderson Street to general traffic.	£0	£0	Action is included in the Leith Connections route to Ocean Terminal project. Include segregated cycle track on Henderson Street and closure of Sandport Place Bridge to motor vehicles and 2 way bus lane on The Shore. Further intervention at Tolbooth Wynd as part of LTN ETRO layout needed to completely cut through route.	Roads Safety	CEC	2021/2022

## 2. Transport Actions

### d. Rest of urban areas

Area	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
Page 141	TR-SA-NELOC-12	Henderson Street; The Shore; Commercial Street	Bus priority route improvements. Bus lanes, advanced bus signals.	£0	£0	Leith Connections proposals will deliver on this by removal of through traffic on The Shore/ Henderson but not Commercial St. Includes segregated cycle track on Henderson Street and closure of Sandport Place Bridge to motor vehicles and 2 way bus lane on The Shore. Further intervention at Tolbooth Wynd as part of LTN ETRO layout needed to completely cut through route.	Public Transport	CEC	2021/22
	TR-SA-NELOC-13	Jane St/Tenant St connections	Land purchase 120m2.  New 4m path -120m length.  Wall demolition – 10m.  Lighting along 175m stretch = 6 columns.  Opportunity to connect with other safeguarded routes.	£50,000	£61,250		Active Travel	CEC	2024/2025.

## 2. Transport Actions

### d. Rest of urban areas

Area	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
Page 142	TR-SA-NELOC-14	Kirkgate/Sandport Place/Dock Place and Dock Street (revised route)	Public realm project. Upgrade route, new controlled crossing points, cycle parking.	£0	£0	Leith Connections proposals include segregated cycle track on Sandport Place and Dock Street and closure of Sandport Place Bridge to motor vehicles. Kirkgate not within scope of Leith Connections project.	Active Travel	CEC	2023/24
	TR-SA-NELOC-15	Leith and City Centre (East)	Create new continuous route between Henderson Street / Pirrie Road / Pilrig Park / Balfour Street / Cambridge Avenue / Dryden Street / Hopetoun Street / Green Street / Bellevue Place / Broughton Street (Include northern section only).	£750,000	£918,750	Leith Connections proposals out for community engagement Feb 21 include segregated cycle track on Henderson Street.	Active Travel	CEC	2023/24

2. Transport Actions

d. Rest of urban areas

Area	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
Page 143	TR-SA-NELOC-16	Leith Links - widen existing paths and provide controlled crossings	<p>Shared use footway (segregated) alongside Links PI, Toucan crossing of John's PI &amp; tighten junction.</p> <p>Relay sets on Queen Charlotte St.</p> <p>Shared use footway (segregated) alongside John's PI, Duncan PI, St Andrew PI, Academy St. Segregated cycleway along Duke St to foot of Leith Walk.</p> <p>Duncan PI to roundabout at north end of Easter Rd.</p> <p>Link (widen paths) from east side Leith links to roundabout at northern end of Easter Rd. (includes Toucan crossing Links Gdns).</p> <p>Make roundabout at north end of Easter Road cycle/ped friendly – tighten, toucan crossings.</p> <p>Bike parking at park entrances.</p>	£1,300,000	£1,592,500	Potentially delivered by Leith Connections phase 1 & 2.	Active Travel	CEC	2021/22

2. Transport Actions

d. Rest of urban areas

Area	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
North East	TR-SA-NELOC-17	Leith Links (west) to Bath Road	Widen east-side footway for segregated footway/cycleway on Salamander Place & Bath Rd.  Toucan crossing Salamander St.	£300,000	£367,500	This action is not programmed, however Salamander Place is within area of proposed LTN to be taken forward as ETRO in Summer 2022, impacting on traffic movement in the area.	Active Travel	CEC	2022/2023
	TR-SA-NELOC-18	Lindsay Road / Commercial Street	Junction improvement.	£479,365	£587,222	Action included in scope of Development of Prioritised LDPAP Transport Actions project. Concept designs and updated cost estimates to be produced by end 2021. Potential Leith Connections route from Dock St to Ocean Terminal could go via this junction - options report in preparation.	Junctions	CEC	2023/2024

## 2. Transport Actions

### d. Rest of urban areas

Area	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
Page 145	TR-SA-NELOC-19	Lochend Route Link to Leith Docks	New ramp from railway path (following desire line of old railway line) to Seafield Street. Widen footways on Seafield Road and make cycle/pedestrian crossing of railway to Marine Esplanade.	£400,000	£490,000		Active Travel	CEC	2024/2025
	TR-SA-NELOC-20	Ocean Drive eastward extension T16	New street connecting Ocean Drive to Salamander Street, as shown on Proposals Map. Scope to create new development plots as part of delivery project.	£10,350,000	£12,678,750		Roads	CEC	with development
	TR-SA-NELOC-21	Salamander Cycle Link T7	Southern section of the Edinburgh Waterfront T7 safeguard.	£0	£0		Active Travel	CEC	Safeguard
	TR-SA-NELOC-22	Salamander St to Foot of the Walk (and beyond)	Elbe Street - relay cobble with smooth/cycle friendly cobble.	£360,000	£441,000		Active Travel	CEC	2026 /27
	TR-SA-NELOC-23	Seafield Place Upgrade facilities at existing junction	Move crossings closer to junction corners and toucanise. Tighten junction, widen footways (shared use), add bike parking. Widen footway from links path to Seafield Rd, redetermine to shared use.	£150,000	£183,750		Active Travel	CEC	2024/2025

## 2. Transport Actions

### d. Rest of urban areas

Area	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
Page 146	TR-SA-NELOC-25	Seafield/Lochend cycle route (Easter Road to Leith Walk)	Toucan crossing of Easter Road.  Widen Easter Road footway by 1m from Thorntreesdie to Gordon St.  Resurface Gordon St including relaying cobbles with smooth/even cycle friendly cobbles.  Gordon Street traffic calming.	£450,000	£551,250		Active Travel	CEC	2022/23
	TR-SA-NELOC-26	The Water of Leith, between Warriston and Commercial Street	Widen path and new ramps.  Upgrade existing off-street route.	£520,000	£637,000		Active Travel	CEC	2024+
	TR-SA-NELOC-27	West end of Victoria Quay building to Water of Leith Path via Citadel	Potential new route.	£250,000	£306,250	Leith Connections Phase 1 route includes segregated cycle track on Dock St and filtering of Coburg Street	Active Travel	CEC	2023/24
North West	TR-SA-NWLOC-1	Complete link next to school site at Granton	120m of shared use footway at 4m wide. 140m of footway widening to achieve 4m width.	£50,000	£61,250		Active Travel	CEC	2024
	TR-SA-NWLOC-5	Forth Quarter Park to Promenade	Widen footway along West Shore Road for shared 'segregated' shared use footway – widen by 2m for 130m.	£75,000	£91,875		Active Travel	CEC	2024

## 2. Transport Actions

### d. Rest of urban areas

Area	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
	TR-SA-NWLOC-6	Granton - north south route through National Galleries development to the Shore	Path A: 3.5m wide tarmac path (40m length): £10,000/ Lighting Path A: £2000. Path B: 3.5m wide tarmac path (120m length): £30,000 /Lighting Path B: £8000.	£75,000	£91,875		Active Travel	CEC	2024
	TR-SA-NWLOC-7	Lower Granton Square public realm	Path Granton Crescent Park – path widen and new ramp.	£2,300,000	£2,817,500		Active Travel	CEC	
Page 147	TR-SA-NWLOC-8	Muirhouse Parkway / Pennywell Road Roundabout	Replace roundabout with signals, to aid pedestrians and cyclists.	£575,000	£704,375	Included in NEAT Connections project, and in Granton Waterfront Framework.	Active Travel	CEC	2023/24
	TR-SA-NWLOC-9	Promenade link to Granton Harbour	Upgrade path to 6m tarmac path and sea wall in 4 sections.  Extend coastal path from completed section to SW corner of Granton Harbour – no timescale for delivery. 3 phases of shared use cycle/pedestrian path along northern side of W Harbour Road with associated traffic calming W Harbour Road. Phases proceed east to west.	£800,000	£980,000	Part of Waterfront Promenade project	Active Travel	CEC	2020/21
	TR-SA-NWLOC-10	Waterfront Avenue to Granton Rail path T7	LDP safeguard	£0	£0		Active Travel	CEC	

2. Transport Actions

d. Rest of urban areas

Area	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
Page 148	TR-SA-NWLOC-11	West Granton Road	Segregated Cycleway (2 way), new toucan/puffin crossings.	£1,200,000	£1,470,000		Active Travel	CEC	2024+
	TR-SA-NWLOC-12	Marine Drive - West Shore Road Cycle Route	Segregated cycle route between the Marine Drive / Pennywell Road Roundabout and where West Shore Road meets the Gipsy Brae Recreation Ground. Linking Pennywell Road and Roundabout active travel improvements to The Promenade. 3.0m wide fully segregated cycle route with 0.5m separation strip between cycle track and carriageway on eastern side of Marine Drive and southern side of West Shore Road.		£133,919*Optimism bias at 42%, design costs at 12% and contingency at 10%	Granton Framework approved Feb 2020 and identified in the Active Travel 5 year programme.	Active Travel	CEC	2023/24
	TR-SA-NWLOC-13	West Shore Road - West Harbour Road Cycle Route	Segregated cycle route from the Gipsy Brae Recreation Ground along West Shore Road and Wester Harbour Road to meet the recently completed cycle route on Lower Granton Road. Zebra/tiger crossing points required along West Shore Road to provide safe crossing points from development area to Coastal Park.		£284,341 *Optimism bias at 42%, design costs at 12% and contingency at 10%	Granton Framework approved Feb 2021. Section of the route identified in Active Travel programme as a longer term proposal.	Active Travel	CEC	2024/25

## 2. Transport Actions

### d. Rest of urban areas

Area	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
Page 149	TR-SA-NWLOC-14	Gas Holder Development Cycle Route	Segregated cycle route through proposed development sites around the Gas Holder connecting Marine Drive to Waterfront Park / Waterfront Broadway Junction		£122,061 *Optimism bias at 42%, design costs at 12% and contingency at 10%	Granton Framework approved Feb 2022	Active Travel	CEC	2024/25
	TR-SA-NWLOC-15	Cycle route to West Shore Road.	Segregated cycle route between West Granton Road and West Shore Road following the north south alignment of Waterfront Broadway in the southern section).		£94,256 *Optimism bias at 42%, design costs at 12% and contingency at 10%	Granton Framework approved Feb 2023	Active Travel	CEC	2022/23

### 3. Greenspace Actions

LDP Ref	Action Ref. no.	Greenspace Action	Further details	Estimated Cost	Funding	Owner	Delivery timescale	Status
GS1, CC3	GS-CZ-DCP-X	Dalry Community Park	<p>Enhance and extend existing 1.1ha local park.</p> <p>Associated with Fountainbridge redevelopment where open space provision cannot be met onsite.</p> <p>Improve and extend multi-functional park space including hard landscaping, new layout and new equipment to children's play area, replacement of existing sport pitch with MUGA pitch, street furniture and improved access points from Dalry Road, the supermarket car park and Telfer Subway.</p> <p>Linked to Roseburn to Union Canal Cycleway development (see transport action).</p> <p>Park currently maintained by council. Maintenance of improved aspects and any extensions may need to be developer funded and negotiated with council.</p>	<p>£726,000 for park improvements.</p> <p>Financial contributions to be required from developers of applicable sites.</p> <p>(Linked to Roseburn to Union Canal Cycleway action as part of total costs: £5,357,125)</p>	Fountainbridge Developers, CEC Active Travel/ Transport Scope to introduce contribution zone for relevant developments when opportunity arises.	Fountainbridge Developers, CEC Active Travel/ Transport	With development	Some minor works completed in relation to previous deficiencies. Delivery plan to be prepared. The Roseburn - Union Canal project including Dalry Park application granted March 2021.
GS2, EW1a	GS-CZ-LWH-X	Leith Western Harbour Central Park LDP ref. Greenspace GS2, Western Harbour EW1a	<p>New 5.2ha public parkland.</p> <p>To include formal and informal recreation facilities and community spaces.</p> <p>To be developed as part of Western Harbour site in accordance with development LDP principles. Park would be maintained by Western Harbour developers.</p> <p>Public land status to be secured.</p>	n/a – to be secured through planning application(s) and conditions(s)	To be delivered as integral part of development/ secured through planning condition(s).	Western Harbour Developers	With development	Wider development in progress to south of site. No permissions or s.75s issued for park.

### 3. Greenspace Actions

LDP Ref	Action Ref. no.	Greenspace Action	Further details	Estimated Cost	Funding	Owner	Delivery timescale	Status
GS3, EW1c	GS-CZ-LLS-X	Leith Links Seaward Extension	<p>Linear extension to Leith Links providing new allotments and open space alongside links to wider path network. Approximately 0.8ha including small park and allotments.</p> <p>Associated with housing-led redevelopment of Salamander Place. Allotments to be transferred to CEC on completion.</p> <p>Openspace to be maintained by developers.</p> <p>Public land status to be secured.</p>	n/a – to be secured through planning application and conditions(s)	To be delivered as integral part of development/ secured through planning condition(s).	Salamander Place site Developers	With development	<p>Planning Permission in Principle approved for site including open space.</p> <p>Development phased with park and path links expected in later phases</p>

### 3. Greenspace Actions

LDP Ref	Action Ref. no.	Greenspace Action	Further details	Estimated Cost	Funding	Owner	Delivery timescale	Status
GS4	GS-CZ-SEW-X	South East Wedge Parkland (Little France Park)	<p>Creation of new public park of approximately 45ha to provide multi-functional parkland, woodland, country paths and active travel links including long distance cross boundary links. Links include residential and commercial developments at Craigmillar, Greendykes and the BioQuarter and development in Midlothian. Three main phases to development, includes land acquisition required to fulfill full park vision. To be delivered in accordance with supplementary guidance and delivery plan. Part of wider green network with links to Niddrie Burn Parkland (GS4) and transport actions.</p>	£2.25 million – to be delivered in partnership.	Funding bids in progress (Sustrans, SNH, Forestry Commission and other partners) Scope to introduce contribution zone for relevant developments when opportunity arises.	Parks and Greenspaces, Little France Park Steering Group, Edinburgh and Lothians Greenspace Trust	In progress/part delivered.	<p>Management plan completed and published in 2020. Little France Park is now in the process of being designated a Local Nature Reserve (LNR) - process to be finalised around March 2021. Biodiversity Challenge Fund (BCF) from Nature.Scot has now been delivered with specified grassland enrichment, hedging and bee bank improvements. RBGE/Butterfly Conservation Scotland/CEC/ ELGT with Nature.Scot funding delivered 15 built planters in LFP and Craigmillar Castle Park to create a linear habitat corridor to support Northern Brown Argus species to under the description "Square Metre for Butterflies project". S75 funds being investigated for infrastructure / pathworks and entrance improvements as part of a phased development. Additional site features including arboretum / specimen tree planting and further development of site feature (subject to future funding) oriented towards a wetland with boardwalk and development of therapeutic garden features with health outcomes. Conservation programme with volunteers pending following COVID restrictions.</p>

### 3. Greenspace Actions

LDP Ref	Action Ref. no.	Greenspace Action	Further details	Estimated Cost	Funding	Owner	Delivery timescale	Status	
GS5 Page 153	GS-CZ-NB-X	Niddrie Burn	Re-alignment and restoration of 1800 linear meters of burn, landscaping, habitat creation, footpath along burn edge and bridge construction.	£1m – to be delivered in partnership	CEC and developer partners (not all funding in place)	Parks and Greenspaces, Little France Park Steering Group, Edinburgh and Lothians Greenspace Trust, Lothians and Fife Green Network Partnership	Works underway	Phase 1 Niddrie burn restoration is completed. Phase 2 the bridge is completed and open. The cycle/ footpath currently follows some of the burn then a link is provided through the housing scheme. Further access improvements to be delivered through Sustrans project to complete the section to Little France Park as part of Portobello to Pentlands path and to improve the green corridor along this section.	
	GS5 Comp 6	GS-CZ-IBG-X	IBG Open Space	24ha parkland forming part of International Business Gateway development. Includes A8 corridor, central parkland to meet large greenspace standard, playspace and archaeology park. Provide links to active travel routes. Public access to be secured.	n/a – to be secured through planning application and conditions(s)	To be delivered as integral part of development/ secured through planning condition(s).	IBG Developers	Not started	Planning in principle for development submitted in 2015 (not yet determined).
	GS7	GS-CZ-GB-X	Gogar Burn	Diversion of Gogar Burn to reduce flood risk, improve water quality and enhance biodiversity. Cost estimated at £22m. Maintenance / access requirement unknown.	n/a – to be delivered in partnership	Developers, SEPA, SNH, CEC	Developers, CEC Planning, SEPA, SNH	Long term opportunity	Long term opportunity

### 3. Greenspace Actions

LDP Ref	Action Ref. no.	Greenspace Action	Further details	Estimated Cost	Funding	Owner	Delivery timescale	Status
GS8	GS-CZ-ID-X	Inverleith Park and Depot	Current depot site to be developed as greenspace should it no longer be required in the future.	Unknown - To be costed in line with any future proposals	CEC	CEC	Long term opportunity	Long term opportunity. Depots gateway review (Dec. 2018) identifies potential for change. Masterplan to be prepared for the park, including the depot, if found to be surplus to operational requirements.
GS9, HSG 21	GS-CZ-BP-X	Broomhills Park	3.1ha of public parkland and 3.8ha of radiating green links and informal greenspace. Retention of existing knoll and creation of play areas, paths, art and woodland planting. Associated with development of 633 unit housing site. Maintenance / Access - Broomhills developer. Public access to be secured.	n/a - To be delivered as integral part of development	To be delivered as integral part of development	Broomhills developer	Under development.	Site under development, largely completed.
GS10, HSG 31	GS-CZ-CD-X	Clovenstone Drive and Curriemuirend	Two connected development sites. New 4ha greenspace to be developed at Clovenstone Drive including playspace and football pitch. The greenspace will replace existing openspace at Curriemuirend. Maintenance / Access - CEC, Curriemuirend Developer Curriemuirend to be developed for housing with provision for allotments and improvements to woodland edge. Active travel routes to connect through both sites.	Cost estimated as £400,000 Clovenstone Drive, £100,000 Curriemuirend	CEC, Curriemuirend Developer	CEC, Curriemuirend Developer	With development	Not started Delivery plan to be prepared

### 3. Greenspace Actions

LDP Ref	Action Ref. no.	Greenspace Action	Further details	Estimated Cost	Funding	Owner	Delivery timescale	Status
GS11, HSG 37	GS-CZ- NP-X	Newmills Park	3.1ha linear public park. To include amenity lawn, connected multi-user paths, playspace, SUDs, wildflower and woodland planting and tree belt to form new green belt boundary. Access / Maintenance - Newmills Road Developers. Public access to be secured.	n/a - To be delivered as integral part of development	To be delivered as integral part of development	Newmills Road Developers	With development	Under construction.

#### 4. Healthcare and Community Facilities

LDP Contribution Zone	Action Ref. no.	Healthcare Action	Detailed Action	Estimated Cost	Delivered by/ funding	Timescale	Status
Granton Waterfront	HC-CZ-GW-X	New medical practice	New Practice to mitigate impact of new residential development in Granton Waterfront. Co-located with new waterfront primary school.	£4.5m	Developers	Mid 2020s	Strategic Assessment completed
Leith Waterfront	HC-CZ-LW-X	New medical practice	New Practice to mitigate impact of new residential development in Leith Waterfront.	£4.5m	Developers	Mid 2020s	Strategic Assessment completed
West Edinburgh	HC-CZ-WE-X	New medical practice	New Practice to mitigate impact of new residential development in West Edinburgh (Maybury, South Gyle, Edinburgh Park, IBG) Co-located with new Maybury Primary School.	£4m	Developers	Mid 2020s	Initial Agreement completed and submitted to Scottish Govt
Gilmerton	HC-CZ-GI-X	New medical practice	New Practice to mitigate impact of new residential development in South East Edinburgh (HSG 21-40). Location to be confirmed.	£3m (£8m for combined practice; £3m for LDP/HLA sites)	Developers	Early 2020s	Initial Agreement completed and submitted to Scottish Govt
Pargrove	HC-CZ-PG-X	Expansion	Expansion to medical practice to mitigate impact of HSG 20 Cammo.	£0.1m	Developers	2020	Exploring Options
Pentlands	HC-CZ-PL-X	Expansion	Expansion to medical practice to mitigate impact of development in South West Edinburgh	£0.5m	Developers	tbc	Exploring Options
Niddrie	HC-CZ-NI-X	Expansion	Expansion to medical practice to mitigate the impact of new residential development in Craigmillar.	£4.5m	EHSCP/Developer	tbc	Exploring Options
Letih Links	HC-CZ-LL-X	Expansion	Re-provision of medical services to mitigate impact of HSG 12 Lochend Butterfly	£4.5m (£0.9m - 20% for LDP/HLA sites)	EHSCP/Developer	tbc	Exploring Options
Meadows	HC-CZ-ME-X	Expansion	Expansion to medical practice to mitigate impact of CC3 Quartermile	£3m (£0.51m - 17% for LDP/HLA sites)	EHSCP/Developer	Mid 2020a	Exploring Options
Brunton	HC-CZ-BT-X	Expansion	Re-provision of medical services to mitigate impact of Meadowbank	£4.5m (£0.9m - 20% for LDP/HLA sites)	EHSCP/Developer	Early 2020s	Business case in development

5. Utilities

Utilities Action	Further details	Estimated Cost	Funding	Owner	Delivery date	Status
<b>SGN (gas network provider): Reinforce local and 2bar Medium Pressure system in South East Edinburgh</b>	Planned development in SE Edinburgh and North Midlothian are likely to require significant reinforcement of the Local Medium pressure system and the upstream 2 bar Medium Pressure system. Reinforcement solutions typically require new pipeline and may require above ground apparatus requiring land purchase.	Unknown	SGN	SGN	SGN currently in the process of developing a network strategy for Edinburgh. Initial phases of reinforcement unlikely before 2021/22 at earliest.	Project timing and costing responsibility of SGN
<b>SGN: Reinforce Edinburgh - Borders Local Transmission System</b>	Developments in East Lothian and wider Midlothian will impact on Edinburgh - Borders local transmission system which will require reinforcement. LTS reinforcement projects may involve lead in times spanning several years.	Unknown	SGN	SGN	SGN currently in the process of developing a network strategy for Edinburgh. Scheduling of these works will be dependant on the acceptances and associated build rates of the key/large Edinburgh potential development sites.	Project timing and costing responsibility of SGN
<b>SGN: Localised specific reinforcements</b>	Localised specific reinforcements may be required for each development dependent on the final point of connection to SGN's network	Unknown	There is a cost-separation calculation for each reinforcement specifically driven by a developer's connection request. In many cases this results in SGN funded reinforcement, but there may be a customer contribution towards these costs.	SGN	Dependent on developer request	Project timing and costing responsibility of SGN
<b>Scottish Water</b>	No infrastructure actions identified for this Action Programme. Growth may require Scottish Water to provide further capacity at Seafeld wastewater works from around 2029/30 CEC to continue to provide monitoring development monitoring and programming information to inform infrastructure providers' strategic planning.	n/a	n/a	n/a		Strategic waste water model almost completed. Marchbank and Glencourse water study to be initiated shortly.
<b>SP Energy Networks</b>	No infrastructure actions identified for this Action Programme. CEC to continue to provide monitoring development monitoring and programming information to inform infrastructure providers' strategic planning.	n/a	n/a	n/a		
<b>BT OpenReach</b>	No infrastructure actions identified for this Action Programme. CEC to continue to provide monitoring development monitoring and programming information to inform infrastructure providers' strategic planning.	n/a	n/a	n/a		

## 6. City Centre and Town Centre Actions

LDP Ref	Town Centre Action	Further details	Estimated Cost	Funding	Owner	Delivery timescale	Status
Ret1 & Ret3	Edinburgh City Centre Transformation	<p>Strategy to prioritise sustainable and active travel in the city and improve the public realm.</p> <p>Phase 1 – projects in varying stages of funding and development:</p> <p><b>City Centre West-East Link</b> at Stage 4 Technical Design; construction to commence late 2021/early 22.</p> <p><b>Meadows to George Street</b> at Stage 3 Developed Design.</p> <p><b>George St New Town</b> has commenced Stage 3 in 2021; construction due to start 2023.</p>	<p>Phase 2 - development of projects to be delivered in phase 3. Feasibility work in progress. £1m</p> <p>Phase 3 – est. cost of £310.6m of capital and £4m revenue</p>	<p>Phase 1: MGS, CCWEL and George St - funding mechanism is match funding through Places for Everyone. Sustrans cover all pre-construction costs up to 10% of the construction value and 70% of construction costs, with the remaining 30% being provided by CEC.</p> <p>Phase 2: £1m Sustrans Places for Everyone</p> <p>Phase 3: unfunded.</p>	CEC	Strategy and Delivery Plan approved Sept 2019	Strategy sets public realm priorities for City Centre to feature in Council's revised Public Realm Strategy.
Ret1 & Ret3	Stockbridge Town Centre	<p>Stockbridge Town Centre Project to improve walking and cycling</p> <p>Develop proposals</p> <p>Implement trials</p>	£75,000 for implementation	Development of proposals funded. Funding required for implementation of trials.	CEC	Scoping, design option stage and report concluded. Implementation to be determined - to be determined.	Public Life Street Assessment completed Draft proposals developed Consultation taken place.

## 6. City Centre and Town Centre Actions

LDP Ref	Town Centre Action	Further details	Estimated Cost	Funding	Owner	Delivery timescale	Status
Ret1 & Ret3	Corstorphine Town Centre	Prepare prioritised public realm plan to deliver improved quality of place and movement, including relevant findings from placemaking exercises as identified in Draft NW LIP.	To be determined	To be determined	CEC	To be determined	Place Standard Exercise completed. Public Life Street Assessment completed
Ret1 & Ret3	Leith/Leith Walk Town Centre	Prepare prioritised public realm plan to deliver improved quality of place and movement to include relevant place actions and small area priorities identified in the Draft NE LIP.	To be determined	To be determined	CEC	To be determined	Public Life Street Assessment completed
Ret1 & Ret3	Portobello Town Centre	Prepare prioritised public realm plan to deliver improved quality of place and movement including relevant place actions identified in the Draft NE LIP.	To be determined	To be determined	CEC	To be determined	Public Life Street Assessment completed
Ret1 & Ret3	Gorgie/Dalry Town Centre	Prepare prioritised public realm plan to deliver improved quality of place and movement as identified in Dalry/Fountainbridge small area plan of Draft SW LIP.	To be determined	To be determined	CEC	To be determined	Public Life Street Assessment completed

## 7. LDP Policies and Supplementary Guidance

LDP Ref	Action	Owner	Delivery
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Page 160</p> <p>Del 1 and Hou 1</p>	<p>Prepare supplementary guidance infrastructure and developer contributions. Potentially undertake direct intervention on specific housing site to accelerate delivery of housing completions, as informed by HLADP.</p>	<p>Place Development</p>	<p>On 17 January 2020, the Scottish Ministers issued a direction to the Council to not adopt the Finalised Supplementary Guidance. ON 26 February 2020 Planning Committee agreed the following recommendations:</p> <ul style="list-style-type: none"> <li>- notes the Scottish Ministers' direction not to adopt and issue the Council's Supplementary Guidance (SG) on Developer Contributions and Infrastructure Delivery;</li> <li>- agrees that officers prepare non-statutory supplementary planning guidance on developer contributions to primary healthcare infrastructure taking account of the Ministers' decision, with a target to report back to Planning Committee in May; and</li> <li>- agrees that officers review the evidence used for education and transport contribution calculations and assess what needs to be done to establish an agreed methodology and outputs in collaboration with Scottish Government planners, to inform the Council's response to the Scottish Ministers' decision. This could include for the preparation of new statutory SG on education and transport contributions.</li> </ul>
<p>Del 2, 3, 4</p>	<p>Implement through LDP and planning consents</p>	<p>Place Development</p>	
<p>Des 1 - 5, and 7 - 13 Hou 2 -9 Des 6 and RS 1</p>	<p>Maintain and update non-statutory planning guidance:</p> <ul style="list-style-type: none"> <li>•Edinburgh Design Guidance</li> <li>•Guidance for Householders</li> <li>•Guidance for Businesses</li> <li>•Student Housing</li> <li>•Maintain and update Sustainability Form (S1) in line with current Scottish Building Standards and other relevant policy and legislation.</li> </ul>	<p>Place Development</p>	<p>Guidance kept under review.</p>
<p>Env 1 – 9</p>	<p>Maintain and update non-statutory planning guidance:</p> <ul style="list-style-type: none"> <li>•Listed Buildings and Conservation Areas</li> </ul>	<p>Place Development</p>	<p>Guidance kept under review.</p>
<p>Env 10 – 22</p>	<p>Maintain and update non-statutory guidance:</p> <ul style="list-style-type: none"> <li>•Countryside and Green Belt development</li> </ul>	<p>Place Development</p>	<p>Guidance kept under review.</p>

## 7. LDP Policies and Supplementary Guidance

LDP Ref	Action	Owner	Delivery
Emp 1	Implement through LDP and planning consents	Place Development	
Emp 2	Maintain and update supplementary guidance: •Edinburgh BioQuarter and SEW Parkland	Place Development	Preparation of SG underway.
Emp 3 – 10	Implement through LDP and planning consents	Place Development	
Ret 1, 2,3	Maintain and update supplementary guidance for 9 town centres	Place Development	SG adopted in 2017 and City Centre Retail Core reviewed in Jan 2020.
Ret 4 – 11	Implement through LDP and planning consents	Place Development	
Tra 1 – 12	Maintain and update non-statutory planning guidance: •Street design guidance •Parking Standards	Place Development	Guidance kept under review.
RS 2– 7	Implement through LDP	Place Development	

## 8. Completed Actions

Education Competed Actions				
LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Completion or delivery date
		2 RC Primary School classes (St Margaret's RC PS)	Front funded by the Council, contributions to continue to be collected retrospectively until relevant cost recovered.	Completed in 2018.
Page 162	ED-SS-LG-P1- P3	New 14 class Primary School and 80 nursery (Frogston PS) - construction, remediation and land values.		Opened school session 2021
	ED-SS-LT-P1	New 14 class Primary School and 80 nursery (New Victoria Primary School) - construction, remediation and land costs.		Construction completing, due to open end 2021

## 8. Completed Actions

Transport Completed Actions									
LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Completion or delivery date
North East Locality	TR-SA-NELOC-4	Bonnington Road / Pilrig Street	Junction improvement.	£257,248	£315,129		Junctions	CEC	Completed. Upgraded in 2019 as part of tram enabling work.
North East Locality	TR-SA-NELOC-24	Seafield Road / Seafield Street	Segregated cycleway, Restalrig Path to Seafield Road, including a toucan crossing.	£100,000	£122,500		Active Travel	CEC	Completed. Toucan crossing installed since 2016.
North East Locality	TR-SA-NELOC-7	Easter Road / Lochend Road junction	Junction improvement.	£601,344	£736,646		Junctions	CEC	Completed. Upgraded in 2019/20 as part of tram enabling work.
North West locality	TR-SA-NWLOC-3	Ferry Road/Granton Road	Junction improvement.	£41,678	£51,056		Junctions	CEC	Delivered by Transport Scotland 2019
South East Edinburgh (North) TCZ	TR-CZ-SE-1	Old Craighall	Junction upgrade Action and costs derived from East Lothian Council contributions framework.	£500,000	£612,500	£23,000 contribution secured in s.75 for HSG 29 Brunstane	Junctions	Transport Scotland/East Lothian Council	Junction upgrade and MOVA completed. Delivered by Transport Scotland 2019

## 8. Completed Actions

Transport Completed Actions									
LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Completion or delivery date
<b>Hermiston TCZ</b>	TR-CZ-CH-1	A720 Hermiston junctions	Signal improvements (MOVA) to A720 Calder and A720 Hermiston junctions identified in the SESplan Cross Boundary and Land Use Appraisal (April 2017).	£0	£0			Transport Scotland	Hermiston junction MOVA refurbishment was completed by Transport Scotland.
<b>Lasswade Road / Lang Loan TCZ</b>	TR-CZ-LL-1	Lasswade Road / Lang Loan Roundabout	Roundabout to signalised junction.	£0	£0	Signalised junction and connecting paths to be delivered as integral part of either adjacent development, secured by s.75 planning agreement.	Junctions	CEC	Delivered by developer in 2019.
<b>WETA</b>	<b>TR-CZ-WETA-21</b>	MOVA improvements at Newbridge/Dumbbells Gogar/Maybury (T9)		£1,510,000	£2,174,400	MOVA at Newbridge has been implemented.	Roads	CEC	Part delivered. MOVA at Newbridge has been implemented.

## 8. Completed Actions

Transport Completed Actions									
LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Completion or delivery date
<b>Orbital Bus Route (T5)</b>	T5	A disused railway line between Danderhall and the City Bypass at Straiton is safeguarded in the LDP for appropriate public transport use or use as a cycle / footpath.						SEStran, CEC, Midlothian, East Lothian, Transport	Completed - the cycle route was completed in 2018 by Sustrans.
<b>HSG 20 Canons</b>	TR-SA-HSG20-4	TRO for lower speed limit along Maybury Road.		£2,000	£2,450	Financial contribution secured through s.75.	Roads Safety	CEC	Completed - speed limit has been reduced from 40mph to 30mph in 2020.
<b>HSG 21 Broomhills</b>	TR-SA-HSG21-4	Pedestrian/cycle way from Old Burdiehouse Road to Burdiehouse Burn (Broomhills Road)	Upgrade pedestrian crossings to 2x new two stage toucan crossings over A701.	£0	£0	Partly delivered as integral part of development.	Active Travel	Developer	Two pedestrian crossings were installed with development in 2019.

## 8. Completed Actions

Transport Completed Actions									
LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Completion or delivery date
HSG 24 Gilmerton Station Road	TR-SA-HSG24-2	Connection from South corner of site to railway path	Ramp up to the old railway path from Gilmerton Station Road site.	£50,000	£61,250	Not funded through signed s.75.  Railway path being upgraded by Sustrans.	Active Travel	CEC	Delivered as part of Sustrans route in 2018/19.
HSG 24 Gilmerton Station Road	TR-SA-HSG24-3	D island crossing of Gilmerton Station Road and construct 50m of shared use footway from existing verge	D island = £25000 Path Widening.	£57,500	£70,438	Not funded through signed s.75.	Active Travel	CEC	Crossing point delivered as part of above Sustrans route.
HSG 34 Dalmeny	TR-SA-HSG34-3	Dalmeny Station	Increased cycle parking at Dalmeny Station.	£4,288	£5,252	Not funded through s.75.	tbc	CEC	Cycle parking delivered 2019.

## 8. Completed Actions

Transport Completed Actions									
LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Completion or delivery date
HSG 34 Dalmeny	TR-SA-HSG34-2	Appropriate pedestrian and cycle access within site		£25,000	£30,625	To be delivered as integral part of development secured through planning conditions.	Active Travel	Developer	Delivered as part of development layout.
HSG 34 Dalmeny	TR-SA-HSG34-4	Pedestrian access to be provided from Main Street		£11,000	£13,475	To be delivered as integral part of development secured through planning conditions.	Active Travel	Developer	Delivered with development.

## 8. Completed Actions

Transport Completed Actions										
LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Completion or delivery date	
Page 168	HSG 37 Newmills, Balerno	TR-SA-HSG37-2	Bus infrastructure	Provide new bus stop facilities on A70, and improve the pedestrian access between these and the proposed site.  Crossing point required. Need for bus stop facilities to be confirmed in context of wider bus corridor work.	£0	£0	Secured by s.75 agreement	Public Transport	Developer s.75	Part delivered - crossing point on Lanark Road delivered 2018
	HSG 37 Newmills, Balerno	TR-SA-HSG37-6	New footway along east frontage boundary, linking into Newmills Road footways		£0	£0	To be delivered as integral part of development secured through planning conditions.	Active Travel	Developer s.75	Completed - footpath integral to layout and short section with dropped kerb to link to existing path on Newmills Road
	HSG 39 North of Lang Loan	TR-SA-HSG39-5	Provide new junction with Lang Loan.		£0	£0	To be delivered as integral part of development secured through s.75 and planning condition(s).	Junctions	Developer	See TR-CZ-LL-1 above.

## 8. Completed Actions

Greenspace Completed Actions								
LDP Ref	Action Ref. no.	Greenspace Action	Further details	Estimated Cost	Funding	Owner	Status	Delivery timescale
GS4	GS-CZ-SEW-X	South East Wedge Parkland (Little France Park)	Creation of new public park of approximately 45ha. to provide multi-functional parkland, woodland, country paths and active travel links including long distance cross boundary links.	£2.25 million – to be delivered in partnership.	Funding bids in progress (Sustrans, SNH, Forestry Commission and other partners) Scope to introduce contribution zone for relevant developments when opportunity arises.	Parks and Greenspaces, Little France Park Steering Group, Edinburgh and Lothians Greenspace Trust	Designated a Local Nature Reserve (LNR), further site features are on-going and full vision requires land acquisition (being investigated).	In progress/part delivered.
	GS5	GS-CZ-NB-X	Niddrie Burn	Re-alignment and restoration of 1800 linear meters of burn, landscaping, habitat creation, footpath along burn edge and bridge construction.	£1m – to be delivered in partnership	CEC and developer partners (not all funding in place)	Parks and Greenspaces, Little France Park Steering Group, Edinburgh and Lothians Greenspace Trust, Lothians and Fife Green Network Partnership	Phase 1 Niddrie burn restoration is completed. Phase 2 the bridge is completed and open.

## 8. Completed Actions

Healthcare and Community Facilities Completed Actions							
LDP Contribution Zone	Action Ref. no.	Healthcare Action	Detailed Action	Estimated Cost	Delivered by/funding	Timescale	Status
<b>NWEPC</b>	HC-CZ-NW-X	New medical practice	New Practice to mitigate impact of development at Pennywell, Muirhouse, City Park, Telford Nth + Granton waterfront (early) <i>Front funded by NHS Lothian, contributions to continue to be collected retrospectively until relevant cost recovered.</i>	£12.1m for Partnership Centre Sunk cost	NHSL	Complete	Opened December 2017
<b>Bruntstane</b>	HC-CZ-BR-X	Expansion	Agreement with four local practices to accommodate additional growth – 2 practices will require small schemes to increase capacity <i>Front funded by NHS Lothian, contributions to continue to be collected retrospectively until relevant cost recovered.</i>	£0.1m	Developer s	Complete	Completed March 2018
<b>Ratho</b>	HC-CZ-RA-X	Expansion	Re- provision to medical practice to mitigate impact of development in Ratho	£1.2m sunk cost	EHSCP/D eveloper	Complete	Completed April 2018
<b>Polwarth</b>	HC-CZ-PO-X	Expansion	Expansion to medical practice to mitigate impact of CC3 Fountainbridge. <i>Front funded by NHS Lothian, contributions to continue to be collected retrospectively until relevant cost recovered.</i>	£0.170m	EHSCP/D eveloper	Complete	Completed February 2018
<b>Allermuir</b>	HC-CZ-AL-X	Expansion	Expansion to medical practice to mitigate Craighouse. <i>Front funded by NHS Lothian, contributions to continue to be collected retrospectively until relevant cost recovered.</i>	£7.3m (Sunk Cost)	NHSL Bundle	Complete	Completed October 2017
<b>South Queensferry</b>	HC-CZ-SQ-X	Expansion	Expansion to medical practice to mitigate impact of development in Queensferry. <i>Front funded by NHS Lothian, contributions to continue to be collected retrospectively until relevant cost recovered.</i>	£0.3m (Sunk Cost)	NHSL	Complete	Completed 2018

online - [www.edinburgh.gov.uk/localdevelopmentplan](http://www.edinburgh.gov.uk/localdevelopmentplan)

email - [localdevelopmentplan@edinburgh.gov.uk](mailto:localdevelopmentplan@edinburgh.gov.uk)

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## Appendix 2: Actions removed from the Edinburgh LDP Action Programme December 2021

LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date	Reason for Removal
HSG 22	TR-SA-HSG22-2	Enhance Peak Capacity.		£500,000	£367,500	Not funded through signed s.75.	Public Transport	CEC	2021/22	<p>Funding for this action has not been secured and there is no scope to fund this through future planning permissions.</p> <p>Bus service optimisation is a key objective of the City Mobility Plan and it has committed to a review of the city's bus network. There is also an emerging public transport strategy to mitigate growth in City Plan 2030.</p> <p>Therefore, the principle of enhanced peak capacity and bus infrastructure in this location can now be taken forward through City Mobility Plan's implementation plan rather than continue this action in the LDP Action Programme 2021.</p> <p>Planning will continue to share with bus operators the housing completions programme to assist in predicting future bus service demand.</p>

## Appendix 2: Actions removed from the Edinburgh LDP Action Programme December 2021

LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date	Reason for Removal
HSG 23	TR-SA-HSG23-3	Enhance peak period bus capacity on Gilmerton Road		£200,000	£245,000	Not funded through signed s.75.	Public Transport	CEC		<p>Funding for this action has not been secured and there is no scope to fund this through future planning permissions.</p> <p>Bus service optimisation is a key objective of the City Mobility Plan and it has committed to a review of the city's bus network. There is also an emerging public transport strategy to mitigate growth in City Plan 2030.</p> <p>Therefore, the principle of enhanced peak capacity and bus infrastructure in this location can now be taken forward through City Mobility Plan's implementation plan rather than continue this action in the LDP Action Programme 2021.</p> <p>Planning will continue to share with bus operators the housing completions programme to assist in predicting future bus service demand.</p>

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LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date	Reason for Removal
HSG 25	TR-SA-HSG25-6	Upgrade bus stops and enhance peak capacity on Gilmerton Road		£300,000	£367,500	Not funded through signed s.75.	Public Transport	CEC	2022/2023	<p>Funding for this action has not been secured and there is no scope to fund this through future planning permissions.</p> <p>Bus service optimisation is a key objective of the City Mobility Plan and it has committed to a review of the city's bus network. There is also an emerging public transport strategy to mitigate growth in City Plan 2030.</p> <p>Therefore, the principle of enhanced peak capacity and bus infrastructure in this location can now be taken forward through City Mobility Plan's implementation plan rather than continue this action in the LDP Action Programme 2021.</p> <p>Planning will continue to share with bus operators the housing completions programme to assist in predicting future bus service demand.</p>

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LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date	Reason for Removal
Page 176	HSG 29 TR-SA-HSG29-13	Support additional bus capacity.	Opportunity to support commercial operation with increased frequency of direct city centre service and also to key local facilities, to achieve PT mode share.	not costed	not costed		Public Transport	CEC	2027+	<p>Funding for this action has not been secured and there is no scope to fund this through future planning permissions.</p> <p>Bus service optimisation is a key objective of the City Mobility Plan and it has committed to a review of the city's bus network. There is also an emerging public transport strategy to mitigate growth in City Plan 2030.</p> <p>Therefore, the principle of enhanced peak capacity and bus infrastructure in this location can now be taken forward through City Mobility Plan's implementation plan rather than continue this action in the LDP Action Programme 2021.</p> <p>Planning will continue to share with bus operators the housing completions programme to assist in predicting future bus service demand.</p>
	HSG 29 TR-SA-HSG29-9	Review operation of A1 / Newcraighall junction	Identified in the SESplan Cross Boundary and Land Use Appraisal (April 2017).	£0	£0	N/a	Junctions	CEC		<p>Following consideration of more detailed information supplied and assessed through the planning application process, a junction upgrade was not deemed essential to allow development to proceed. This does not prejudice further review or interventions to the operation of this junction in the future.</p>

## Appendix 2: Actions removed from the Edinburgh LDP Action Programme December 2021

LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date	Reason for Removal
HSG 34	TR-SA-HSG34-3	Dalmeny Station	Increased car parking at Dalmeny Station.	£4,288	£5,252	Not funded through s.75.	Public transport	CEC	2024+	No funding was secured for this action. Increased cycle parking has been delivered. Actions to improve active travel connections to Dalmeny station are part of other site specific actions. Car parking at the station can be reviewed as part of ScotRail's operations management.
HSG 34	TR-SA-HSG34-5	Upgrade existing bus stops in Bankhead Road / Main Street		£20,000	£24,500	Not funded through s.75.	Public Transport	CEC		<p>Funding for this action has not been secured and there is no scope to fund this through future planning permissions.</p> <p>Bus service optimisation is a key objective of the City Mobility Plan and it has committed to a review of the city's bus network. There is also an emerging public transport strategy to mitigate growth in City Plan 2030.</p> <p>Therefore, the principle of enhanced peak capacity and bus infrastructure in this location can now be taken forward through City Mobility Plan's implementation plan rather than continue this action in the LDP Action Programme 2021.</p> <p>Planning will continue to share with bus operators the housing completions programme to assist in predicting future bus service demand.</p>

## Appendix 2: Actions removed from the Edinburgh LDP Action Programme December 2021

LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date	Reason for Removal	
Page 178	HSG 38	TR-SA-HSG38-2	Bus infrastructure		£105,000	£128,625	Not funded through a signed s.75	Public Transport	CEC	2020/21	<p>Funding for this action has not been secured and there is no scope to fund this through future planning permissions.</p> <p>Bus service optimisation is a key objective of the City Mobility Plan and it has committed to a review of the city's bus network. There is also an emerging public transport strategy to mitigate growth in City Plan 2030.</p> <p>Therefore, the principle of enhanced peak capacity and bus infrastructure in this location can now be taken forward through City Mobility Plan's implementation plan rather than continue this action in the LDP Action Programme 2021.</p> <p>Planning will continue to share with bus operators the housing completions programme to assist in predicting future bus service demand.</p>
	HSG 36	TR-SA-HSG36-2	Bus infrastructure external to site	Action identified as not being feasible due to footway constraints.	£0	£0	Not funded through signed s.75.	Public Transport	CEC	2019/20	Action identified as not being feasible due to footway constraints. Action should be confirmed in context of wider bus corridor work.

## Appendix 2: Actions removed from the Edinburgh LDP Action Programme December 2021

LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date	Reason for Removal
North East	TR-SA-NELOC-3	Bonnington Road / Great Junction Street	Junction improvement	£200,000	£245,000		Junctions	CEC	2023/24	This action was identified in a transport appraisal in the mid-00's (North Edinburgh Transport Action Programme). This junction now needs to be considered in the context of City Mobility Plan objectives and the national transport hierarchy. How this junction operates, and any improvements to it, can be reviewed within the capital works programmes, the on-going junctions review.
North East	TR-SA-NELOC-8	Ferry Road / Craighall Road	Traffic signals/new junction required.	£307,011	£376,088		Junctions	CEC	2022/23	This action was identified in a transport appraisal in the mid-00's (North Edinburgh Transport Action Programme). This junction now needs to be considered in the context of City Mobility Plan objectives and the national transport hierarchy. How this junction operates, and any improvements to it, can be reviewed within the capital works programmes, the on-going junctions review.
North West	TR-SA-NWLOC-2	Crewe Toll Roundabout	Junction improvement	£6,950,000	£8,513,750		Junctions	CEC	2020/21	This action was identified in a transport appraisal in the mid-00's (North Edinburgh Transport Action Programme). This junction now needs to be considered in the context of City Mobility Plan objectives and the national transport hierarchy. How this junction operates, and any improvements to it, can be reviewed within the capital works programmes, the on-going junctions review and potentially as part of the ESSTS Phase 2 Tram extension Granton to Bioquarter.

## Appendix 2: Actions removed from the Edinburgh LDP Action Programme December 2021

LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date	Reason for Removal
North West	TR-SA-NWLOC-4	Ferry Road/Inverleith Row Junction	Minor junction improvement  Selected Vehicle Detection equipment.	£2,723	£3,336		Traffic Signals	CEC	2022/23	This action was identified in a transport appraisal in the mid-00's (North Edinburgh Transport Action Programme). This junction now needs to be considered in the context of City Mobility Plan objectives and the national transport hierarchy. How this junction operates, and any improvements to it, can be reviewed within the capital works programmes, the on-going junctions review.
North West	TR-SA-NWLOC-12	West Granton Road/Crewe Road North	Traffic signals.	£158,952	£194,716		Junctions	CEC	2022/23	This action was identified in a transport appraisal in the mid-00's (North Edinburgh Transport Action Programme). This junction now needs to be considered in the context of City Mobility Plan objectives and the national transport hierarchy. How this junction operates, and any improvements to it, can be reviewed within the capital works programmes, the on-going junctions review and potentially the Granton Development Framework.

# Planning Committee

2.00pm, Wednesday, 1 December 2021

## Affordable Housing Tenures

Executive/routine Wards Council Commitments	Executive All
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### 1. Recommendations

- 1.1 It is recommended that Planning Committee:
  - 1.1.1 Agree the content of this report discharges the remit of the adjusted motion approved at Planning Committee on 19 May 2021 to report back in two cycles on assessment of all homes delivered by the Affordable Housing Policy (AHP) in the last three years;
  - 1.1.2 Note that an assessment of the impact of Low Cost Home Ownership (LCHO) will be carried out. Informal engagement will take place with private developers, Registered Social Landlords and Scottish Government regarding the Golden Share tenure and support for LCHO; and
  - 1.1.3 Refers this report to Housing, Homelessness and Fair Work Committee for information.

**Paul Lawrence**

Executive Director of Place

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## Affordable Housing Tenures

### 2. Executive Summary

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- 2.1 The Affordable Housing Policy (AHP) provides an important source of land to support the delivery of the new supply of affordable housing. This report compares delivery of affordable homes through the AHP to housing need figures (estimated in the last Housing Need and Demand Assessment) and addresses the request for an assessment of all homes delivered by this policy in the last three years.

### 3. Background

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- 3.1 In 2000, Edinburgh was the first local authority to introduce an AHP in Scotland. The AHP is a planning policy which ensures that 25% of homes on all housing sites with 12 homes or more, are required to be affordable. The policy requires private housing developers to transfer a proportion of a housing site/land to affordable housing providers for affordable housing use.
- 3.2 On [24 August 2017](#), Council approved its five-year business plan. The plan sets out an objective to build 20,000 new affordable homes in the city over the following ten years. The AHP is an important delivery mechanism to meet this commitment. Prior to its introduction, the high demand for housing land in the city meant that affordable housing developers were often outbid by private housing developers and failed to acquire suitable land for affordable housing.
- 3.3 On [7 August 2019](#), Planning Committee noted an AHP Delivery report. This set out the strong performance of the AHP, with 3,828 onsite affordable homes being secured between 2013 and 2018. Nine out of ten planning applications of 20 or more homes resulted in onsite delivery of affordable homes.
- 3.4 On [14 January 2021](#), Housing, Homelessness and Fair Work Committee approved the Strategic Housing Investment Plan 2021-2026. This set out a pipeline of 10,036 affordable homes which could be approved for site start, with 11,370 anticipated completions between 2021 and 2026.
- 3.5 On [19 May 2021](#), Planning Committee approved the recommendations of the Affordable Housing Policy Update report. The report set out that delivery of the AHP had been strong and committed sums had assisted the delivery of 195 affordable homes.

- 3.6 In addition to the report recommendations on 19 May 2021, Planning Committee approved an adjusted motion which called for an assessment of all homes delivered by this policy in the last three years to be reported back to Committee within two cycles, and that this assessment should in particular examine the number of low cost home ownership (LCHO) and mid market rent (MMR) homes (subsidised and unsubsidised) delivered, whether the number of each category delivered is consistent with the Council's housing need and demand assessment, and whether a further adjustment to the Council's AHP is required as a result of that assessment.
- 3.7 On [29 September 2021](#), Planning Committee approved the recommendations of the City Plan 2030 - Approval of Proposed Plan for Statutory Representation Period report. The proposed plan, which includes the policy of 35% affordable housing as part of new residential developments, was approved for publication for the representation period.

## 4. Main report

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### Housing Need and Demand Assessment

- 4.1 A "Housing Need and Demand Assessment" uses past and present data to estimate future housing need. The six "South East Scotland" local authorities of Edinburgh, East Lothian, Midlothian, West Lothian, Fife and Scottish Borders carry out a joint Housing Needs and Demand Assessment.
- 4.2 A third South East Scotland Housing Need and Demand Assessment is underway, with the results expected in 2023. This considers the figures from the second "Housing Need and Demand Assessment", commonly referred to as "HoNDA2", which was estimated based on information from the preceding period and was given "robust and credible" status by Scottish Government in 2015.
- 4.3 Average household income in 2015 was set out in the Council's AHP as being £39,067. The current average household income figure is £45,443, which is an increase of 16%. However, this figure has not been updated since 2019 because of the Covid-19 pandemic, the resulting uncertain and fluctuating economic impact and the short-term impact of furlough schemes on household income.
- 4.4 The average house price in Edinburgh in January 2015 was £217,355, compared to an average house price in July 2021 which was £291,434, an increase of 34%. CityLets latest statistics show that Edinburgh rents have increased by around 14% in the last five years and 48% over the last ten years. The average rent is now £1,157 per calendar month.
- 4.5 HoNDA2 set out four possible scenarios for predicting future housing need; "Default", "Steady Recovery", "Wealth Distribution" and "Strong Economic Growth" with varying levels of economic recovery. Using those scenarios, it was projected that between 67,996 and 96,394 homes in total would be required over the period 2012 to 2032. These are split into number of social rent, below market rent, Private Rented Sector and owner occupied.

## **Social Rent**

4.6 The AHP enabled 563 social rented homes to be completed between 2018/19 to 2020/21. The total social rent need for Edinburgh in HoNDA2 is estimated at between 32,278 and 43,507 over the period 2012 to 2032, with an estimated need for between 1,281 and 2,271 social rented homes in the period 2017-2021. The Council's Affordable Housing Planning Policy has an aspiration that 70% of all new affordable housing should be social rent. It should be noted that 2,271 social rented homes would need grant funding of around £163 million and that not all sites are suitable or viable for social rent.

### **Mid Market Rent and Intermediate Rent**

4.7 Both Mid Market Rent (MMR) and Intermediate Rent contribute towards what the HoNDA defines as "below market rent", which is affordable housing for rent made available to households with average or below average household income (average household income in Edinburgh is currently £45,443 per annum). Private Residential Tenancies are the tenancy agreements used for both tenures. MMR is provided by Registered Social Landlords (RSLs) with grant subsidy. Intermediate Rent is used as an affordable tenure in "Build To Rent" developments, where the affordable housing is provided by developers with no grant funding required.

4.8 The number of below market rent homes required in Edinburgh is noted as being between 9,590 and 12,944, for the HoNDA period 2012 to 2032. For the period 2017- 2021 this is estimated as being between 434 and 606. This is a small proportion of the total below market rent need and does require continued significant below market rent delivery in future years.

4.9 In the three years covered by this report (2018/19, 2019/20 and 2020/21), no IR homes have completed, the first of these being approved in the years 2019/20 and 2020/21; over 550 have been approved to date. 465 MMR homes completed during the period that were enabled by the AHP. This is roughly equivalent to the projected need for the period.

4.10 However, the HoNDA2 does not, and could not, take into account individual development viability. Between 2018/19 and 2020/21 there were 11 developments that completed which were a mix of social rent and MMR. In total, 407 social rent homes were delivered by these schemes, with a further 262 MMR. RSLs use MMR to cross subsidise social rent, enabling onsite affordable housing where this may not be feasible if only social rent could be provided. Because rents for MMR are higher, this enables more borrowing, which in turn can help deliver onsite affordable housing where social rent alone would not be viable. A mix of social rent and MMR can help support onsite delivery, minimise the need for offsite affordable housing contributions, and help deliver the Council's aspiration for mixed tenure sustainable communities.

4.11 People who are eligible for MMR and Intermediate Rent are on below average incomes, but unlikely to be able to access a social rented home. MMR starting rents must be below Local Housing Allowance. Intermediate Rents must be at or below

the Lothians Broad Rental Market Area 30<sup>th</sup> Percentile. Both are published by Government each year.

- 4.12 Local Housing Allowance is set annually by UK Government for each Broad Rental Market Area (BRMA) across the UK. It is set either at the 30<sup>th</sup> Percentile of the BRMA or as a percentage increase on the last years Local Housing Allowance levels. Both Local Housing Allowance and BRMA 30<sup>th</sup> Percentile rents are currently at the same level, although historically, this has not always been the case. Local Housing Allowance in Edinburgh and the Lothians had been significantly lower than the BRMA 30<sup>th</sup> Percentile but was adjusted to match in 2020 because of the impacts of the Covid-19 pandemic on people's income.
- 4.13 Both Local Housing Allowance and BRMA 30<sup>th</sup> Percentile rents are currently £688 per calendar month for a one-bedroom home and up to £1,097 per month for a three-bedroom home. This compares to average market rents which range from £799 per month for a one-bedroom home to £1,544 per month for a three-bedroom home. This means that renting through MMR or Intermediate Rent could save a household between £1,330 and £5,360 per year compared to renting on the private market.

#### **Low Cost Home Ownership (LCHO)**

- 4.14 Need for LCHO is not addressed in HoNDA2 and figures are not provided in the housing need estimates. The 2008 Update of the Lothian Housing Need and Demand Study set out that, at that time, 27% of people in housing need may be able to afford LCHO. However, an updated assessment of the impact of LCHO is recommended, alongside engagement with LCHO providers (RSL and Developers) and Scottish Government.
- 4.15 With current average house prices in the city so high, LCHO can assist people on low incomes to afford to purchase a stake in a home. However, LCHO makes up a small percentage of the homes delivered through the AHP. Between 2018/19 and 2020/21 there were 1,216 affordable homes delivered through the AHP but only 188 (15%) were LCHO.

#### **Golden Share**

- 4.16 Golden Share (GS) is a LCHO tenure where the purchase price is fixed at 80% of market value, and this is restricted in the title deeds in order that homes might remain affordable in perpetuity. The GS homes are made available by housebuilders to people who could not afford to purchase the property at full market value. Guidance states that GS properties can have a value of up to £214,796, which is roughly 80% of average house prices in Edinburgh. House price inflation means that the affordability of GS homes in perpetuity can no longer be guaranteed, as house prices are increasing more quickly than incomes.
- 4.17 141 of the 188 LCHO homes completed between 2018/19 and 2020/21 were GS. No grant funding is required for GS. Two thirds of the Golden Share homes delivered to date have been provided onsite by three housebuilders.

- 4.18 There are other LCHO tenures which can assist potential home owners who cannot afford to purchase a home at full market value. The Scottish Government's Low-cost Initiative for First Time Buyers scheme is a shared equity scheme that has helped over 700 people in Edinburgh to purchase their first home in the last three years. Scottish Government commit funding for this scheme annually and can help buyers by covering between 10% to 40% of the value of the home.
- 4.19 GS values are increasing as market values increase. The average GS price in 2015 was £174,000, compared to average GS value in 2021 of almost £200,000, and average GS full market value is now almost £250,000. An average deposit is £40,000, which is roughly 20% of property value. GS resale market values in some areas of the city are now exceeding £300,000.
- 4.20 GS values are checked at planning application stage and again before homes are marketed. However, there can be a gap of years between application and GS homes coming to market. It seems likely that in new developments, even with current GS values at or around £200,000, these values are likely to increase to above the current cap when these homes come to market.
- 4.21 Although initially conceived as a tenure which could deliver affordable homes in perpetuity, rising house prices mean that GS homes which are resold often have a value which would not be achievable for family earning less than average income. As incomes are not rising as quickly as house prices, there is an increasing disconnect between average income and GS affordability.
- 4.22 For these reasons, officers will carry out an assessment of the impact of LCHO tenures and plan to engage informally with private developers, developing RSLs and Scottish Government regarding future support for LCHO, including the role of the GS tenure.
- 4.23 Views will be sought on the impact of LCHO on wider development, need and demand, financial impact, viability and deliverability, alternative LCHO tenures and if LCHO can support social rent delivery, as this is the affordable housing for which there is the greatest need. All thirteen Golden Share providers to date will be contacted, as will RSLs who are actively developing in Edinburgh. These views will help inform next steps in relation to LCHO.
- 4.24 If changes are required to the Council's Affordable Housing Policy, Scottish Government guidance is that these should be consulted on. In line with [Council's Consultation Approach](#), approved by Policy and Sustainability Committee on 20 April 2021, any consultation would run for at least 12 weeks.
- 4.25 A report on the assessment of LCHO and the outcome of the engagement will be presented to Planning Committee in summer 2022.

## **5. Next Steps**

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- 5.1 Officers will carry out an assessment of the impacts of LCHO and will engage with Housebuilders, RSLs and Scottish Government regarding LCHO and the future of LCHO tenures.

- 5.2 Further changes to AHP may be considered as part of the preparation of future guidance to support relevant policies in the City Plan 2030. As set out in national Planning Policy Guidance, any significant changes to the AHP would be subject to consultation.

## **6. Financial impact**

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- 6.1 GS values are increasing as market values increase. The average GS value in 2021 is almost £200,000 and average GS full market value is now almost £250,000. An average mortgage deposit is £40,000, which is roughly 20% of property value. The financial impact of LCHO tenures will be part of the engagement with private developers, RSLs and Scottish Government.

## **7. Stakeholder/Community Impact**

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- 7.1 The AHP has been successful in delivering mixed tenure communities and providing affordable housing in diverse areas across the city.
- 7.2 The Council and RSLs, through delivery of social and mid-market rent, place community engagement at the centre of housing development projects and go far beyond statutory planning requirements.
- 7.3 Affordable homes delivered by the Council and RSLs are built to high standards and as such contribute to the public sector equality duty and advances equality of opportunity. Homes secured through the AHP increase access to affordable housing and well designed, energy efficient, safer and cleaner communities. It contributes to improved health by increasing the supply of good quality homes, reducing fuel poverty and providing homes which are physically accessible.
- 7.4 The majority of new build properties delivered by the Council and its housing association partners are accessible for people of limited mobility, meaning particular needs housing requirements can often be met through allocation of a standard general needs property.

## **8. Background reading/external references**

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- 8.1 [Annual Review of Guidance](#), Planning Committee, 3 February 2021
- 8.2 [COVID-19 engagement and consultation approach](#), Policy and Sustainability Committee, 20 April 2021
- 8.3 [Affordable Housing Policy Update](#), Planning Committee, 19 May 2021

## **9. Appendices**

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- 9.1 List of Abbreviations.

## **Appendix 1 – List of Abbreviations**

1. AHP (Affordable Housing Policy) - The Council's Affordable Housing Planning Policy which requires 25% of homes to be affordable.
2. BRMA (Broad Rental Market Area) – Is defined by UK Government as an area “where a person could reasonably be expected to live taking into account access to facilities and services” including employment and travel. The Lothians BRMA covers the local authority areas of Edinburgh and the Lothians (East, West and Midlothian).
3. GS (Golden Share) – Affordable homes with values restricted to 80% of market value.
4. HoNDA2 (Housing Need and Demand Assessment 2) - The second Housing Need and Demand Assessment covering the South East Scotland area.
5. LCHO (Low Cost Home Ownership) – Affordable home ownership tenures including Golden Share
6. MMR (Mid Market Rent) – Affordable rented housing with rents higher than social rent but below market rent.
7. RSLs (Registered Social Landlords) – Affordable Housing provider, usually a housing association or local authority, who can provide social rented homes and is regulated by the Scottish Housing Regulator.

# Planning Committee

2.00pm, Wednesday, 1 December 2021

## Housing Land Audit and Completions Programme 2021

Executive/routine Wards Council Commitments	Executive All <a href="#">1,4 and 10</a>
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### 1. Recommendations

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- 1.1 It is recommended that Planning Committee:
- 1.1.1 Notes the findings of this report including Appendix 1, 'The Housing Land Audit and Completions Programme 2021';
  - 1.1.2 Agrees to refer this report to the Scottish Government for information; and
  - 1.1.3 Refers this report to the Housing, Homelessness and Fair Work Committee for information.

**Paul Lawrence**

Executive Director of Place

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## Housing Land Audit and Completions Programme 2021

### 2. Executive Summary

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- 2.1 The purpose of this report is to summarise the findings of the 2021 annual Housing Land Audit and Completions Programme. A series of recommendations are proposed for Committee's approval.
- 2.2 The Housing Land Audit and Completions Programme (HLACP) is used to assess the supply of land for housing and the delivery of new homes within the City of Edinburgh Council area. It records the amount of land available for house building; identifies any constraints affecting development; and assesses the land supply against the housing supply target and housing land requirement set by the Strategic Development Plan (SDP) for South East Scotland.
- 2.3 The Covid-19 pandemic and the national lockdown during the second quarter of 2020 has resulted in the number of completions over the year to April 2021 being lower than recent years. Housebuilding activity is now back to the pre-pandemic level with expected completions over the next five years averaging 2,600 per year.
- 2.4 The audit demonstrates that there is more than enough unconstrained housing land to meet the remaining housing land requirement in full and that the five-year completions programme is above target.

### 3. Background

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- 3.1 The SDP for Edinburgh and South East Scotland was approved by Scottish Ministers in June 2013. Supplementary guidance on housing land was approved in 2014 and sets the Housing Supply Target for the City of Edinburgh Council area for the period to 2024. The adopted Edinburgh Local Development Plan (2016) extended the target to 2026.
- 3.2 Scottish Planning Policy (SPP) requires local authorities to maintain a five year supply of effective housing land at all times to ensure that the housing land requirement is met. The annual HLACP is used to monitor the effective housing land supply. It will also be used to inform infrastructure decisions through the Local Development Plan (LDP) Action Programme.
- 3.3 On [6 October 2016](#), the Planning Committee considered a report on the Housing Land Audit and Delivery Programme 2016 that utilised a new approach to auditing

land for housing and housing delivery. Previously, the housing land supply was measured in terms of the anticipated output or completions programme.

- 3.4 The conclusion was that, although there was sufficient effective housing land to meet the housing land requirement set by the SDP, the anticipated delivery of new homes was below the five year completions target. The report acknowledged that there was a need to increase delivery of new homes in the short term and set out several ways that the Council was seeking to do so.
- 3.5 On [12 October 2017](#), Planning Committee considered a report on the Housing Land Audit and Delivery Programme 2017 which further enhanced the audit process by identifying the steps needed to increase housing delivery on a site by site basis.
- 3.6 The approach to assessing the amount of land available for housing and the rate of delivery of new homes as separate issues has been consistently applied since Committee approval in 2016.

## 4. Main report

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- 4.1 For a housing site to be considered 'effective', it must be free of all constraints that would prevent development. Sites are considered against a range of criteria set out in Planning Advice Note 2/2010 "Affordable Housing and Housing Land Audits" (PAN 2/2010). These include ownership, physical (e.g. slope, aspect, stability, flood risk, access), contamination, deficit funding, marketability, infrastructure and land use. PAN 2/2010 also states that "The contribution of any site to the effective land supply is that portion of the expected output from the site which can be completed within the five year period".
- 4.2 The alternative approach to measuring housing land supply and delivery, approved by Planning Committee, recognised that delivery of new homes can be affected by many economic and demand factors unrelated to the land supply. As well as the anticipated completions programme, the Council also considers the capacity of unconstrained land available for development.
- 4.3 The schedules within the 2021 HLACP have been discussed and agreed as reasonable with Homes for Scotland.

### **Housing Land Supply**

- 4.4 As at 31 March 2021, there was enough land free of planning constraints and available for development for 22,411 houses. There was also land for a further 8,228 houses on sites where there was a constraint as set out in schedule 4 of Appendix 1.
- 4.5 The effective land supply is varied in type, size and location. It is spread over a range of locations and includes brownfield (54%) and greenfield (46%) sites as shown on the map attached as Appendix 2.

## **Housing Supply Target and Housing Land Requirement**

- 4.6 The housing supply target is the policy view of the number of homes that will be delivered over the LDP period. For the City of Edinburgh, this was set by the South East Scotland SDP and its supplementary guidance. To ensure that the housing supply target can be met, additional land must be made available to allow for flexibility of range and choice.
- 4.7 On [29 September 2021](#), Planning Committee approved a new proposed LDP, City Plan 2030, for its statutory period of representation. The plan includes new housing supply targets and housing land requirements along with proposals for a generous supply of land to meet the targets. Once adopted, the housing targets and land requirements will replace those in the LDP (2016) set by the SDP. New proposals in Proposed City Plan 2030 do not count towards the current targets and housing land requirements and are not contained in Housing Land Audit and Completions Programme 2021. However, some of the sites that were allocated in LDP (2016), and have not yet been delivered, have been carried over as proposals into the new proposed plan.

## **Housing Delivery**

- 4.8 Delivery of new homes is influenced by a range of factors including economic fluctuations, supply of skills and materials, movement in the local and national housing market and other commercial considerations.
- 4.9 Following the recession from 2008, the market recovered and completions increased from 1,191 in 2012/13 to 2,967 in 2019/20. The Covid-19 pandemic and national lockdown in the second quarter of 2020 caused a fall in completions to 1,700 for the year to April 2021. However, the fall in housebuilding activity was temporary and anticipated completions for the next five years averages at 2,600 per annum.
- 4.10 Emerging from the 2008 recession, the delivery of new housing was helped by an increase in the building of affordable homes. Prior to that, affordable tenures accounted for around 17% of all houses built in the city but nearly 50% for 2011-2015. Recovery in the mainstream housing market, along with continued high affordable completions, mean the all tenure completion rate is now above the pre-recession level. The rate of delivery of new homes will also be influenced by the impact of Build to Rent developments, where the pace of delivery seeks to meet strong rental demand and is not constrained by the mortgage market and potentially also by improvements in construction methods.
- 4.11 Table 1 compares the availability of effective housing land against the remaining housing land requirement, and anticipated completions over the next five years, against housing supply target. It demonstrates that there is sufficient unconstrained land to meet the remaining housing land requirement in the city and that the five year completions programme exceeds the five year completions target.

**Table 1. Housing Land Supply and Anticipated Completions Programme**

Housing Supply Target 2009 to 2019	22,300
Housing supply Target 2019 to 2024	7,210
Housing Supply Target 2024 to 2026	2,884
<b>Housing Supply Target 2009 to 2026</b>	<b>32,394</b>
<b>Housing Land Requirement 2009 to 2026</b>	<b>35,633</b>
Completions 2009 to 2021	23,651
<b>Housing Supply Target 2021 to 2026</b>	<b>8,743</b>
<b>Supply</b>	<b>Output</b>
Remaining Housing Land Requirement <b>11,982</b>	Completions Target 2021 to 2026 <b>8,743</b>
Effective Housing Land Supply <b>22,411</b>	5 year completions programme* <b>12,843</b>

\* Previously referred to as the five year effective land supply

- 4.12 At current build rates, there is enough effective housing land in Edinburgh to last for eight years.

#### **Windfall sites**

- 4.13 These are sites that are not specifically allocated for housing in the LDP but come through the planning system as planning applications. The LDP assumed that a certain amount of development would occur on windfall sites contributing to meeting the housing supply target (4,656 units). Since April 2015, 8,225 homes have been granted planning permission on such sites and of those, 2,344 are for affordable homes. Some 87% are on brownfield land.

#### **National Planning Framework 4**

- 4.14 Scottish Government is currently preparing National Planning Framework 4 (NPF4) – the long-term plan for development and investment across Scotland which will set out national planning policies, national developments and strategy. In November 2020, Scottish Government published a [position statement](#) which detailed potential changes that are being considered to national planning policies.
- 4.15 A key change being considered is to replace the current focus on maintaining a five year supply of effective housing land with a longer term perspective to enable future plans to promote immediate deliverability and viability, and steer development to appropriate locations in line with LDP spatial strategy, informed by an infrastructure-first approach. Land take-up would be monitored through completions with additional land releases triggered in line with the development plan, when the need for additional capacity is demonstrated.

- 4.16 The Council's approach to monitoring land supply and delivery of homes is closely aligned with the Scottish Government's considered policy change with a focus on the factors that are affecting delivery on individual sites alongside the anticipated rates of delivery. This helps to identify where there is potential to increase delivery of homes on the current land supply and when additional land releases may be required to maintain current rates of delivery.
- 4.17 Homes for Scotland are consulted during the preparation of the HLACP and advise on the likely delivery rates for each site. The 2017 HLACP was the first audit to include an assessment of factors that could accelerate delivery and this approach has been continued. Twelve different actions were identified and applied on an individual site by site basis broadly grouped as relating to ownership or control of a site, the planning system and other regulatory processes and the development industry. Details of these are on pages 12 and 13 of Appendix 1.

### **Increasing Housing Delivery**

- 4.18 On [24 August 2017](#), Council approved its five year business plan including an objective to build 20,000 new affordable homes over the next ten years. The Strategic Housing Investment Plan (SHIP) sets out the delivery plan for new affordable homes and is reported to the Housing, Homelessness and Fair Work Committee each year. The latest SHIP, covering the period 2021/26, was approved by Housing, Homelessness and Fair Work Committee on [14 January 2021](#). It identifies a pipeline of 10,036 affordable homes that could be approved for site start and 11,370 potential completions delivered over the next five years through a mix of grant funding, private finance raised by Registered Social Landlords and private developers and HRA funding. The report identifies the challenges to delivering affordable housing at scale as construction industry capacity, availability of grant funding for social rented homes and control of sites for development.
- 4.19 In [March 2018](#), a report was presented to the then Housing and Economy Committee on Delivering Land for Affordable Housing. This report set out a series of actions that should be taken to secure land and increase control over the pace of housing development. The actions include increased engagement with private land owners, exploring the potential for re-provisioning industrial estates, a review of the Affordable Housing Policy (AHP) and establishing a public sector land and property group.
- 4.20 In [January 2021](#), the Housing, Homelessness and Fair Work Committee considered a report on the land strategy to support delivery of affordable housing and brownfield regeneration. The report recognised that building on brownfield land maximises the use of existing infrastructure and mitigates the sizeable financial impact on the Council of delivering infrastructure. Council owned land supply is becoming increasingly limited as is the potential to acquire sites on the open market. Therefore, alternative models to deliver regeneration and affordable housing on private sector sites needs to be explored. The strategy set out in the report is intended to support the delivery of place-based area regeneration in partnership with local communities with the Council acting as enabling developer, de-risking Planning and infrastructure requirements. A strategy that prioritises

brownfield land for development will require significant and active intervention by the Council, potentially using compulsory purchase powers. Private and public sector partnerships are identified as key mechanisms for securing investment and developing sites that cannot be acquired and developed by the Council. The HRA Business Plan includes £125m for land acquisition over the next ten years.

### **Conclusions**

- 4.21 There is more than enough effective land available for development in the City for Edinburgh to meet the current housing land requirement set by the Strategic Development Plan for South East Scotland.
- 4.22 The five-year completions programme (previously referred to as the five year effective land supply) is now 47% above the five year completions target.
- 4.23 Based upon current rates of delivery, there is enough effective land in Edinburgh to last for eight years.

## **5. Next Steps**

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- 5.1 The next annual Housing Land Audit and Completions Programme will be carried out in Spring 2022 and reported to Planning Committee in Autumn 2022.

## **6. Financial impact**

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- 6.1 This report and its recommendations have no financial impact on service or Council budgets.

## **7. Stakeholder/Community Impact**

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- 7.1 No formal consultation is required in connection with this report. However, the contents of the schedules within the housing land audit and completions programme were agreed as reasonable with the representative body of the private house building industry, Homes for Scotland.
- 7.2 There is no equalities impact arising as a result of this report's analysis and recommendations. Therefore, it was not considered necessary to carry out a full Integrated Impact Assessment.
- 7.3 There are no direct sustainability impacts arising from this report.

## **8. Background reading/external references**

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- 8.1 [Planning Committee: 6 October 2016. Item 7.1 - Housing Land Audit and delivery programme 2016](#)
- 8.2 [Planning Committee: 12 October 2017. Item 5.1 Housing Land Audit and Delivery Programme 2017](#)
- 8.3 [Planning Committee: 29 September 2021. Item 6.1 - City Plan 2030 – Approval of Proposed Plan for statutory representation period](#)
- 8.4 [Housing and Economy Committee: 22 March 2018. Item 6.2 – Delivering land for affordable housing](#)
- 8.5 [Housing, Homelessness and Fair Work Committee: 14 January 2021. Item 7.1 Strategic Housing Investment Plan \(SHIP\) 2021-2026](#)
- 8.6 [Housing, Homelessness and Fair Work Committee: 14 January 2021. Item 7.2 Land Strategy to Support Delivery of Affordable Housing and Brownfield Regeneration](#)
- 8.7 [Planning Committee: 7 August 2019. Item 8.1 Affordable Housing Policy Delivery](#)
- 8.8 [Fourth National Planning Framework: Position Statement](#)
- 8.9 [Strategic Development Plan for Edinburgh and South East Scotland, SESplan, 2013](#)
- 8.10 [Local Development Plan](#)
- 8.11 [City Housing strategy](#)

## **9. Appendices**

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- 9.1 Appendix 1 – Housing Land Audit and Completions Programme 2021.
- 9.2 Appendix 2 – Map of the established land supply in City of Edinburgh.

Appendix 1

# Housing Land Audit and Completions Programme 2021

# Housing Land Audit and Completions Programme 2021

## 1. Introduction

## 2. Housing Land Supply

- Established land supply
- Effective land supply
- Constrained land
- Greenfield / Brownfield analysis

## 3. Housing Delivery

- Completions
- Factors affecting delivery
- Affordable housing
- Windfall development
- Accuracy of the audit

## 4. Housing Land Requirement and Housing Supply Target

## 5. Schedules

### 1. INTRODUCTION

The Housing Land Audit and Completions Programme (HLACP) 2021 is an assessment of the housing land supply in the City of Edinburgh Council area as at 31 March 2021. The audit attempts to programme expected housing completions over the audit period, April 2021 to March 2026 and details completions that took place over the year April 2020 to March 2021.

Sites included in the HLACP are housing sites under construction, sites with planning consent, sites in adopted or finalised Local Plans and, as appropriate, other buildings and land with agreed potential for housing development. The audit does not include new proposals from the proposed City Plan 2030. All new development, redevelopment, conversion and subdivision of both houses and flats are included but rehabilitation of existing housing is excluded. The HLACP gives a detailed picture of the supply of housing land in terms of the number of housing units that the land can accommodate. It also sets out a programme of expected completions over the next 5 years and in the longer term.

The HLACP comprises schedules for each housing site with four or more units. Smaller sites are not detailed individually but are included as an aggregate figure only. Based upon past completion rates, the audit assumes that 75% of small sites will be developed over the five year period but does not attempt to identify which ones. The estimates of programmed completions are prepared by the City of Edinburgh Council in consultation with Homes for Scotland, other private sector house builders, Housing Associations and public agencies. A summary of the housing land supply, site details including completions programme, details of

units completed over the previous 12 months and a list of constrained sites are contained in schedules 1 to 4 at the end of this report.

## 2. HOUSING LAND SUPPLY

### **Established Land Supply**

The established land supply is all land identified for housing including sites allocated in the local development plan, sites which have been granted planning consent for housing and other land with agreed potential for new house building. The established land supply is made up of “effective housing land” - land free of all constraints that would prevent development taking place and “constrained” sites - sites which cannot be developed without some form of remedial action.

On 31 March 2021, the established land supply in the City of Edinburgh Council area was 30,639. This included land free of all planning constraints for 22,411 dwellings and land for a further 8,228 dwellings on sites that are currently considered constrained.

### **Effective land supply**

For a housing site to be considered **effective**, it must be free of all constraints that would prevent development. Sites are considered against a range of criteria set out in Planning Advice Note 2/2010 “Affordable Housing and Housing Land Audits” (PAN 2/2010). These criteria include ownership, physical (e.g. slope, aspect, stability, flood risk, access), contamination, deficit funding, marketability, infrastructure and land use.

When assessed against the criteria contained in PAN 2/2010, there is land free of planning constraints for 22,411 dwellings in the City of Edinburgh Council. This includes 7,607 dwellings on sites currently under construction, 8,973 dwellings on sites with planning consent but where development has not yet started and a further 5,566 dwellings on sites that have not yet received planning consent – mostly sites allocated in the Local Development Plan. The remaining 265 dwellings are on small sites that are not listed separately in the audit.

Figure 1 below shows how the established land supply in Edinburgh has changed over the last sixteen years. Prior to 2016, only units programmed for development over the first 5 years were considered to represent the effective land supply. Since 2016, the HLACP considers the **supply** of land separately from programmed **delivery** and defines land as either:

**‘Effective’**. Land free of development constraints and available for the construction of housing; and

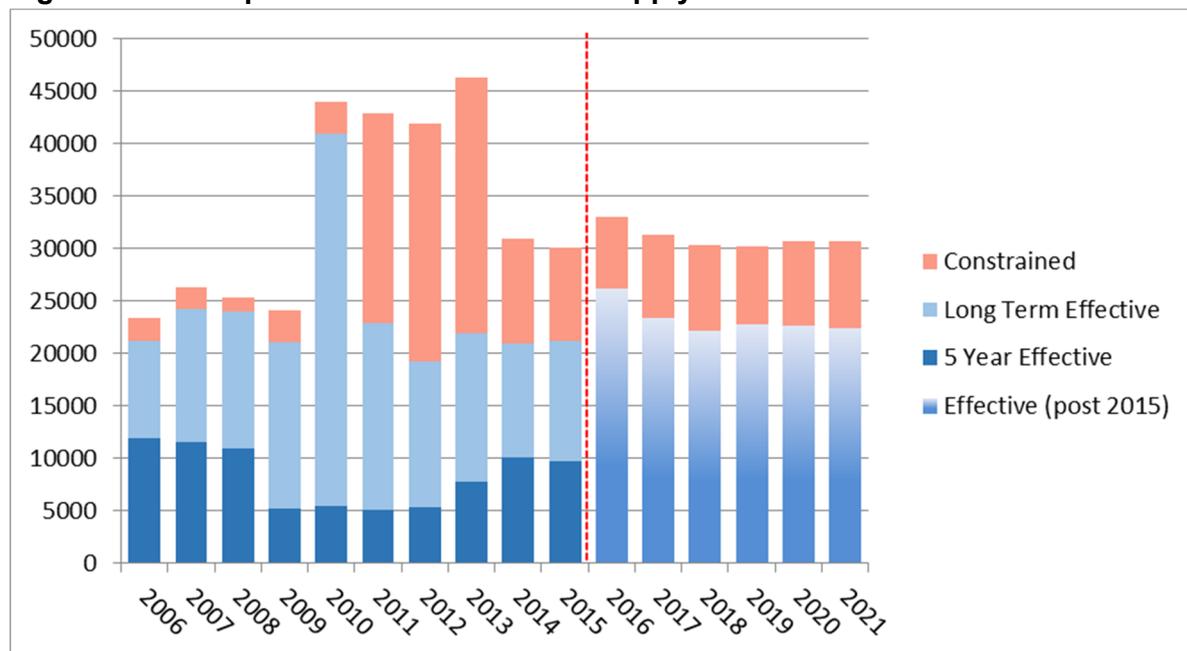
**‘Constrained.’** Land on which development cannot currently take place without remedial action.

The chart, therefore, shows three categories of land up to 2015 - the effective land supply programmed for development over the next five years, effective land supply programmed in

the longer term and constrained land. From 2016, only two categories of land are shown – effective and constrained.

The five year effective land supply fell dramatically following the credit crunch and subsequent recession in 2008/09. As reduced credit availability affected both the development industry and house buyers, the rate of development slowed, reducing the five-year programme of development intentions. Fewer new applications were submitted on windfall land, resulting in the reduction of the overall land supply as completions on land already partially developed outstripped new land entering the supply. Between 2009 and 2012, the five-year effective supply fell to around 5,200 (1,050 per year) – around half the level of the previous three years. Following the adoption of the current Local Development Plan in 2016, the effective land supply increased to over 2,500 units – the highest it has been since the early 2000s. The exception to this was of 2010 where there was a spike in effective eland supply caused by a local plan allocation and an application for around 18,000 units at Leith Docks. As consent was not issued, the site was moved from the long term effective supply into constrained in 2011. Following a change in Forth Ports’ intentions to concentrate on port-related activities and changes to the national and local planning policy context, a large part of the area around Leith Docks was removed from the housing land supply entirely in 2014, reducing the capacity from 18,000 to around 5,600. This has been reduced further in 2016 to 2,700 following the publication of the LDP report of examination. Over the last 4 years the effective and established land supply have remained stable suggesting that new land coming forward as windfall is at a similar rate to the number of units completed each year.

**Figure 1: Make-up of the established land supply**



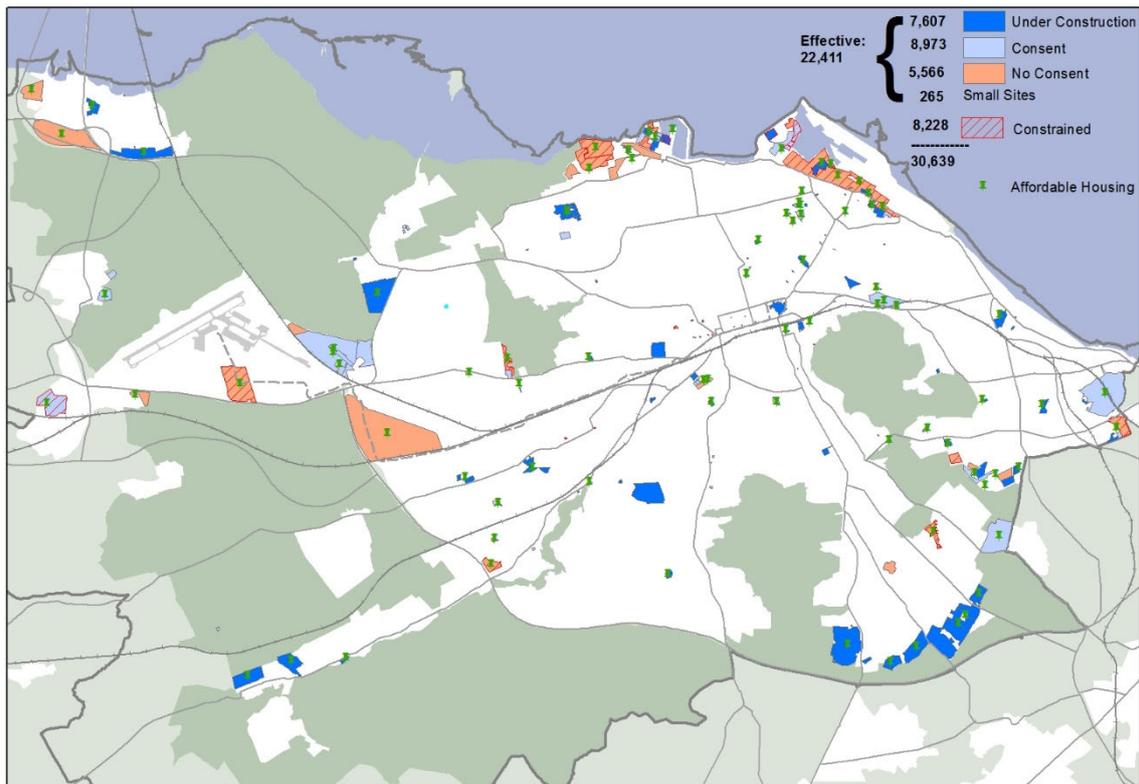
## Constrained Land

Constrained sites are those on which development cannot take place without some form of remedial action. Such constraints include:

- Ownership: the site is in the ownership or control of a party which can be expected to develop it or to release it for development. Where a site is in the ownership of a local authority or other public body, it should be included only where it is part of a programme of land disposal;
- Physical: the site, or relevant part of it, is free from constraints related to slope, aspect, flood risk, ground stability or vehicular access which would preclude its development. Where there is a solid commitment to removing the constraints in time to allow development in the period under consideration, or the market is strong enough to fund the remedial work required, the site can be included in the effective land supply;
- Contamination: previous use has not resulted in contamination of the site or, if it has, commitments have been made which would allow it to be developed to provide marketable housing;
- Deficit funding: any public funding required to make residential development economically viable is committed by the public bodies concerned;
- Marketability: the site, or a relevant part of it, can be developed in the period under consideration;
- infrastructure: the site is either free of infrastructure constraints, or any required infrastructure can be provided realistically by the developer or is committed to by another party to allow development;
- Land use: housing is the preferred use of the land in planning terms, or if housing is one of a range of possible uses, other factors such as ownership and marketability point to housing being a realistic option.

Map 1 below shows the land supply in terms of effective and constrained sites. A schedule of constrained sites, including the nature of constraint, is included as schedule 4.

## Map 1. Housing Land Supply 2021



### Greenfield / Brownfield analysis

Excluding small sites, 10,272 units of the remaining capacity of effective sites (22,146) are categorised as being on greenfield land. This represents 46% of the total. Ten years ago, less than 10% of the effective land supply was greenfield. The Local Development Plan allocated over 8,500 units on greenfield land and this has been a major factor in increasing the overall proportion of greenfield sites in the city. It is expected that the proportion of greenfield land will decrease in future years as the current greenfield sites are built out and future windfall sites are likely to be mainly brownfield land.

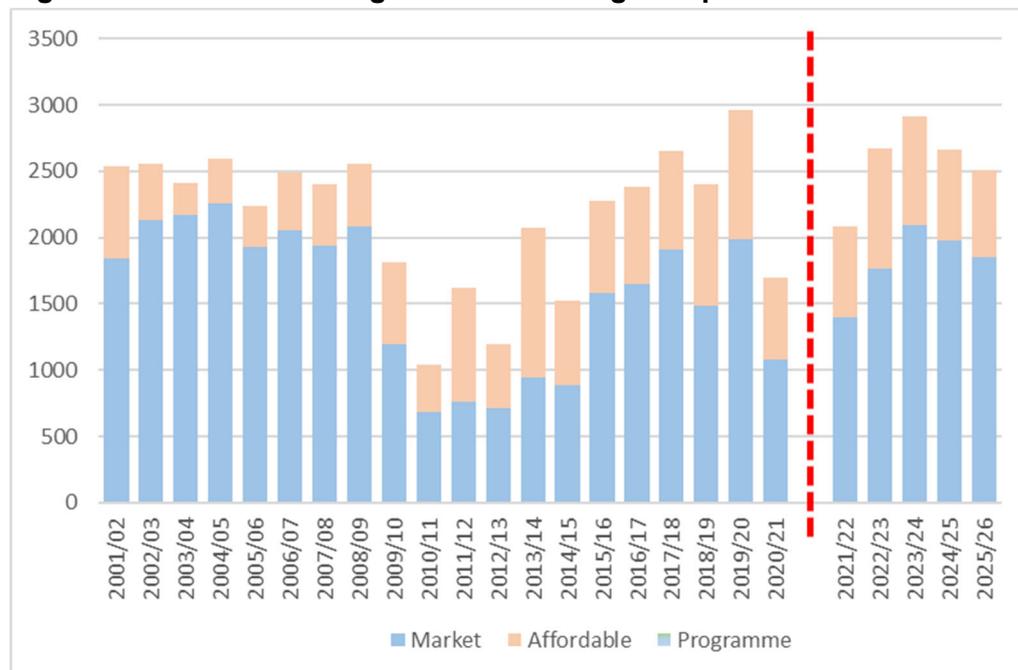
## 3. HOUSING DELIVERY

### Completions

Mirroring the situation with the changes to the effective land supply, the effect of the credit crunch and subsequent recession was followed by a steep decline in the annual number of completed dwellings. Completions have been increasing since 2013 with the number of completions in 2019/20 being the highest recorded since 1998. The national lockdown in response to the Covid-19 pandemic in March 2020 has resulted in a considerable reduction in completions over the year to March 2021. Development activity has returned to pre-pandemic levels and an increase in completions over the next few years is anticipated.

The actual number of completions in the future could be higher than programmed as it is likely that some additional housing completions will take place on windfall sites that are not yet in the land supply. Figure 2 below charts historic housing completions and programmed completions for the next 5 years.

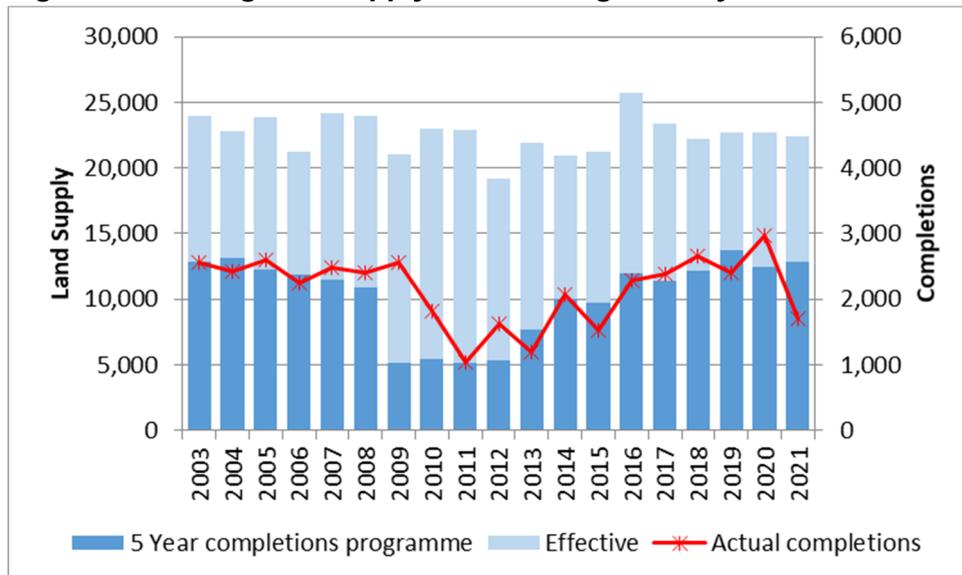
**Figure 2. Historic and Programmed Housing Completions**



### Factors Effecting Housing Delivery

Delivery of new homes is not solely dependent on the supply of effective land. The housing market will react to both local and national changes in the economy causing completions rates to increase and decrease. This was particularly noticeable following the credit crunch in the late 2000s. Reduced credit availability affected both purchasers’ ability to obtain a mortgage, thus vastly decreasing real demand for new homes and also developers’ ability to secure loans to enable development to take place. With no real change to the availability of effective housing land, delivery rates fell to less than half of previous rates. In the second quarter of 2020, the national lockdown in response to the Covid-19 pandemic caused development to temporarily halt resulting in a reduction of completions from nearly 3,000 in 2019/20 to 1,700 over the year to March 2021. Figure 3 below shows the effective land supply, the five year completions programme (previously referred to as the five year effective land supply) and the number of completions that actually took place over the period 2003 to 2021. As the land supply and five year completions programme relate to a period of five years and the number of completions refers to a single year, they are shown against different scales on the chart.

**Figure 3. Housing land supply and housing delivery**



### Affordable Housing

Affordable housing tenures account for around 27% of the current effective land supply (6,096 units). Between 2001 and 2011, affordable tenures accounted for 19% of all dwellings completed in Edinburgh. Over the last few years, affordable completions have accounted for a much higher proportion, averaging over 37% of all dwellings completed since 2011. Numerically, affordable housing completions have increased in recent years but the large proportional shift is more a consequence of a reduction in market completions following the credit crunch. The number of market completions has increased again markedly over the last few years, from 890 in 2014/15 to an average of 1,600 per year since.

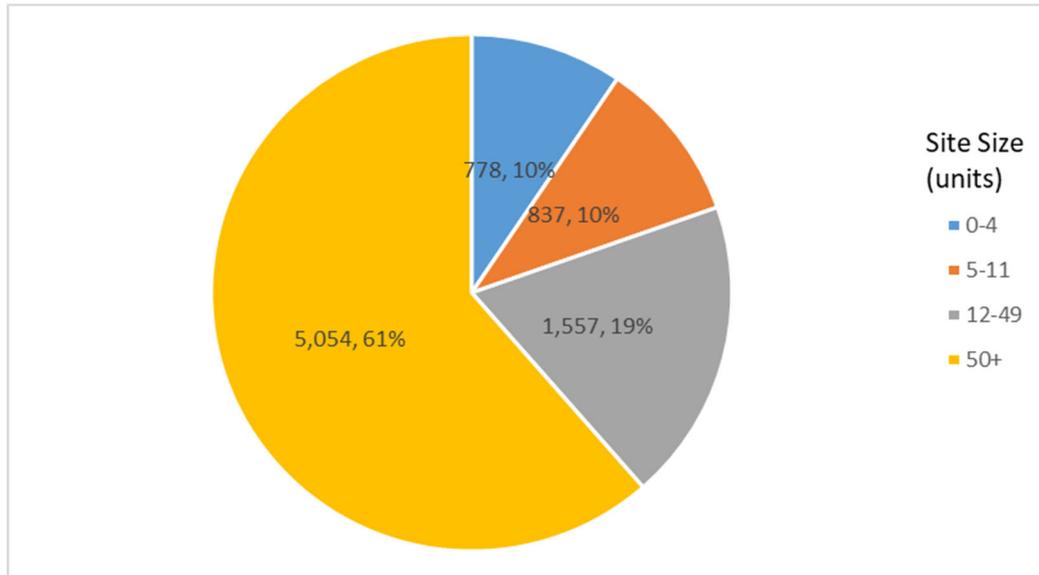
### Windfall Development

To avoid over allocating housing land, the Local Development Plan assumed a certain amount of development would occur on unplanned sites that would come through the planning system. Development on these unallocated sites would still contribute to meeting the housing supply target set by the Strategic Development Plan. The adopted LDP assumed a contribution of 4,656 units from windfall sites – 1,694 to be delivered by 2019 with the remaining 2,962 between 2019 and 2026.

Since April 2015, 8,226 homes have received planning consent on windfall sites. Of these 2,344 units will be affordable.

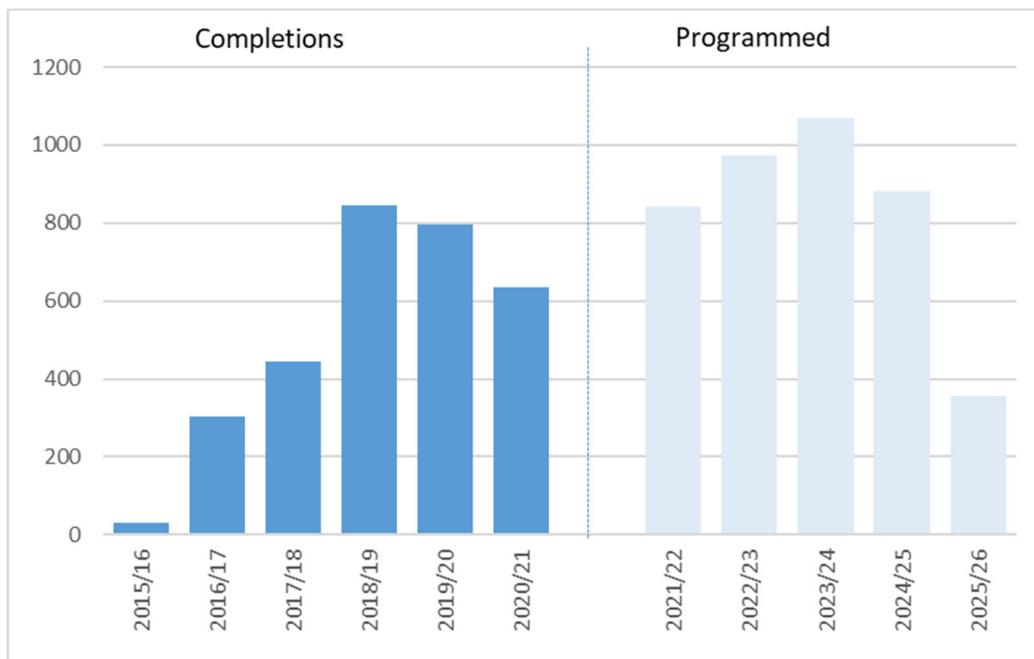
The windfall sites cover a range of sizes with over half the consented units being major developments (sites of over 50 units). The size distribution of windfall sites is show in figure 4 below.

**Figure 4 Housing units consented on windfall sites since 2015 by size of site**



Between 2015 and 2019, there were 1,621 units completed on windfall sites – slightly below the target of 1,690. However, with 1,433 homes completed since 2019 and a further 4,121 programmed over the next 5 years the remaining LDP target of 1,602 is likely to be significantly surpassed. The actual number of windfall completions is likely to be higher still as additional windfall sites receive planning consent. The number of units completed since 2015 and units programmed over the next five years are shown in Figure 5. The number of units completed starts very low and rises each year. This is to be expected as there is a lead in time between consent and completions and only sites gaining consent after 2015 are regarded as windfall.

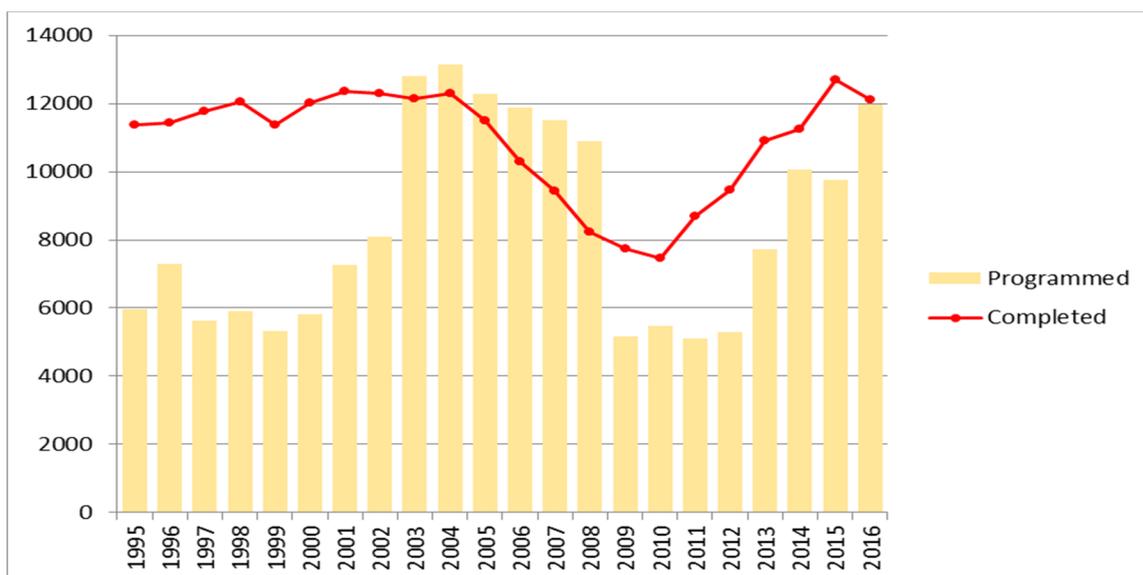
**Figure 5 Units completed and programmed on windfall sites**



**Accuracy of Completions Programme**

Estimating future completions for the delivery programme is not an exact science – some sites will be built out faster than anticipated and some slower. Further, some sites may not be developed at all or be developed for uses other than housing and additional windfall sites will provide completions not anticipated at the base date of the audit. Figure 6 below compares the number of completions programmed over a five year period to the number of completions that actually occurred over the same five year period for each housing audit since 1995.

**Figure 6: 5 Year completions programme and actual completions over the five year period**



During the mid 1990s to early 2000s, far fewer units were programmed than the number of completions that actually took place. This may be due to development taking place at a faster pace with many windfall sites gaining consent and being built out in the five year period in question. From 2003 until 2008, the audit programme was much closer to actual completions. The programme was actually slightly higher than actual completions, the difference increasing up to 2008. This period of time included the credit crunch which caused a steep decline in completions which wasn't anticipated when the audits were programmed. The opposite effect can be seen for 2009 and 2010 when anticipated completions were low, but as recent completion rates have started to increase once more, the five year completions count has been higher than was anticipated at the base date of the audits. It should also be noted that only land allocated for housing at any given year is programmed in the above figures – the actual completions figures will include additional windfall sites that come forward in future years.

#### 4. HOUSING SUPPLY TARGET AND HOUSING LAND REQUIREMENT

SPP defines the Housing Supply Target as “*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 ...*”

The housing supply target for the City of Edinburgh is set by the approved 2013 Strategic Development Plan (SDP) and its supplementary guidance on housing land (SG). The SG sets the housing supply target for the city at 22,300 units for the period to 2019 and a further 7,210 for the period to 2024. The LDP Report of Examination recommended extending the supply target by an additional 2,884 for the two years to 2026. To ensure that the target can be met, additional land must be made available to allow for flexibility of range and choice. An additional 10% is added to the target to obtain the housing land requirement.

The annual average supply target for the period up to 2019 is considerably higher than for the periods beyond 2019. This is due to two factors:

- The Housing Needs and Demand Study identified a significant backlog of households currently in need of affordable housing which should be addressed early. This backlog is on top of newly arising need and demand and is all added to the housing land requirement of the first period.
- House building during the first period has been affected by the credit crunch and subsequent recession resulting in lower completion rates than required. The shortfall is added to the remaining requirement of the first period raising the annual average needed even further, to a level nearly 15% above the highs achieved in the early 2000s.

Table 1 below compares the supply of effective land available for housing in the City of Edinburgh to the remaining housing land requirement. The table also shows the 5 year completions programme (previously referred to as the five year effective land supply)

compared to the output target for the next 5 years – the remaining housing supply target for the LDP (2016).

**Table 1: Effective housing land supply against requirement by period**

Housing Supply Target 2009 to 2019	22,300
Housing supply Target 2019 to 2024	7,210
Housing Supply Target 2024 to 2026	2,884
<b>Housing Supply Target 2009 to 2026</b>	<b>32,394</b>
<b>Housing Land Requirement 2009 to 2026</b>	<b>35,633</b>
Completions 2009 to 2021	23,651
Housing Supply Target 2021 to 2026	<b>8,743</b>
<b>Supply</b>	<b>Output</b>
Remaining Housing Land Requirement <b>11,982</b>	Completions Target 2021 to 2026 <b>8,743</b>
Effective Housing Land Supply <b>22,411</b>	5 year completions programme* <b>12,843</b>

\* Previously referred to as the 5 year effective land supply

The table demonstrates that there is enough land, free from development constraints, to meet the remaining development plan housing land requirement. The table further demonstrates that programmed delivery to 2026 will surpass the entire development plan housing supply target.

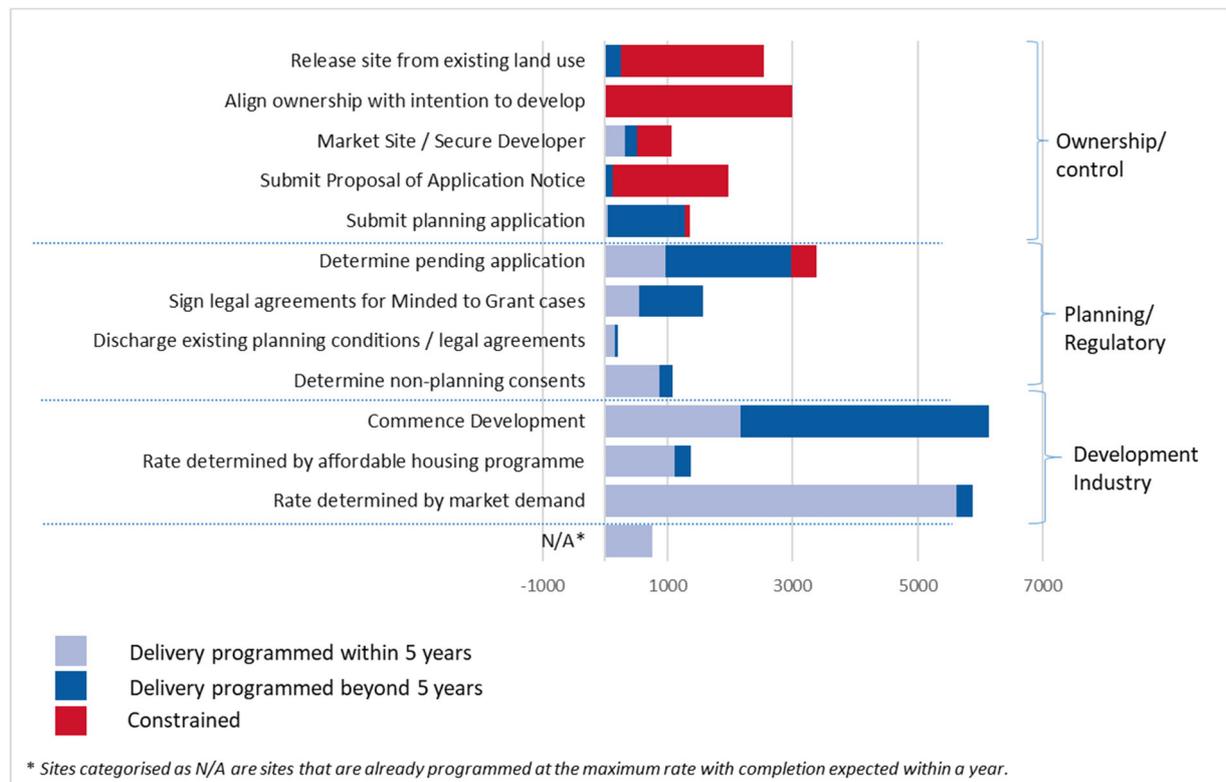
### **Increasing Housing Delivery**

Further to identifying constraints that prevent delivery of new homes, HLACP2021 also attempts to identify the actions required to increase the delivery rates on effective sites. These factors affecting delivery were discussed and agreed with Homes for Scotland alongside the programmed delivery rate. These factors are not intended to be viewed as solutions in themselves to increasing delivery, rather they should be viewed as identifying the steps that would need to be taken in order for the agreed delivery rates to be accelerated. In many cases, the site may already be being developed at an acceptable rate. Twelve different actions were identified and applied on an individual site by site basis. The twelve factors can be broadly grouped as;

- factors relating to ownership or control of a site
- factors related to the planning system
- factors related to the development industry

Figure 7 below shows the numbers of units (excluding small sites) affected by each of the 12 delivery factors. For each factor, the graph shows the number of units programmed for completion within 5 years as a lighter shade and units programmed beyond 5 years as a darker shade.

**Figure 7. Factors affecting the delivery of homes**



Sites categorised as affected by factors related to the development industry have a greater proportion of units programmed within the next 5 years than sites affected by other factors. These sites are already in the control of house builders with planning consent secured and in many cases, are already under construction.

Sites affected by factors related to the planning system are fewer in number than those affected by development industry factors but, due to uncertainty around the issuing of planning permission/legal agreements, have a higher proportion of units programmed beyond the five year period. In total, there are 3,285 units programmed beyond the five year period on effective sites affected by factors related to the planning system.

Finally, there are 1,800 units programmed beyond the five year period on effective sites affected by factors related to ownership or control. These are largely allocated sites that are not yet in the control of a house builder or sites for which a planning application has yet to be submitted. The majority of constrained sites are constrained by factors relating to ownership or control of the site, especially sites that are still in use for other purposes and sites that are not being promoted for housing development by the land owner.



## 5. SCHEDULES

The following schedules give further details of the housing land supply in the City of Edinburgh Council area including:

1. Summary of the housing land supply and completions programme
2. Completions programme on site by site basis
3. Actual housing completions 2020/21 by site
4. Schedule of constrained sites
5. Housing sites broken down by factors affecting delivery rates
6. List of sites removed from the audit since HLACP 2020. This list includes all sites that are no longer regarded as housing sites. It does not include sites which have been completed. These sites will be included in Schedule 3 – Housing Completions.

The locations of housing sites within this audit can be viewed on the [Council's online Atlas](#).

# Schedule 1 – Established Land Supply

## Housing Land Audit and Completions Programme 2021

### Schedule 1. Land supply and delivery summary

Status	Housing Land Supply				Completions Programme								
	Total site capacity	Total affordable units	All completions by 31/3/21	Total dwellings remaining	Programmed Completions					Total 21/26	26/27	27/28	Post 2028
					21/22	22/23	23/24	24/25	25/26				
Under Construction	10,061	3,194	2,454	7,607	2,011	2,216	1,489	811	539	7,066	386	103	52
Consent	8,973	1,986	0	8,973	22	340	1,178	1,416	1,438	4,394	1,074	829	2,676
No Consent	5,566	1,577	0	5,566	0	64	197	379	478	1,118	644	694	3,110
Small Sites	266	2	1	265	53	53	53	53	53	265	0	0	0
<b>Total Effective Supply</b>	<b>24,866</b>	<b>6,759</b>	<b>2,455</b>	<b>22,411</b>	<b>2,086</b>	<b>2,673</b>	<b>2,917</b>	<b>2,659</b>	<b>2,508</b>	<b>12,843</b>	<b>2,104</b>	<b>1,626</b>	<b>5,838</b>
<i>Market</i>	<i>18,107</i>	<i>0</i>	<i>1,792</i>	<i>16,315</i>	<i>1,397</i>	<i>1,769</i>	<i>2,091</i>	<i>1,981</i>	<i>1,856</i>	<i>9,094</i>	<i>1,447</i>	<i>1,315</i>	<i>4,459</i>
<i>Affordable</i>	<i>6,759</i>	<i>6,759</i>	<i>663</i>	<i>6,096</i>	<i>689</i>	<i>904</i>	<i>826</i>	<i>678</i>	<i>652</i>	<i>3,749</i>	<i>657</i>	<i>311</i>	<i>1,379</i>
Constrained	8,587	2,361	359	8,228									
<b>Total Established Supply in City of Edinburgh</b>	<b>33,453</b>	<b>9,120</b>	<b>2,814</b>	<b>30,639</b>									

# Schedule 2 – Site Details

Housing Land Audit and Completions Programme 2021

Schedule 2: Site Details

Site Ref	Site Name /Address	Developer (Or Owner)	Area /ha	Brf/Grf	Consent			Housing Land Supply					Completions Programme										
					Type	Date	U/C	Total Dwellings	Houses	Flats	Total affdble units	Complete by 04/21	Remaining as at 04/21	Expected Completions									
												21/22	22/23	23/24	24/25	25/26	Total 21-26	26/27	27/28	Post 2028			
<b>LDP Allocations</b>																							
3825	LDP CC2: New Street	Artesan	0.78 B		FULL	Dec-16	Sep-19	167	10	157	0	0	167	37	50	50	30	0	167	0	0	0	
4338.5	LDP CC3: Fountainbridge	Fountain North Ltd.	0.60 B		FULL	Nov-19	Mar-21	125	0	125	0	0	125	0	60	65	0	0	125	0	0	0	
4338.6	LDP CC3: Fountainbridge	Moda Living (Springside) Ltd.	0.61 B		FULL	Nov-18	Mar-21	205	0	205	0	0	205	0	100	105	0	0	205	0	0	0	
4338.7	LDP CC3: Fountainbridge	Moda Living (Springside)	1.09 B		OUT	Dec-16		140	0	140	0	0	140	0	0	0	70	70	140	0	0	0	
4900.1A	LDP CC3: Fountainbridge (Phase 1.1)	City Of Edinburgh Council	0.48 B		FULL	May-19		64	0	64	32	0	64	0	0	64	0	0	64	0	0	0	
	<i>Market</i>							32			0	0	32	0	0	32	0	0	32	0	0	0	
	<i>Affordable</i>							32			32	0	32	0	0	32	0	0	32	0	0	0	
4900.1B	LDP CC3: Fountainbridge (Phase 1.1)	City Of Edinburgh Council.	0.40 B		FULL	Oct-19		113	0	113	113	0	113	0	0	0	50	63	113	0	0	0	
4900.1	LDP CC3: Fountainbridge (Phase 1)	City of Edinburgh Council	3.70 B		NONE			258	0	258	0	0	258	0	0	0	0	78	78	90	90	0	
4900.2	LDP CC3: Fountainbridge (Vastint)	Vastint	1.17 B		NONE			234	11	223	58	0	234	0	0	0	50	50	100	50	50	34	
	<i>Market</i>							176			0	0	176	0	0	0	50	21	71	21	50	34	
	<i>Affordable</i>							58			58	0	58	0	0	0	0	29	29	29	0	0	
5245	LDP Del 4: Edinburgh Park / South Gyle	LDP Site	121.75 G		NONE			1,737	0	1,737	434	0	1,737	0	0	0	50	100	150	100	100	1,387	
	<i>Market</i>							1,303			0	0	1,303	0	0	0	40	75	115	75	75	1,038	
	<i>Affordable</i>							434			434	0	434	0	0	0	10	25	35	25	25	349	
3424.11	LDP EW 1A: Western Harbour	Forth Properties Limited.	17.60 B		FULL	Jun-20		938	0	938	0	0	938	0	0	0	50	100	150	100	100	588	
3424.10	LDP EW 1A: Western Harbour- Sandpiper Drive	Robertson Living.	0.00 B		FULL	Oct-19	Mar-20	40	0	40	40	0	40	40	0	0	0	0	40	0	0	0	
3424.1C	LDP EW 1C: Salamander Place phase 3 and 4	Cruden and Teague	1.03 B		FULL	Nov-17	Mar-18	199	0	199	199	0	199	100	99	0	0	0	199	0	0	0	
3424.1D	LDP EW 1C: Salamander Place Phase 5	Teague Homes (UK), Miller Homes & Cruden	2.73 B		FULL	Sep-19	Mar-21	155	44	111	0	0	155	0	0	50	50	55	155	0	0	0	
3424.1E	LDP EW 1C: Salamander Place Phase 6 and 7	Cruden Homes (East) Ltd / Teague Homes	1.08 B		FULL	Nov-19		151	0	151	151	0	151	0	0	0	0	50	50	50	51	0	
3424.5A	LDP EW 2A: West Shore Road - Forth Quarter	City of Edinburgh Council	4.32 B		NONE	Oct-03		444	0	0	257	0	444	0	0	50	100	100	250	100	94	0	
	<i>Market</i>							187			0	0	187	0	0	20	30	30	80	30	77	0	
	<i>Affordable</i>							257			257	0	257	0	0	30	70	70	170	70	17	0	
3733A.5	LDP EW 2B: Upper Strand Phs 3	Places for People	0.54 B		FULL	Mar-19	Jun-19	89	0	89	33	0	89	40	49	0	0	0	89	0	0	0	
	<i>Market</i>							56			0	0	56	25	31	0	0	0	56	0	0	0	
	<i>Affordable</i>							33			33	0	33	15	18	0	0	0	33	0	0	0	
3733A	LDP EW 2B: Waterfront WEL - Central Dev Area	City of Edinburgh Council	7.10 B		NONE	Jul-03		1,149	0	0	402	0	1,149	0	0	0	0	50	50	50	100	949	
	<i>Market</i>							747			0	0	747	0	0	0	0	38	38	38	75	596	
	<i>Affordable</i>							402			402	0	402	0	0	0	0	12	12	12	25	353	
3744A.3	LDP EW 2C: Granton Harbour - Plot 3	Port Of Leith Housing Association.	0.70 B		FULL	Dec-16	Mar-19	104	0	104	104	0	104	0	50	54	0	0	104	0	0	0	
3744A.7	LDP EW 2C: Granton Harbour Plots 26 and 27	Link	1.90 B		FULL	Jun-06	Mar-18	264	0	264	264	132	132	0	0	0	0	0	0	132	0	0	
3744A.8	LDP EW 2C: Granton Harbour Plots S1 and S2	Port of Leith HA	2.16 B		FULL	Aug-17	Mar-21	302	0	302	302	0	302	0	0	50	50	50	150	50	50	52	
3744A.9	LDP EW 2C: Granton Harbour Plots 9a/9b	Granton Central Developments Ltd.	0.81 B		FULL	Mar-20		104	0	104	0	0	104	0	0	0	50	54	104	0	0	0	
3744A.10	LDP EW 2C: Granton Harbour	GCD Ltd.	8.26 B		FULL	Mar-19		171	18	153	0	0	171	0	0	21	40	40	101	40	30	0	
3744A.11	LDP EW 2C: Granton Harbour	GCD Ltd.	8.26 B		FULL	May-20		98	0	98	0	0	98	0	0	0	38	60	98	0	0	0	
4893A	LDP EW1B: Central leith Waterfront A	CALA Management Ltd.	5.25 B		FULL	Aug-18	Mar-19	390	33	357	97	60	330	72	87	112	59	0	330	0	0	0	
	<i>Market</i>							293			0	60	233	72	72	72	17	0	233	0	0	0	
	<i>Affordable</i>							97			97	0	97	0	15	40	42	0	97	0	0	0	
3760	LDP HSG 1: Springfield	Cala	11.97 G		NONE			176	89	87	44	0	176	0	12	43	31	50	136	40	0	0	
	<i>Market</i>							132			0	0	132	0	12	28	31	50	121	11	0	0	
	<i>Affordable</i>							44			44	0	44	0	0	15	0	0	15	29	0	0	
3747	LDP HSG 5: Hillwood Rd	Taylor Wimpey	4.93 G		NONE			132			33	0	132	0	20	49	63	0	132	0	0	0	
	<i>Market</i>							99			0	0	99	0	20	33	46	0	99	0	0	0	
	<i>Affordable</i>							33			33	0	33	0	0	16	17	0	33	0	0	0	
4773	LDP HSG 11: Shrub Place	Places For People (Shrubhill) Ltd.	2.08 B		FULL	May-16	Mar-17	376	0	376	225	201	175	73	102	0	0	0	175	0	0	0	
	<i>Market</i>							151			0	49	102	0	102	0	0	0	102	0	0	0	
	<i>Affordable</i>							225			225	152	73	73	0	0	0	0	73	0	0	0	

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Housing Land Audit and Completions Programme 2021

Schedule 2: Site Details

Site Ref	Site Name /Address	Developer (Or Owner)	Area	Brf/ Grf	Consent			Housing Land Supply					Completions Programme												
								Total Dwellings	Houses	Flats	Total affordable units	Complete by 04/21	Remaining as at 04/21	Expected Completions											
														21/22	22/23	23/24	24/25	25/26	Total 21-26	26/27	27/28	Post 2028			
3965	LDP HSG 12: Albion Road	Places for People	2.70 B		FULL	Mar-14	Mar-15	205	48	157	0	175	30	30	0	0	0	0	0	0	0	0	0	0	0
3754	LDP HSG 17: Greendykes (areas K and L)	Craigmillar JVC	15.79 B		NONE			129	0		0	0	129	0	0	0	0	0	0	0	0	29	50	50	
3754.6	LDP HSG 17: Greendykes Road (areas N,Q,P,R)	Taylor Wimpey	3.93 B		FULL	Sep-18	Mar-20	169	111	58	0	0	169	20	50	50	49	0	0	0	0	0	0	0	0
3753.5	LDP HSG 18: New Greendykes Areas C & D	Sheratan Ltd + Persimmon Homes (East S	2.93 G		FULL	Sep-17	Mar-19	145	115	30	0	81	64	32	32	0	0	0	0	0	0	64	0	0	0
3753.6	LDP HSG 18: New Greendykes Areas A,E	Persimmon Homes.	4.04 G		OUT	Jul-10		163	112	51	0	0	163	0	0	50	50	50	50	50	50	150	13	0	0
3753.7	LDP HSG 18: New Greendykes Areas H/AH1	Persimmon Homes.	4.82 G		OUT	Jul-10		128	110	18	25	0	128	0	0	0	28	50	78	50	50	78	50	0	0
	Market							103			0	0	103	0	0	0	28	35	63	40	40	63	40	0	0
	Affordable							25			25	0	25	0	0	0	0	15	15	10	10	15	10	0	0
5246.1	LDP HSG 19: Maybury East	Taylor Wimpey UK Limited.	12.99 G		FULL	May-20		250	205	45	63	0	250	22	57	70	75	26	250	0	0	0	0	0	0
	Market							187			0	0	187	22	45	55	55	10	187	0	0	0	0	0	0
	Affordable							63			63	0	63	0	12	15	20	16	63	0	0	0	0	0	0
N 5246.2.1	LDP HSG 19: Maybury Central - 1	West Craigs Ltd & Dunedin Canmore.	0.07 B		FULL	May-20		5	5	0	0	0	5	0	5	0	0	0	5	0	0	0	0	0	0
N 5246.2.2	LDP HSG 19: Maybury Central - 2	Dunedin Canmore.	2.82 G		FULL	Dec-20		158	35	123	158	0	158	0	58	100	0	0	158	0	0	0	0	0	0
N 5246.2.3	LDP HSG 19: Maybury Central - 3	Dunedin Canmore.	2.63 G		FULL	Dec-20		142	43	99	142	0	142	0	42	100	0	0	142	0	0	0	0	0	0
5246.2	LDP HSG 19: Maybury Central	West Craigs Ltd.	58.82 G		OUT	Sep-19		1,400	0	0	70	0	1,400	0	50	100	100	300	550	300	300	550	300	300	250
	Market							1,330			0	0	1,330	0	50	100	100	265	515	265	300	515	265	300	250
	Affordable							70			70	0	70	0	0	0	0	35	35	35	35	35	35	0	0
5246.3	LDP HSG 19: Maybury West	Roseberry Estates	4.53 G		NONE			130	0	0	33	0	130	0	0	0	0	0	0	25	50	0	15	35	55
	Market							97			0	0	97	0	0	0	0	0	0	15	35	0	15	35	47
	Affordable							33			33	0	33	0	0	0	0	0	0	10	15	0	10	15	8
5247A	LDP HSG 20: Cammo	CALA Management Ltd	28.18 G		FULL	Jan-20	Mar-20	197	83	114	0	0	197	41	62	61	33	0	197	0	0	0	0	0	0
5247B	LDP HSG 20: Cammo	BDW Trading Ltd	28.18 G		FULL	Jan-20	Mar-20	458	185	273	164	0	458	80	84	80	80	60	384	74	0	0	0	0	0
	Market							294			0	0	294	40	40	40	40	60	220	74	0	0	0	0	0
	Affordable							164			164	0	164	40	44	40	40	0	164	0	0	0	0	0	0
5248	LDP HSG 21: Broomhills	BDW Trading Ltd.	24.60 G		FULL	May-17	Mar-18	671	540	93	158	429	242	120	80	42	0	0	242	0	0	0	0	0	0
	Market							513			0	323	190	95	53	42	0	0	190	0	0	0	0	0	0
	Affordable							158			158	106	52	25	27	0	0	0	52	0	0	0	0	0	0
5251.1	LDP HSG 24: Gilmerton Station Road	Miller Homes Ltd	7.86 G		FULL	Mar-17	Mar-18	198	151	47	0	151	47	47	0	0	0	0	47	0	0	0	0	0	0
5251.2	LDP HSG 24: Gilmerton Station Road	Persimmon Homes	9.72 G		FULL	Jun-18	Mar-20	294	237	57	74	26	268	74	60	44	40	50	268	0	0	0	0	0	0
	Market							220			0	16	204	34	40	40	40	50	204	0	0	0	0	0	0
	Affordable							74			74	10	64	40	20	4	0	0	64	0	0	0	0	0	0
5251.3	LDP HSG 24: Gilmerton Station Road	BDW	12.37 G		FULL	Jun-18	Dec-19	315	270	45	78	23	292	62	61	36	36	36	231	36	25	0	0	0	0
	Market							237			0	23	214	12	33	36	36	36	153	36	25	0	0	0	0
	Affordable							78			78	0	78	50	28	0	0	0	78	0	0	0	0	0	0
5252	LDP HSG 25: Candlemaker's Park	Taylor Wimpey / South East Edinburgh D	6.87 G		FULL	May-18	Mar-19	149	125	24	37	67	82	30	52	0	0	0	82	0	0	0	0	0	0
	Market							112			0	67	45	16	29	0	0	0	45	0	0	0	0	0	0
	Affordable							37			37	0	37	14	23	0	0	0	37	0	0	0	0	0	0
5254.2	LDP HSG 27: Newcraighall East Phase 4	Avant Homes	17.05 G		FULL	Jan-20	Mar-21	37	37	0	10	0	37	17	20	0	0	0	37	0	0	0	0	0	0
	Market							27			0	0	27	17	10	0	0	0	27	0	0	0	0	0	0
	Affordable							10			10	0	10	0	10	0	0	0	10	0	0	0	0	0	0
5254.3	LDP HSG 27: Newcraighall East Phase 5	Avant Homes	17.05 G		FULL	Mar-21		29	29	0	6	0	29	0	0	29	0	0	29	0	0	0	0	0	0
	Market							23			0	0	23	0	0	23	0	0	23	0	0	0	0	0	0
	Affordable							6			6	0	6	0	0	6	0	0	6	0	0	0	0	0	0
5710	LDP HSG 28: Ellens Glen Road	LDP site	4.04 B		NONE			240	0	0	60	0	240	0	0	0	0	0	0	60	60	0	45	45	120
	Market							180			0	0	180	0	0	0	0	0	0	45	45	0	45	45	90
	Affordable							60			60	0	60	0	0	0	0	0	0	15	15	0	15	15	30
5711	LDP HSG 29: Brunstane	EDI	48.29 G		OUT	Nov-20		1,330	0	0	332	0	1,330	0	0	37	100	100	237	100	100	237	100	100	893
	Market							998			0	0	998	0	0	25	75	75	175	75	75	175	75	75	673
	Affordable							332			332	0	332	0	0	12	25	25	62	25	25	62	25	25	220

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												21/22	22/23	23/24	24/25	25/26	Total 21-26	26/27	27/28	Post 2028		
5712	LDP HSG 32: Buileyon Road <i>Market</i> <i>Affordable</i>	CALA	38.41 G		NONE			840	0	0	210	0	840	0	0	25	50	50	125	100	100	515
								630			0	0	630	0	0	25	38	38	101	75	75	379
								210			210	0	210	0	0	0	12	12	24	25	25	136
5713	LDP HSG 33: South Scotstour <i>Market</i> <i>Affordable</i>	Taylor Wimpey East Scotland.	18.83 G		FULL	Jun-19	Mar-20	339	247	92	85	11	328	15	70	80	80	83	328	0	0	0
								254			0	11	243	15	55	60	60	53	243	0	0	0
								85			85	0	85	0	15	20	20	30	85	0	0	0
5716	LDP HSG 37: Newmills Road <i>Market</i> <i>Affordable</i>	Cala Management Ltd.	11.33 G		FULL	Jul-17	Mar-18	206	91	115	51	178	28	28	0	0	0	0	28	0	0	0
								155			0	154	1	1	0	0	0	0	1	0	0	0
								51			51	24	27	27	0	0	0	0	27	0	0	0
5706	LDP HSG 38: Raveirig Road <i>Market</i> <i>Affordable</i>	CALA Management Ltd.	14.02 G		FULL	Apr-17	Mar-18	140	116	24	36	101	39	27	12	0	0	0	39	0	0	0
								104			0	65	39	27	12	0	0	0	39	0	0	0
								36			36	36	0	0	0	0	0	0	0	0	0	0
5717	LDP HSG 39: Lasswade Road <i>Market</i> <i>Affordable</i>	Persimmon / Miller	14.21 G		FULL	Jan-18	Mar-19	260	227	33	65	150	110	50	50	10	0	0	110	0	0	0
								195			0	85	110	50	50	10	0	0	110	0	0	0
								65			65	65	0	0	0	0	0	0	0	0	0	0
6124	LDP HSG 40: SE Wedge South - Edmonstone <i>Market</i> <i>Affordable</i>	Snaefell Holdings (UK) Ltd.	27.23 G		FULL	Sep-18		696	298	398	174	0	696	0	0	15	30	60	105	60	60	471
								522			0	0	522	0	0	15	20	45	80	45	45	352
								174			174	0	174	0	0	0	10	15	25	15	15	119
6120	Abbey Mount	Abbey Mount Estates Ltd C/O Agent	0.05 B		FULL	May-19	Mar-21	11	0	11	0	0	11	11	0	0	0	0	11	0	0	0
6028	Almondhill	Almond Hill Kirkliston Ltd.	1.74 G		FULL	Dec-19		11	11	0	0	0	11	0	11	0	0	0	11	0	0	0
6294	Aiva Street	Phoenix Developments.	0.03 B		FULL	Apr-20	Mar-21	6	0	6	0	0	6	0	6	0	0	0	6	0	0	0
6127	Ashley Place	Cornhill Building Services Limited.	0.47 B		NONE			65	0	65	14	0	65	0	0	30	35	0	65	0	0	0
	<i>Market</i>							51			0	0	51	0	0	30	21	0	51	0	0	0
	<i>Affordable</i>							14			14	0	14	0	0	0	14	0	14	0	0	0
6152	Barnton Avenue West	Barnton Avenue West Ltd.	0.21 B		FULL	Sep-18		7	0	7	0	0	7	0	0	7	0	0	7	0	0	0
6271	Barnton Avenue West	New Age Developers.	0.42 B		FULL	Jan-20		15	0	15	0	0	15	0	15	0	0	0	15	0	0	0
6297	Barnton Brae	Mr L Rennie.	0.34 B		FULL	Apr-20		11	0	11	0	0	11	0	0	0	11	0	11	0	0	0
6210	Bath Road	Kindplease Ltd.	0.02 B		FULL	Jul-19		6	0	6	0	0	6	0	0	0	6	0	6	0	0	0
4893B	Bath Road <i>Market</i> <i>Affordable</i>	BDW Trading Ltd.	1.68 B		FULL	Aug-19	Mar-21	212	0	212	53	0	212	0	86	60	54	12	212	0	0	0
								159			0	0	159	0	33	60	54	12	159	0	0	0
								53			53	0	53	0	53	0	0	0	53	0	0	0
N 6299	Bell's Brae	Sundial Properties.	0.05 B		FULL	Oct-20		11	0	11	0	0	11	0	0	11	0	0	11	0	0	0
5993	Bernard Street	J & M Cameron Properties Ltd	0.08 B		FULL	Jun-17	Mar-19	11	0	11	0	0	11	11	0	0	0	0	11	0	0	0
6282	Bonnington Road Lane <i>Market</i> <i>Affordable</i>	John Lewis Partnership.	1.91 B		OUT	Feb-20		453	0	453	113	0	453	0	0	0	150	0	150	150	0	153
								340			0	0	340	0	0	0	110	0	110	110	0	120
								113			113	0	113	0	0	0	40	0	40	40	0	33
6211	Braid Road	Pentland Investments Ltd.	0.15 B		FULL	Jun-20		7	0	7	0	0	7	0	7	0	0	0	7	0	0	0
4402	Brunstane Road South	South Castle Properties Limited.	0.54 B		FULL	May-14	Mar-12	12	12	0	0	11	1	1	0	0	0	0	1	0	0	0
N 6307	Burdiehouse Road <i>Market</i> <i>Affordable</i>	BDW and Hallam land management	7.55 G		FULL	May-20	Mar-21	116	95	21	30	0	116	35	45	36	0	0	116	0	0	0
								86			0	0	86	20	30	36	0	0	86	0	0	0
								30			30	0	30	15	15	0	0	0	30	0	0	0
4917A	Calder Road	The City Of Edinburgh Council.	2.60 B		FULL	Nov-15	Mar-18	184	35	149	184	64	120	40	40	40	0	0	120	0	0	0
N 6308	Calton Road <i>Market</i> <i>Affordable</i>	Square & Crescent Ltd Square & Crescen	0.07 B		FULL	Jul-20		22	0	22	5	0	22	0	0	22	0	0	22	0	0	0
								17			0	0	17	0	0	17	0	0	17	0	0	0
								5			5	0	5	0	0	5	0	0	5	0	0	0
N 6309	Cammo Road	Mr Terry Heneaghan	0.27 B		FULL	Oct-20	Mar-21	7	7	0	0	0	7	0	7	0	0	0	7	0	0	0
6080	Canaan Lane	Mr Phillip Sunderland	0.03 B		FULL	Nov-18		10	0	10	0	0	10	0	10	0	0	0	10	0	0	0
6122	Canon Street	Thistle Property Group.	0.03 B		FULL	Dec-18		11	0	11	0	0	11	0	0	11	0	0	11	0	0	0
N 6311	Castle Street	Middlebrook Properties Ltd.	0.03 B		FULL	Apr-20		9	0	9	0	0	9	0	0	9	0	0	9	0	0	0
N 6313	Clovenstone Gardens	J Smart & Co (Contractors) PLC.	0.57 G		FULL	Jan-21		69	0	69	69	0	69	0	0	30	39	0	69	0	0	0

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					/ha	Type	Date	U/C	Total Dwellings	Houses	Flats	Total affordable units	Complete by 04/21	Remaining as at 04/21	Expected Completions									
															21/22	22/23	23/24	24/25	25/26	Total 21-26	26/27	27/28	Post 2028	
6135	Colinton Road	Rutherford Colinton.	0.02 B		FULL	Oct-19	Mar-20	5	0	5	0	0	5	5	0	0	0	0	0	0	5	0	0	0
N 6314	Colinton Road	Eastern Properties Ltd & Westerwood Lt	0.37 B		FULL	Jun-20	Mar-21	19	0	19	0	0	19	0	9	10	0	0	0	19	0	0	0	0
5898	Constitution Street	GA Group Ltd.	0.07 B		FULL	Oct-19		9	0	9	0	0	9	0	0	0	0	0	0	9	0	0	0	0
N 6315	Corbiehill Road	Mr Rupinder Bal.	0.09 B		FULL	May-20		5	0	5	0	0	5	0	0	5	0	0	5	0	0	0	0	0
N 6316	Corbieshot	Robertson Living Ltd.	2.35 G		FULL	Nov-20	Mar-21	54	50	4	13	0	54	27	27	0	0	0	54	0	0	0	0	0
	Market Affordable							41			0	0	41	27	14	0	0	0	41	0	0	0	0	0
								13			13	0	13	0	13	0	0	0	13	0	0	0	0	0
N 6317	Corstorphine Road	Sundial Dundas (Corstorphine) Ltd.	1.62	#Error	FULL	Sep-20		76	0	76	0	0	76	0	0	16	30	30	76	0	0	0	0	0
N 6318	Corstorphine Road	AMA (New Town) Ltd.	0.76 B		FULL	Aug-20	Mar-21	28	5	23	7	0	28	0	14	14	0	0	28	0	0	0	0	0
	Market Affordable							21			0	0	21	0	14	7	0	0	21	0	0	0	0	0
								7			7	0	7	0	0	7	0	0	7	0	0	0	0	0
5423	Craighouse Road	Edinburgh Napier University And Craigh	19.77 B		FULL	Nov-14	Mar-17	145	43	102	0	30	115	30	40	45	0	0	115	0	0	0	0	0
N 6320	Craigmillar Park	Cala Management Ltd	1.41 B		FULL	Nov-20	Mar-21	48	21	27	0	0	48	0	13	35	0	0	48	0	0	0	0	0
N 6323	Dickson Street	Dickson Street Limited	0.03 B		FULL	Dec-20		7	0	7	0	0	7	0	0	7	0	0	7	0	0	0	0	0
6280	Duddingston Road West	KLN Properties.	0.77 B		OUT	Feb-20		120	0	120	30	0	120	0	0	30	30	30	90	30	0	0	0	0
	Market Affordable							90			0	0	90	0	0	30	15	15	60	30	0	0	0	0
								30			30	0	30	0	0	0	15	15	30	0	0	0	0	0
N 6325	Duddingston Road West	Stone Acre Projects Ltd	0.40 B		FULL	Jun-20	Mar-21	8	8	0	0	0	8	0	8	0	0	0	8	0	0	0	0	0
6325	Duddingston Row	21st Century Homes.	0.57 B		FULL	Jul-19	Mar-21	40	2	38	40	0	40	20	20	0	0	0	40	0	0	0	0	0
6327	Dumbiedykes Road	Mr F Martone	0.02 B		FULL	Aug-20		11	0	11	0	0	11	0	0	11	0	0	11	0	0	0	0	0
6349	Dumbryden Drive	Robertson Partnership Homes	0.99 B		FULL	Nov-19		49	14	35	49	0	49	0	15	34	0	0	49	0	0	0	0	0
N 6328	Edinburgh Road	PANACEA Property.	0.03 B		FULL	Jan-21		5	0	5	0	0	5	0	0	5	0	0	5	0	0	0	0	0
N 6329	Eyre Place	Mr Lindsay McArthur.	0.01 B		OUT	May-20		7	0	7	0	0	7	0	0	7	0	0	7	0	0	0	0	0
N 6330	Eyre Terrace	The Royal Bank Of Scotland	0.43 B		OUT	Jan-21		70	0	70	17	0	70	0	0	35	35	0	70	0	0	0	0	0
	Market Affordable							53			0	0	53	0	0	35	18	0	53	0	0	0	0	0
								17			17	0	17	0	0	0	17	0	17	0	0	0	0	0
N 6331	Falcon Road West	AMA (New Town) Ltd.	0.10 B		FULL	Dec-20		11	0	11	0	0	11	0	0	11	0	0	11	0	0	0	0	0
5918	Figgate Street	Figgate Street Developments	0.04 B		FULL	Jun-17	Mar-20	6	0	6	0	0	6	6	0	0	0	0	6	0	0	0	0	0
6025	Fishwives Causeway	Barratt	4.93 B		FULL	Apr-18	Mar-19	435	76	359	108	108	327	87	50	50	50	50	287	40	0	0	0	0
	Market Affordable							327			0	108	219	87	25	25	25	25	187	32	0	0	0	0
								108			108	0	108	0	25	25	25	25	100	8	0	0	0	0
6187	Frederick Street	Plumbing Pensions UK Ltd.	0.05 B		FULL	May-19		5	0	5	0	0	5	0	0	5	0	0	5	0	0	0	0	0
4946	Gayfield Square	MacTagart and Mikel	0.05 B		FULL	Jun-18		11	0	11	0	0	11	0	11	0	0	0	11	0	0	0	0	0
6190	George Street	Lightstorm Estates Ltd.	0.02 B		FULL	May-19	Mar-21	6	0	6	0	0	6	0	6	0	0	0	6	0	0	0	0	0
6061	Gorgie Road	AMA (New Town) Ltd.	0.66 B		FULL	Jan-19	Mar-19	48	9	39	0	0	48	9	39	0	0	0	48	0	0	0	0	0
6040	Great Junction Street	Glenprop2.	0.12 B		FULL	Jan-20	Sep-19	37	0	37	0	0	37	37	0	0	0	0	37	0	0	0	0	0
4728	Groathill Road South	Beaufort Property Company Ltd.	0.13 B		FULL	Aug-15	Mar-19	9	0	9	0	0	9	9	0	0	0	0	9	0	0	0	0	0
N 6338	Hailes Avenue	Apex Hotels Ltd.	0.21 B		FULL	May-20		11	4	7	0	0	11	0	0	4	7	0	11	0	0	0	0	0
6200	Hopetoun Crescent	K & S Mir Ltd.	0.05 B		FULL	Jun-19		6	0	6	0	0	6	0	0	6	0	0	6	0	0	0	0	0
N 6350	Jeffrey Street	Leonardo John Dalton House Ltd.	0.34 B		FULL	Oct-20		31	0	31	8	0	31	0	0	0	0	0	0	31	0	0	0	0
	Market Affordable							23			0	0	23	0	0	0	0	0	0	23	0	0	0	0
								8			8	0	8	0	0	0	0	0	0	8	0	0	0	0
6285	Lanark Road	John Clark (Holdings) Ltd.	0.42 B		FULL	Feb-20		57	0	57	12	0	57	0	0	57	0	0	57	0	0	0	0	0
	Market Affordable							45			0	0	45	0	0	45	0	0	45	0	0	0	0	0
								12			12	0	12	0	0	12	0	0	12	0	0	0	0	0
6281	Lanark Road	Haynes Asset Management.	0.08 B		FULL	Feb-20	Mar-21	9	0	9	0	0	9	0	9	0	0	0	9	0	0	0	0	0
5947	Lanark Road West	George Dunbar And Sons Builders Ltd.	0.98 B		FULL	Jun-17	Mar-19	53	0	53	12	12	41	11	30	0	0	0	41	0	0	0	0	0
	Market Affordable							41			0	0	41	11	30	0	0	0	41	0	0	0	0	0
								12			12	12	0	0	0	0	0	0	0	0	0	0	0	0
6178	Lasswade Road	Bellway / Miller	18.61 G		FULL	Mar-19	Sep-19	335	299	36	83	67	268	50	50	50	50	68	268	0	0	0	0	0
	Market Affordable							252			0	51	201	23	30	30	50	68	201	0	0	0	0	0
								83			83	16	67	27	20	20	0	0	67	0	0	0	0	0
N 6354	Leith Walk	Mr George Duff.	0.11 B		FULL	Dec-20		10	0	10	0	0	10	0	0	0	10	0	10	0	0	0	0	0
5027	London Road	Drum Property Group.	0.81 B		FULL	Aug-20		116	0	116	29	0	116	0	0	0	56	60	116	0	0	0	0	0
	Market Affordable							87			0	0	87	0	0	0	56	31	87	0	0	0	0	0
								29			29	0	29	0	0	0	0	29	29	0	0	0	0	0

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															21/22	22/23	23/24	24/25	25/26	Total 21-26	26/27	27/28	Post 2028	
6067	London Road Market Affordable	Place Development, City Of Edinburgh C	11.62 B		FULL	Oct-20		596	0	596	149	0	596	0	0	25	50	50	125	50	100	321		
								447		447	0	0	447	0	0	25	35	35	95	35	75	242		
								149		149	0	0	149	0	0	0	15	15	30	15	25	79		
6001	Long Dalmaohoy Road	Mr C Hardy	0.32 B		FULL	Jan-19		7	7	0	0	0	7	0	7	0	0	0	7	0	0	0		
5800	Longstone Road Market Affordable	Castle Rock Edinvar Housing Associatio	5.63 G		FULL	Nov-16	Mar-18	157	50	107	38	153	4	4	0	0	0	0	4	0	0	0		
								119		119	0	115	4	4	0	0	0	0	4	0	0	0		
								38		38	0	38	0	0	0	0	0	0	0	0	0	0		
5801	Madeira Street	Port Of Leith Housing Association.	0.12 B		FULL	May-16	Mar-17	12	0	12	12	8	4	0	0	0	0	0	0	4	0	0		
5544	Marionville Road Market Affordable	Dandara Limited.	0.45 B		FULL	Jan-21		113	10	103	28	0	113	0	0	0	72	41	113	0	0	0		
								85		85	0	0	85	0	0	0	54	31	85	0	0	0		
								28		28	0	0	28	0	0	0	18	10	28	0	0	0		
5803	Maritime Lane	Zonal Retail Data System Ltd.	0.05 B		FULL	Aug-18	Mar-21	8	0	8	0	0	8	8	0	0	0	0	8	0	0	0		
6161	Meadowbank	City Development Office Ltd.	0.04 B		FULL	Mar-19		11	0	11	0	0	11	0	0	11	0	0	11	0	0	0		
N 6359	Melville Street	MSC Development LLP.	0.07 B		FULL	Aug-20	Mar-21	11	0	11	0	0	11	0	11	0	0	0	11	0	0	0		
6233	Melville Street	Dragon Development Edinburgh.	0.06 B		FULL	Sep-19	Mar-20	11	0	11	0	0	11	11	0	0	0	0	11	0	0	0		
6158	Mitchell Street	J.N.L. Property Investments.	0.02 B		FULL	Mar-19		9	0	9	0	0	9	0	9	0	0	0	9	0	0	0		
6029	Newhaven Road Market Affordable	Queensberry Properties	0.38 B		FULL	Feb-19	Sep-19	52	0	52	13	15	37	37	0	0	0	0	37	0	0	0		
								39		39	0	15	24	24	0	0	0	0	24	0	0	0		
								13		13	0	0	13	13	0	0	0	0	13	0	0	0		
N 6076	Niddrie Mains Road	CCG (Scotland) Ltd.	1.36 B		FULL	Feb-20	Mar-20	136	0	136	136	0	136	68	68	0	0	0	136	0	0	0		
6069	North Castle Street	Ms Dawn Shan.	0.02 B		FULL	Nov-20	Mar-21	6	0	6	0	0	6	6	0	0	0	0	6	0	0	0		
6023	Ocean Drive Market Affordable	S1 Developments Ltd.	1.14 B		FULL	Nov-20		338	0	338	85	0	338	0	0	0	50	100	150	100	88	0		
								253		253	0	0	253	0	0	0	38	75	113	75	65	0		
								85		85	0	0	85	0	0	0	12	25	37	25	23	0		
6000	Ocean Drive	Abercastle Developments Ltd.	0.03 B		FULL	Sep-19	Mar-21	5	0	5	0	0	5	0	5	0	0	0	5	0	0	0		
6004	Oxgangs Green	Hopefield Partnership Ltd.	1.51 B		FULL	May-19	Mar-20	85	6	79	85	0	85	35	50	0	0	0	85	0	0	0		
6046	Peffermill Road	21st Century Homes.	0.34 B		FULL	Jan-19	Mar-21	30	0	30	30	0	30	30	0	0	0	0	30	0	0	0		
4996.4	Pennywell Road Market Affordable	CEC	2.21 B		OUT	Sep-13		68	2	66	20	0	68	0	0	0	30	38	68	0	0	0		
								48		48	0	0	48	0	0	0	30	18	48	0	0	0		
								20		20	0	0	20	0	0	0	0	20	20	0	0	0		
5159.3	Pennywell Road Market Affordable	Urban Union	7.74 B		FULL	Jan-18	Jun-19	315	140	175	181	12	303	25	50	50	50	50	225	50	28	0		
								134		134	0	12	122	25	24	20	0	0	69	25	28	0		
								181		181	0	0	181	0	26	30	50	50	156	25	0	0		
5159.2	Pennywell Road	City Of Edinburgh Council.	3.24 B		FULL	Dec-17	Sep-19	136	0	136	0	12	124	0	24	50	50	0	124	0	0	0		
N 6374	Pinkhill Market Affordable	Dandara.	0.42 B		FULL	Jun-20		46	0	46	11	0	46	0	0	30	16	0	46	0	0	0		
								35		35	0	0	35	0	0	24	11	0	35	0	0	0		
								11		11	0	0	11	0	0	6	5	0	11	0	0	0		
6113	Pitt Street	Buckley Building UK Ltd.	0.01 B		FULL	Jan-19		8	0	8	0	0	8	0	8	0	0	0	8	0	0	0		
6039	Prestonfield Avenue	First Construction Ltd.	0.08 B		FULL	Oct-18		9	0	9	0	0	9	0	9	0	0	0	9	0	0	0		
6228	Princes Street	ECF Edinburgh Retail.	0.11 B		FULL	Aug-19		17	0	17	0	0	17	0	0	0	17	0	17	0	0	0		
6166	Randolph Crescent	Square & Crescent Ltd	0.05 B		FULL	Mar-19	Mar-20	8	0	8	0	0	8	8	0	0	0	0	8	0	0	0		
6207	Randolph Crescent		0.04 B		FULL	Jul-19	Mar-20	7	0	7	0	0	7	7	0	0	0	0	7	0	0	0		
6050	Randolph Crescent	Randolph Development LLP.	0.04 B		FULL	Nov-18	Mar-20	8	0	8	0	0	8	8	0	0	0	0	8	0	0	0		
5834	Restalrig Road	A'ila Modaraba.	0.04 B		FULL	Sep-20	Mar-21	6	0	6	0	0	6	6	0	0	0	0	6	0	0	0		
5836	Rosefield Place	Badenoch Homes Ltd.	0.13 B		FULL	Jul-20	Mar-18	6	0	6	0	0	6	6	0	0	0	0	6	0	0	0		
3762	RWELP HSG : Ferrymuir Gait Market Affordable		4.66 B		FULL	Oct-20	Mar-21	125	89	36	31	0	125	0	0	50	50	25	125	0	0	0		
								94		94	0	0	94	0	0	50	35	9	94	0	0	0		
								31		31	0	0	31	0	0	0	15	16	31	0	0	0		
N 6382	Sciennes Road Market Affordable	Downing Students (Meadows) LP Inc.	1.47 B		FULL	Aug-20		126	8	118	31	0	126	0	0	26	50	50	126	0	0	0		
								95		95	0	0	95	0	0	26	19	50	95	0	0	0		
								31		31	0	0	31	0	0	0	31	0	31	0	0	0		
6254	Simon Square	Seven Hills Property Ltd.	0.02 B		FULL	Nov-19	Mar-21	6	0	6	0	0	6	6	0	0	0	0	6	0	0	0		
6191	South Fort Street Market	Blake Property Company LLP & BDW Trad	0.73 B		FULL	May-19		115	0	115	28	0	115	0	0	93	22	0	115	0	0	0		
								87		87	0	0	87	0	0	65	22	0	87	0	0	0		

Housing Land Audit and Completions Programme 2021

Schedule 2: Site Details

Site Ref (N=New site in 2020)	Site Name /Address	Developer (Or Owner)	Area /ha	Brf/ Grf	Consent			Housing Land Supply					Completions Programme												
					Type	Date	U/C	Total			Total	Complete Remaining		Expected Completions											
								Dwellings	Houses	Flats	affdble units	by 04/21	as at 04/21	21/22	22/23	23/24	24/25	25/26	Total 21-26	26/27	27/28	Post 2028			
	Affordable							28			28	0	28	0	0	28	0	0	0	0	0	0	0	0	0
4793	St James Centre	TIAA Henderson Real Estate.	0.49 B		FULL	Sep-16	Mar-19	150	0	150	0	0	150	75	75	0	0	0	150	0	0	0	0	0	0
6289	St John's Road Market Affordable	Maclaggart And Mickel Commercial Devel	0.52 B		FULL	Mar-20		36	4	32	9	0	36	0	0	4	16	16	36	0	0	0	0	0	0
								27			0	0	27	0	0	4	7	16	27	0	0	0	0	0	0
								9			9	0	9	0	0	0	9	0	9	0	0	0	0	0	0
6157	Stead's Place	McGregor MOT Centre.	0.04 B		FULL	Mar-19		11	0	11	0	0	11	0	0	11	0	0	11	0	0	0	0	0	0
6022	The Wisp Market Affordable	Springfield Properties PLC	1.63 G		FULL	Mar-20	Mar-20	139	0	139	35	0	139	39	50	50	0	0	139	0	0	0	0	0	0
								104			0	0	104	39	35	30	0	0	104	0	0	0	0	0	0
								35			35	0	35	0	15	20	0	0	35	0	0	0	0	0	0
N 6387	Timber Bush	Office Suites UK Ltd & James Hay Pensi	0.03 B		FULL	Nov-20		5	0	5	0	0	5	0	5	0	0	5	0	0	0	0	0	0	0
6160	Viewforth Market Affordable	CALA Management Ltd.	0.88 B		FULL	Mar-19	Sep-19	104	0	104	17	20	84	54	30	0	0	0	84	0	0	0	0	0	0
								87			0	20	67	54	13	0	0	0	67	0	0	0	0	0	0
								17			17	0	17	0	17	0	0	0	17	0	0	0	0	0	0
5546	Warriston Road	Canonmills No. 5 LTD.	0.07 B		FULL	Apr-19	Mar-21	11	0	11	0	0	11	11	0	0	0	11	0	0	0	0	0	0	0
5983	Warriston Road Market Affordable	Artisan Cannonmills	0.72 B		FULL	Jul-17	Mar-19	180	0	180	45	0	180	60	60	60	0	0	180	0	0	0	0	0	0
								135			0	0	135	45	45	45	0	0	135	0	0	0	0	0	0
								45			45	0	45	15	15	15	0	0	45	0	0	0	0	0	0
6244	Wellflats Road Market Affordable	Dandara Limited.	5.35 G		FULL	Aug-20		108	102	6	27	0	108	0	10	60	38	0	108	0	0	0	0	0	0
								81			0	0	81	0	10	40	31	0	81	0	0	0	0	0	0
								27			27	0	27	0	0	20	7	0	27	0	0	0	0	0	0
5924	Wellington Place	Deborah Bailey	0.14 B		NONE			32	0	32	32	0	32	0	32	0	0	0	32	0	0	0	0	0	0
5926	West Bowling Green Street	HB Villages Developments Limited.	0.39 B		FULL	Sep-18	Mar-20	24	0	24	0	0	24	24	0	0	0	0	24	0	0	0	0	0	0
6021	West Bowling Green Street Market Affordable	WBG Partnership.	0.36 B		FULL	Jul-18	Mar-20	77	0	77	19	0	77	37	40	0	0	0	77	0	0	0	0	0	0
								58			0	0	58	37	21	0	0	0	58	0	0	0	0	0	0
								19			19	0	19	0	19	0	0	0	19	0	0	0	0	0	0
4502	West Coates	Cala Evans Restoration Ltd And City &	7.42 B		FULL	Jun-16	Mar-17	203	0	203	0	157	46	22	24	0	0	0	46	0	0	0	0	0	0
6076	West Granton Road	ED Consilium Ltd.	0.07 B		FULL	Jun-19		11	0	11	0	0	11	0	11	0	0	0	11	0	0	0	0	0	0
	Small Sites							266			2	1	265	53	53	53	53	53	265	0	0	0	0	0	0
	All Sites							24,866			6,759	2,455	22,411	2,086	2,673	2,917	2,659	2,508	12,843	2,104	1,626	5,838			
	Market							18,107			0	1,792	16,315	1,397	1,769	2,091	1,981	1,856	9,094	1,447	1,315	4,459			
	Affordable							6,759			6,759	663	6,096	689	904	826	678	652	3,749	657	311	1,379			

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# Schedule 3 – Completions 2020/21

## Housing Land Audit and Completions Programme 2021

### Schedule 3: Completions 2020/21

Site Ref (C= Site completed during 2020/21)	Site Name	Developer	Brf/ Grf	Total				Completions up to 03/20			Completions 04/20 to 03/21			Units Remaining		
				Dwellings	Houses	Flats	affordable units	Total	Market	Affordable	Total	Market	Affordable	Total	Market	Affordable
<b>LDP Allocations</b>																
	4893A LDP EW1B: Central leith Waterfront A	CALA Management Ltd.	B	390	33	357	97	38	38	0	22	22	0	330	233	97
	3744A.7 LDP EW 2C: Granton Harbour Plots 26 and 27	Link	B	264	0	264	264	0	0	0	132	0	132	132	0	132
	3965 LDP HSG 12: Albion Road	Places for People	B	205	48	157	0	137	137	0	38	38	0	30	30	0
C	3756.9 LDP HSG 14: Niddrie Mains	21st Century Homes	B	194	66	128	108	0	0	0	194	86	108			
C	3756.8 LDP HSG 14: Niddrie Mains Road	Cruden Homes (East) Ltd.	B	149	79	70	38	115	85	30	34	26	8			
C	3755 LDP HSG 16: Thistle Foundation Phase 3	Places For People.	B	149	45	104	149	78	0	78	71	0	71			
C	3754.4 LDP HSG 17: Greendykes Road (areas D and J)	BDW Trading Ltd	B	158	123	35	0	152	152	0	6	6	0			
	3753.5 LDP HSG 18: New Greendykes Areas C & D	Sheratan Ltd + Persimmon Homes (East S)	G	145	115	30	0	35	35	0	46	46	0	64	64	0
	5248 LDP HSG 21: Broomhills	BDW Trading Ltd.	G	671	540	93	158	340	236	104	89	87	2	242	190	52
	5249 LDP HSG 22: Burdiehouse Road	Hallam Land Management Ltd & BDW Tradi	G	210	145	65	52	193	141	52	17	17	0			
C	5251.3 LDP HSG 24: Gilmerton Station Road	BDW	G	315	270	45	78	0	0	0	23	23	0	292	214	78
	5251.2 LDP HSG 24: Gilmerton Station Road	Persimmon Homes	G	294	237	57	74	0	0	0	26	16	10	268	204	64
	5251.1 LDP HSG 24: Gilmerton Station Road	Miller Homes Ltd	G	198	151	47	0	134	134	0	17	17	0	47	47	0
	5252 LDP HSG 25: Candlemaker's Park	Taylor Wimpey / South East Edinburgh D	G	149	125	24	37	37	37	0	30	30	0	82	45	37
C	5254.1 LDP HSG 27: Newcraighall East phas 1-3	Avant Homes	G	176	152	24	44	140	120	20	36	12	24	0	0	0
	5713 LDP HSG 33: South Scotstoun	Taylor Wimpey East Scotland.	G	339	247	92	85	0	0	0	11	11	0	328	243	85
	5716 LDP HSG 37: Newmills Road	Cala Management Ltd.	G	206	91	115	51	141	117	24	37	37	0	28	1	27
	5706 LDP HSG 38: Ravelrig Road	CALA Management Ltd.	G	140	116	24	36	93	57	36	8	8	0	39	39	0
	5717 LDP HSG 39: Lasswade Road	Persimmon / Miller	G	260	227	33	65	110	52	58	40	33	7	110	110	0
<b>Other Completions</b>																
C	5698 Beaverbank Place	Dunedin Canmore Miller Homes Limited & Bonnington	B	41	0	41	41	0	0	0	41	0	41			
C	5732 Bonnington Road Lane	Part	B	201	0	201	50	135	94	41	66	57	9			
C	4635 Broughton Street Lane	Prosper Holdings	B	11	11	0	0	0	0	0	11	11	0			
	4402 Brunstane Road South	South Castle Properties Limited.	B	12	12	0	0	8	8	0	3	3	0	1	1	0
C	4917B Calder Road	The City Of Edinburgh Council.	B	132	73	59	0	92	92	0	40	40	0			
	4917A Calder Road	The City Of Edinburgh Council.	B	184	35	149	184	30	0	30	34	0	34	120	0	120
C	5280 Canonmills Bridge	Glovart Holdings Ltd.	B	9	3	6	0	0	0	0	9	9	0			
C	6218 Chambers Street	Mackenzie And Mackenzie LLP. Edinburgh Napier University And Craigh	B	9	0	9	0	0	0	0	9	9	0			
	5423 Craighouse Road		B	145	43	102	0	8	8	0	22	22	0	115	115	0
C	5547 Craigleith Road	Motor Fuel Limited.	B	8	8	0	0	0	0	0	8	8	0			
C	5899 Crewe Road Gardens	Robertson Partnership Homes.	B	26	0	26	26	16	0	16	10	0	10			
C	6055 East Trinity Road	Inverleith Property Holdings Ltd.	B	5	2	3	0	2	2	0	3	3	0			
C	6154 Ferrymuir	J.Smart & Co (contractors) PLC.	G	44	0	44	44	0	0	0	44	0	44			
	6025 Fishwives Causeway	Barrat	B	435	76	359	108	38	38	0	70	70	0	327	219	108
C	5941 Kinnear Road	Mr Ali Afshar	B	16	0	16	0	0	0	0	16	16	0			
	5947 Lanark Road West	George Dunbar And Sons Builders Ltd.	B	53	0	53	12	0	0	0	12	0	12	41	41	0

Housing Land Audit and Completions Programme 2021

Schedule 3: Completions 2020/21

Site Ref (C= Site completed during 2020/21)	Site Name	Developer	Brf/ Grf	Total				Completions up to 03/20			Completions 04/20 to 03/21			Units Remaining		
				Dwellings	Houses	Flats affordable units	Total	Market	Affordable	Total	Market	Affordable	Total	Market	Affordable	
C	6178 Lasswade Road	Bellway / Miller	G	335	299	36	83	0	0	0	67	51	16	268	201	67
	6215 Leven Street	Scotmid Co-operative	B	8	0	8	0	0	0	0	8	8	0			
C	5800 Longstone Road	Castle Rock Edinvar Housing Associatio	G	157	50	107	38	107	107	0	46	8	38	4	4	0
	6096 Main Street	Undefined	B	7	0	7	0	0	0	0	7	7	0			
C	5809 Mill Lane	F3 Building Surveyors	B	6	0	6	0	0	0	0	6	6	0			
C	6059 Milton Road West	83S Ltd	B	11	0	11	0	0	0	0	11	11	0			
C	5707 Morrison Crescent	Fountain North Ltd And Dunedin Canmore	B	19	0	19	19	0	0	0	19	0	19	37	24	13
	6029 Newhaven Road	Queensberry Properties	B	52	0	52	13	0	0	0	15	15	0			
C	5159.3 Pennywell Road	Urban Union	B	315	140	175	181	0	0	0	12	12	0	303	122	181
	6026 Queen Street	Glenmorison Group.	B	7	0	7	0	0	0	0	7	7	0			
C	6102 Queensferry Road	Greenstead Properties Ltd	B	6	6	0	0	4	4	0	2	2	0			
C	6108 South Learmonth Gardens	Square & Crescent.	B	6	0	6	0	0	0	0	6	6	0			
C	5850 Sunnybank Place	Enemetric.	B	35	0	35	35	0	0	0	35	0	35			
C	5857 Trinity Road	Mr John and Moira Paterson	B	5	5	0	0	0	0	0	5	5	0			
C	6037 Union Street	Blagden Property (One) Ltd	B	11	0	11	0	0	0	0	11	11	0			
C	6160 Viewforth	CALA Management Ltd.	B	104	0	104	17	0	0	0	20	20	0	84	67	17
	5370 West Bowling Green Street	J Smart & Co.	B	97	0	97	24	91	67	24	6	6	0			
C	4502 West Coates	Cala Evans Restoration Ltd And City &	B	203	0	203	0	110	110	0	47	47	0	46	46	0
	6125 York Place	S1 Developments.	B	6	0	6	0	0	0	0	6	6	0			
	Sall Sites										89	89	0			
<b>Total Completions 2020/21</b>											<b>1700</b>	<b>1080</b>	<b>620</b>			

# Schedule 4 – Constrained Sites

## Housing Land Audit and Completions Programme 2021

### Schedule 4: Constrained Sites

Ref	Address	Developer/applicant	Total	Housing Units			Last Consent		Constraint
				Afford.	Comp.	Remain	Type	Date	
5244	LDP Emp 6 IBG	LDP Site	350	88	0	350	NONE		No housing use established
3424	LDP EW 1A: Western Harbour	Forth Properties Limited.	669	0	0	669	NONE		Consent expired - flood risk
3424.1	LDP EW 1A: Western Harbour - Platinum Point	Gregor Shore Plc.	452	0	226	226	FULL	Apr-04	Owner not ready to market
3424.6	LDP EW 1A: Western Harbour View	AB Leith Ltd.	258	0	0	258	NONE		Owner not ready to market
4893	LDP EW 1B: Central Leith waterfront	Various	2138	535	0	2138	NONE		Multiple ownership - Site mostly in use
4894	LDP EW 1C: Leith Waterfront -Salamander Place		719	180	0	719	NONE		Much of site in use (Commercial)
3105B	LDP EW 2A: West Shore Road - Forth Quarter	City of Edinburgh Council	779	273	0	779	NONE		Some land contamination - no consent
3744B	LDP EW 2C: Granton Harbour	Various	347	190	0	347	NONE		Site in use (commercial)
3744A.2	LDP EW 2C: Granton Harbour	Gregor Shore PLC.	288	0	133	155	FULL	Jul-05	Owner not ready to market
3744A.6	LDP EW 2C: Granton Harbour - Plot 29	Hart Estates Ltd.	36	0	0	36	NONE		Owner not ready to market
3744A.4	LDP EW 2C: Granton Harbour - Plot 31		97	0	0	97	NONE		Consent Expired
3733B	LDP EW 2D: Waterfront - WEL - North Shore	Various	988	346	0	988	NONE		Not viable in current climate
5132	LDP HSG 4: West Newbridge	Lp Site	490	245	0	490	NONE		Not marketed
4897	LDP HSG 7: Edinburgh Zoo		80	20	0	80	NONE		Site in alternative use
4157	LDP HSG 15: Castlebrae	LP site	145	0	0	145	NONE		Lp site. No consent
3754.3	LDP HSG 17: Greendykes Road	Craigmillar Eco Housing Co-op	10	10	0	10	NONE		Consent expired - no further activity
5254	LDP HSG 27: Newcraighall East (East Part)	LDP Site	88	22	0	88	NONE		Railway line/ Electricity pylons
5257	LDP HSG 30: Moredunvale Road	LDP Site	200	200	0	200	NONE		Not currently in Council's disposal plan
5256	LDP HSG 31: Curriemuirend	CEC	188	188	0	188	NONE		Not currently in Council's disposal plan
6248	Ardshiel Avenue	Southside Company Services Ltd	6	0	0	6	FULL	Nov-19	Site not progressed.
5888	Belford Road	AMA (Belford) Ltd.	52	0	0	52	FULL	May-17	Consent Now expired (Aug 2020)
5919	Ford's Road	AMA (New Town) Ltd.	9	0	0	9	FULL	Jun-17	Consent Now expired (Aug 2020)
5928	Gorgie Road	Caledonian Heritable	11	0	0	11	FULL	Dec-19	Site In use as public bar
6017	London Road	Murascot Ltd.	30	7	0	30	FULL	Nov-18	Latest consent is for student housing
6011	Ocean Drive	Port of Leith HA	57	57	0	57	FULL	Jan-18	Consent Expired (Jan 2021)
5011	Shandwick Place	Mr Tom Diresta c/o Agent	11	0	0	11	FULL	Apr-19	No progress - Viability
	Small Sites		89			89			
	<b>Total Constrained Capacity</b>		<b>8587</b>	<b>2361</b>	<b>359</b>	<b>8228</b>			

# Schedule 5 – Delivery Factors

# Housing Land Audit and Completions Programme 2021

## Schedule 5: Factors affecting delivery

Ref	Site Name	Developer/applicant	Capacity	Affordable	Complete	Remaining	Delivery in 5 years	Delivery beyond year 5
<b>Completion rates at maximum</b>								
5720	Abbey Mount	Abbey Mount Estates Ltd C/O Agent	11	0	0	11	11	0
6294	Alva Street	Phoenix Developments.	6	0	0	6	6	0
5993	Bernard Street	J & M Cameron Properties Ltd	11	0	0	11	11	0
4402	Brunstane Road South	South Castle Properties Limited.	12	0	11	1	1	0
6309	Cammo Road	Mr Terry Heneaghan	7	0	0	7	7	0
6135	Colinton Road	Rutherford Colinton.	5	0	0	5	5	0
6314	Colinton Road	Eastern Properties Ltd & Westerwood Lt	19	0	0	19	19	0
6325	Duddingston Road West	Stone Acre Projects Ltd	8	0	0	8	8	0
5918	Figgate Street	Figgate Street Developments	6	0	0	6	6	0
6190	George Street	Lightstorm Estates Ltd.	6	0	0	6	6	0
6040	Great Junction Street	Glenprop2.	37	0	0	37	37	0
4728	Groathill Road South	Beaufort Property Company Ltd.	9	0	0	9	9	0
6281	Lanark Road	Haynes Asset Management.	9	0	0	9	9	0
3424	LDP EW 1A: Western Harbour- Sandpiper Drive	Robertson Living.	40	40	0	40	40	0
3733	LDP EW 2B: Upper Strand Phs 3	Places for People	89	33	0	89	89	0
3965	LDP HSG 12: Albion Road	Places for People	205	0	175	30	30	0
5251.1	LDP HSG 24: Gilmerton Station Road	Miller Homes Ltd	198	0	151	47	47	0
5706	LDP HSG 38: Ravelrig Road	CALA Management Ltd.	140	36	101	39	39	0
5800	Longstone Road	Castle Rock Edinvar Housing Associatio	157	38	153	4	4	0
5803	Maritime Lane	Zonal Retail Data System Ltd.	8	0	0	8	8	0
6359	Melville Street	MSC Development LLP.	11	0	0	11	11	0
6233	Melville Street	Dragon Development Edinburgh.	11	0	0	11	11	0
6029	Newhaven Road	Queensberry Properties	52	13	15	37	37	0
6276	Niddrie Mains Road	CCG (Scotland) Ltd.	136	136	0	136	136	0
6369	North Castle Street	Ms Dawn Shan.	6	0	0	6	6	0
6290	Ocean Drive	Abercastle Developments Ltd.	5	0	0	5	5	0
6046	Peffermill Road	21st Century Homes.	30	30	0	30	30	0
6050	Randolph Crescent	Randolph Development LLP.	8	0	0	8	8	0
6166	Randolph Crescent	Square & Crescent Ltd	8	0	0	8	8	0
6207	Randolph Crescent		7	0	0	7	7	0
5834	Restalrig Road	A'ila Modaraba.	6	0	0	6	6	0
5836	Rosefield Place	Badenoch Homes Ltd.	6	0	0	6	6	0
6254	Simon Square	Seven Hills Property Ltd.	6	0	0	6	6	0

# Housing Land Audit and Completions Programme 2021

## Schedule 5: Factors affecting delivery

Ref	Site Name	Developer/applicant	Capacity	Affordable	Complete	Remaining	Delivery in 5 years	Delivery beyond year 5
5546	Warriston Road	Canonmills No. 5 LTD.	11	0	0	11	11	0
5866	West Bowling Green Street	HB Villages Developments Limited.	24	0	0	24	24	0
4502	West Coates	Cala Evans Restoration Ltd And City &	203	0	157	46	46	0
<b>Rate Determined by Market Demand</b>								
4893B	Bath Road	BDW Trading Ltd.	212	53	0	212	212	0
6307	Burdiehouse Road	BDW and Hallam land management	116	30	0	116	116	0
6316	Corbieshot	Robertson Living Ltd.	54	13	0	54	54	0
6318	Corstorphine Road	AMA (New Town) Ltd.	28	7	0	28	28	0
5423	Craighouse Road	Edinburgh Napier University And Craigh	145	0	30	115	115	0
6320	Craigmillar Park	Cala Management Ltd	48	0	0	48	48	0
6025	Fishwives Causeway	Barrat	435	108	108	327	287	40
6061	Gorgie Road	AMA (New Town) Ltd.	48	0	0	48	48	0
5947	Lanark Road West	George Dunbar And Sons Builders Ltd.	53	12	12	41	41	0
6178	Lasswade Road	Bellway / Miller	335	83	67	268	268	0
3825	LDP CC2: New Street	Artesan	167	0	0	167	167	0
4338.5	LDP CC3: Fountainbridge	Fountain North Ltd.	125	0	0	125	125	0
4338.6	LDP CC3: Fountainbridge	Moda Living (Springside) Ltd.	205	0	0	205	205	0
4894.1D	LDP EW 1C: Salamander Place Phase 5	Teague Homes (UK), Miller Homes & Crud	155	0	0	155	155	0
4893A	LDP EW1B: Central Ieth Waterfront A	CALA Management Ltd.	390	97	60	330	330	0
4773	LDP HSG 11: Shrub Place	Places For People (Shrubhill) Ltd.	376	225	201	175	175	0
3754.6	LDP HSG 17: Greendykes Road (areas N,Q,P,R)	Taylor Wimpey	169	0	0	169	169	0
3753.5	LDP HSG 18: New Greendykes Areas C & D	Sheratan Ltd + Persimmon Homes (East S	145	0	81	64	64	0
5247B	LDP HSG 20: Cammo	BDW Trading Ltd	458	164	0	458	384	74
5247A	LDP HSG 20: Cammo	CALA Management Ltd	197	0	0	197	197	0
5248	LDP HSG 21: Broomhills	BDW Trading Ltd.	671	158	429	242	242	0
5251.3	LDP HSG 24: Gilmerton Station Road	BDW	315	78	23	292	231	61
5251.2	LDP HSG 24: Gilmerton Station Road	Persimmon Homes	294	74	26	268	268	0
5252	LDP HSG 25: Candlemaker's Park	Taylor Wimpey / South East Edinburgh D	149	37	67	82	82	0
5254.2	LDP HSG 27: Newcraighall East Phase 4	Avant Homes	37	10	0	37	37	0
5713	LDP HSG 33: South Scotstoun	Taylor Wimpey East Scotland.	339	85	11	328	328	0
5716	LDP HSG 37: Newmills Road	Cala Management Ltd.	206	51	178	28	28	0
5717	LDP HSG 39: Lasswade Road	Persimmon / Miller	260	65	150	110	110	0
5159.2	Pennywell Road	City Of Edinburgh Council.	136	0	12	124	124	0
5159.3	Pennywell Road	Urban Union	315	181	12	303	225	78
3762	RWELP HSG : Ferrymuir Gait		125	31	0	125	125	0

# Housing Land Audit and Completions Programme 2021

## Schedule 5: Factors affecting delivery

Ref	Site Name	Developer/applicant	Capacity	Affordable	Complete	Remaining	Delivery in 5 years	Delivery beyond year 5
4793	St James Centre	TIAA Henderson Real Estate.	150	0	0	150	150	0
6022	The Wisp	Springfield Properties PLC	139	35	0	139	139	0
6160	Viewforth	CALA Management Ltd.	104	17	20	84	84	0
5983	Warriston Road	Artisan Cannonmills	180	45	0	180	180	0
6021	West Bowling Green Street	WBG Partnership.	77	19	0	77	77	0
<b>Rate determined by affordable housing programme</b>								
4917A	Calder Road	The City Of Edinburgh Council.	184	184	64	120	120	0
4900.1B	LDP CC3: Fountainbridge (Phase 1.1)	City Of Edinburgh Council.	113	113	0	113	113	0
4894.1C	LDP EW 1C: Salamander Place phase 3 and 4	Crudren and Teague	199	199	0	199	199	0
4894.1E	LDP EW 1C: Salamander Place Phase 6 and 7	Cruden Homes (East) Ltd / Teague Homes	151	151	0	151	50	101
3744A	LDP EW 2C: Granton Harbour - Plot 3	Port Of Leith Housing Association.	104	104	0	104	104	0
3744B	LDP EW 2C: Granton Harbour Plots S1 and S2	Port of Leith HA	302	302	0	302	150	152
5246.2.2	LDP HSG 19: Maybury Central - 2	Dunedin Canmore.	158	158	0	158	158	0
5246.2.3	LDP HSG 19: Maybury Central - 3	Dunedin Canmore.	142	142	0	142	142	0
5801	Madeira Street	Port Of Leith Housing Association.	12	12	8	4	0	4
6184	Oxgangs Green	Hopefield Partnership Ltd.	85	85	0	85	85	0
<b>Commence Development</b>								
6028	Almondhill	Almond Hill Kirkliston Ltd.	11	0	0	11	11	0
5882	Ashley Place	Cornhill Building Services Limited.	65	14	0	65	65	0
6271	Barnton Avenue West	New Age Developers.	15	0	0	15	15	0
6299	Bell's Brae	Sundial Properties.	11	0	0	11	11	0
6211	Braid Road	Pentland Investments Ltd.	7	0	0	7	7	0
6080	Canaan Lane	Mr Phillip Sunderland	10	0	0	10	10	0
6317	Corstorphine Road	Sundial Dundas (Corstorphine) Ltd.	76	0	0	76	76	0
6205	Duddingston Row	21st Century Homes.	40	40	0	40	40	0
6249	Dumbryden Drive	Robertson Partnership Homes	49	49	0	49	49	0
6187	Frederick Street	Plumbing Pensions UK Ltd.	5	0	0	5	5	0
4946	Gayfield Square	MacTaggart and Mikel	11	0	0	11	11	0
4900.1	LDP CC3: Fountainbridge (Phase 1)	EDI	258	0	0	258	78	180
4900.1A	LDP CC3: Fountainbridge (Phase 1.1)	City Of Edinburgh Council	64	32	0	64	64	0
3424.11	LDP EW 1A: Western Harbour	Forth Properties Limited.	938	0	0	938	150	788
5246.2	LDP HSG 19: Maybury Central	West Craigs Ltd.	1400	70	0	1400	550	850
5246.2.1	LDP HSG 19: Maybury Central - 1	West Craigs Ltd & Dunedin Canmore.	5	0	0	5	5	0

# Housing Land Audit and Completions Programme 2021

## Schedule 5: Factors affecting delivery

Ref	Site Name	Developer/applicant	Capacity	Affordable	Complete	Remaining	Delivery in 5 years	Delivery beyond year 5	
5246.1	LDP HSG 19: Maybury East	Taylor Wimpey UK Limited.	250	63	0	250	250	0	
5711	LDP HSG 29: Brunstane	EDI	1330	332	0	1330	237	1093	
5704	LDP HSG 40: SE Wedge South - Edmonstone	Snaefell Holdings (UK) Ltd.	696	174	0	696	105	591	
6067	London Road	Place Development, City Of Edinburgh C	596	149	0	596	125	471	
6001	Long Dalmahoy Road	Mr C Hardy	7	0	0	7	7	0	
5544	Marionville Road	Dandara Limited.	113	28	0	113	113	0	
6158	Mitchell Street	J.N.L Property Investments.	9	0	0	9	9	0	
6113	Pitt Street	Buckley Building UK Ltd.	8	0	0	8	8	0	
6191	South Fort Street	Blake Property Company LLP & BDW Tradi	115	28	0	115	115	0	
6387	Timber Bush	Office Suites UK Ltd & James Hay Pensi	5	0	0	5	5	0	
5984	Wellington Place	Deborah Bailey	32	32	0	32	32	0	
6076	West Granton Road	ED Consilium Ltd.	11	0	0	11	11	0	
<b>Market Site / Secure Developer</b>									
6248	Ardshiel Avenue	Southside Company Services Ltd & Rothe	6	0	0	6	6	0	Constrained
6210	Bath Road	Kindplease Ltd.	6	0	0	6	6	0	
3744A.10	LDP EW 2C: Granton Harbour	GCD Ltd.	171	0	0	171	101	70	
3744A.11	LDP EW 2C: Granton Harbour	GCD Ltd.	98	0	0	98	98	0	
3744A.7	LDP EW 2C: Granton Harbour Plots 26 and 27	Link	264	264	132	132	0	132	
3744A.9	LDP EW 2C: Granton Harbour Plots 9a/9b	Granton Central Developments Ltd.	104	0	0	104	104	0	
5132	LDP HSG 4: West Newbridge	FAO Mr Campbell Black	490	245	0	490	0	490	Constrained
6017	London Road	Murascot Ltd.	30	7	0	30	0	30	Constrained
6161	Meadowbank	City Development Office Ltd.	11	0	0	11	11	0	
5011	Shandwick Place	Mr Tom Diresta c/o Agent	11	0	0	11	0	11	Constrained
<b>Secure non-planning consents</b>									
6152	Barnton Avenue West	Barnton Avenue West Ltd.	7	0	0	7	7	0	
6297	Barnton Brae	Mr L Rennie.	11	0	0	11	11	0	
6308	Calton Road	Square & Crescent Ltd Square & Crescen	22	5	0	22	22	0	
6122	Canon Street	Thistle Property Group.	11	0	0	11	11	0	
6311	Castle Street	Middlebrook Properties Ltd.	9	0	0	9	9	0	
6313	Clovenstone Gardens	J Smart & Co (Contractors) PLC.	69	69	0	69	69	0	
5898	Constitution Street	GA Group Ltd.	9	0	0	9	9	0	
6315	Corbiehill Road	Mr Rupinder Bal.	5	0	0	5	5	0	
6323	Dickson Street	Dickson Street Limited	7	0	0	7	7	0	
6177	Dumbiedykes Road	Mr F Martone	11	0	0	11	11	0	

# Housing Land Audit and Completions Programme 2021

## Schedule 5: Factors affecting delivery

Ref	Site Name	Developer/applicant	Capacity	Affordable	Complete	Remaining	Delivery in 5 years	Delivery beyond year 5	
6328	Edinburgh Road	PANACEA Property.	5	0	0	5	5	0	
6331	Falcon Road West	AMA (New Town) Ltd.	11	0	0	11	11	0	
6338	Hailes Avenue	Apex Hotels Ltd.	11	0	0	11	11	0	
6200	Hopetoun Crescent	K & S Mir Ltd.	6	0	0	6	6	0	
6350	Jeffrey Street	Leonardo John Dalton House Ltd.	31	8	0	31	0	31	
6285	Lanark Road	Abbotswell Developments	57	12	0	57	57	0	
6354	Leith Walk	Mr George Duff.	10	0	0	10	10	0	
5027	London Road	Drum Property Group.	116	29	0	116	116	0	
3623	Ocean Drive	S1 Developments Ltd.	338	85	0	338	150	188	
6374	Pinkhill	Dandara.	46	11	0	46	46	0	
6039	Prestonfield Avenue	First Construction Ltd.	9	0	0	9	9	0	
6228	Princes Street	ECF Edinburgh Retail.	17	0	0	17	17	0	
6382	Sciennes Road	Downing Students (Meadows) LP Inc.	126	31	0	126	126	0	
6289	St John's Road	Mactaggart And Mickel Commercial Devel	36	9	0	36	36	0	
6244	Wellflats Road	Dandara Limited.	108	27	0	108	108	0	
<b>Discharge existing planning conditions / legal agreements</b>									
6329	Eyre Place	Mr Lindsay McArthur.	7	0	0	7	7	0	
3753.7	LDP HSG 18: New Greendykes Areas H/AH1	Persimmon Homes.	128	25	0	128	78	50	
4996.4	Pennywell Road	CEC	68	20	0	68	68	0	
<b>Sign legal agreements for Minded to Grant cases</b>									
6282	Bonnington Road Lane	John Lewis Partnership.	453	113	0	453	150	303	
4338.7	LDP CC3: Fountainbridge	Moda Living (Springside)	140	0	0	140	140	0	
5712	LDP HSG 32: Buileyon Road	CALA	840	210	0	840	125	715	
3747	LDP HSG 5: Hillwood Rd	Taylor Wimpey	132	33	0	132	132	0	
<b>Determine pending application</b>									
5888	Belford Road	AMA (Belford) Ltd.	52	0	0	52	0	52	Constrained
6280	Duddingston Road West	KLN Properties.	120	30	0	120	90	30	
6330	Eyre Terrace	The Royal Bank Of Scotland	70	17	0	70	70	0	
4900.2	LDP CC3: Fountainbridge (Vastint)	Vastint	234	58	0	234	100	134	
5245	LDP Del 4: Edinburgh Park / South Gyle	LDP Site	1737	434	0	1737	150	1587	
5244	LDP Emp 6 IBG	LDP Site	350	88	0	350	0	350	Constrained
3105A	LDP EW 2A: West Shore Road - Forth Quarter	City of Edinburgh Council	444	257	0	444	250	194	
3760	LDP HSG 1: Springfield	Cala	176	44	0	176	136	40	

# Housing Land Audit and Completions Programme 2021

## Schedule 5: Factors affecting delivery

Ref	Site Name	Developer/applicant	Capacity	Affordable	Complete	Remaining	Delivery in 5 years	Delivery beyond year 5	
3753.6	LDP HSG 18: New Greendykes Areas A,B	Persimmon Homes.	163	0	0	163	150	13	
5254.3	LDP HSG 27: Newcraighall East Phase 5	Avant Homes	29	6	0	29	29	0	
<b>Submit planning application (if PAN period concluded for major applications)</b>									
5919	Ford's Road	AMA (New Town) Ltd.	9	0	0	9	0	9	Constrained
3733A	LDP EW 2B: Waterfront WEL - Central Dev Area	Various	1149	402	0	1149	50	1099	
3754	LDP HSG 17: Greendykes (areas K and L)	Craigmillar JVC	129	0	0	129	0	129	
3754.3	LDP HSG 17: Greendykes Road	Craigmillar Eco Housing Co-op	10	10	0	10	0	10	Constrained
6011	Ocean Drive	Port of Leith HA	57	57	0	57	0	57	Constrained
<b>Submit Proposal of Application Notice (major applications)</b>									
3424	LDP EW 1A: Western Harbour	Forth Ports	669	0	0	669	0	669	Constrained
3105B	LDP EW 2A: West Shore Road - Forth Quarter	City of Edinburgh Council	779	273	0	779	0	779	Constrained
5246	LDP HSG 19: Maybury West	Roseberry Estates	130	33	0	130	0	130	
5257	LDP HSG 30: Moredunvale Road	LDP Site	200	200	0	200	0	200	Constrained
5256	LDP HSG 31: Curriemuirend	CEC	188	188	0	188	0	188	Constrained
<b>Align ownership with intention to develop</b>									
3424.1	LDP EW 1A: Western Harbour - Platinum Point	Gregor Shore Plc.	452	0	226	226	0	226	Constrained
3424.6	LDP EW 1A: Western Harbour View	AB Leith Ltd.	258	0	0	258	0	258	Constrained
4893	LDP EW 1B: Central Leith waterfront	Forth Ports	2138	535	0	2138	0	2138	Constrained
3744A.2	LDP EW 2C: Granton Harbour	Gregor Shore PLC.	288	0	133	155	0	155	Constrained
3744A.6	LDP EW 2C: Granton Harbour - Plot 29	Hart Estates Ltd.	36	0	0	36	0	36	Constrained
3744A.4	LDP EW 2C: Granton Harbour - Plot 31		97	0	0	97	0	97	Constrained
5254	LDP HSG 27: Newcraighall East (East Part)	LDP Site	88	22	0	88	0	88	Constrained
<b>Release site from existing land use</b>									
5928	Gorgie Road	Caledonian Heritable	11	0	0	11	0	11	Constrained
4894	LDP EW 1C: Leith Waterfront -Salamander Place		719	180	0	719	0	719	Constrained
3744B	LDP EW 2C: Granton Harbour	Various	347	190	0	347	0	347	Constrained
3733B	LDP EW 2D: Waterfront - WEL - North Shore	Various	988	346	0	988	0	988	Constrained
4157	LDP HSG 15: Castlebrae	LP site	145	0	0	145	0	145	Constrained
5710	LDP HSG 28: Ellens Glen Road	LDP site	240	60	0	240	0	240	
4897	LDP HSG 7: Edinburgh Zoo		80	20	0	80	0	80	Constrained
6157	Stead's Place	McGregor MOT Centre.	11	0	0	11	11	0	

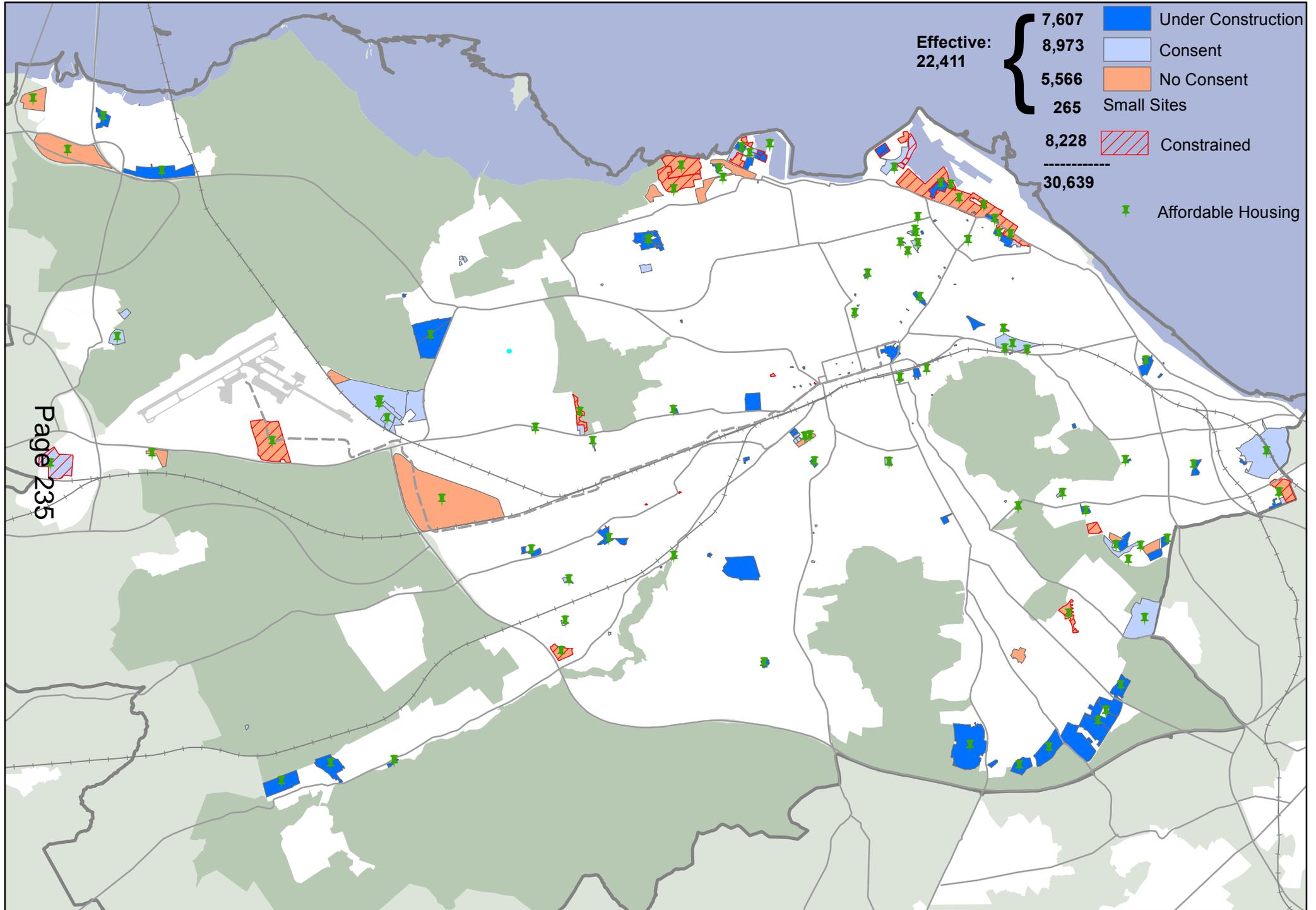
# Schedule 6 – Deleted Sites

## Housing Land Audit and Completions Programme 2021

### Schedule 6: Sites deleted since Housing Land Audit and Completions Programme 2020

Ref	Site Name /Address	Developer (Or Owner)	Capacity 2020	Reason for deletion
3733A.1	LDP EW 2B: Granton Park Avenue	Buredi + Waterfront Edinburgh Ltd.	81	Part of site was complete. Remaining part of site is not zoned for housing in new Waterfront Masterplan Consent for plot expired. Plot is now part of capacity for wider site 3733A
3733A.6	LDP EW 2B: West Harbour Road	Waterfront Edinburgh Limited.	42	
6014	Bonnington Road Lane	James Watts	14	Site superceded by new application on larger site - ref 6282
6066	Easter Road	Edinburgh Intelligent Mortgage Advice.	5	Consent has now expired
6020	Newtoft Street	Abbey Property Partnership		Consent has now expired
6372	Peffer Place	Keyworkers living Ltd.	64	Not mainstream housing
5980	Telford Drive	Mr Adam Dzierzek	8	Consent for site has expired. No new applications submitted

# Appendix 2 - Established Land Supply 2021



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# Planning Committee

2.00pm, Wednesday, 1 December 2021

## Planning and Building Standards Charters Update

Executive/routine Wards Council Commitments	Routine All <a href="#">1,4,10-15,18,28</a>
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### 1. Recommendations

- 1.1 It is recommended that Planning Committee:
  - 1.1.1 Notes the appended charters;
  - 1.1.2 Notes that the Planning and Building Standards charters (Appendices 1 and 2) have been separated to meet national requirements and updated to reflect service changes; and
  - 1.1.3 Notes that the Enforcement charter has been updated to reflect legislative change and to provide a clearer explanation of the enforcement process, priorities and outcomes.

**Paul Lawrence**

Executive Director of Place

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E-mail: [David.givan@edinburgh.gov.uk](mailto:David.givan@edinburgh.gov.uk) | Tel: 0131 529 3679

## Planning and Building Standards Charters

### 2. Executive Summary

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- 2.1 This report presents for noting three customer charters. Previously there was a joint Planning and Building Standards customer charter, which has now been separated to meet a national requirement for a dedicated Building Standards charter. The appended standalone customer charters incorporate amendments to reflect changes to the relevant services. Wherever possible, they have been kept in alignment to ensure consistently high-quality customer experiences.
- 2.2 The appended enforcement charter has also been updated to meet a national requirement for two-yearly review and to support improvements in the enforcement service.

### 3. Background

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- 3.1 The Council has published Planning and Building Standards customer charters for a number of years. They set out the levels of service which customers can expect and seek to provide useful information to help customers get the most out of their experiences using the services.
- 3.2 The previous editions of the charters date from:
- 3.2.1 Planning and Building Standards (joint) – October 2019;
  - 3.2.2 Enforcement – December 2019; and
  - 3.2.3 Street Naming – October 2019.
- 3.3 The Street Naming charter is not appended to this report as it does not require significant updating at this time. It will be kept under review and reported as an update when necessary.

### 4. Main report

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- 4.1 The Building Standards customer charter, attached as Appendix 1, was published in its current form in September 2021. It includes the following updates:

- 4.1.1 Incorporates both the national and local building standards charters into one document;
  - 4.1.2 Provides updates on service in relation to pandemic measures; and
  - 4.1.3 Includes technical amendments to webpage links.
- 4.2 The standalone Planning Customer Charter is attached as Appendix 2. It includes the following updates:
- 4.2.1 References to time performance indicators to reflect the nationally-aligned indicators now in use by the service;
  - 4.2.2 References to digital engagement to reflect focus on the Planning help desk email service, not social media channels as referenced in the previous charter;
  - 4.2.3 References to development plan documents;
  - 4.2.4 Includes reference to Scottish Government guidance on temporary suspension of public events in relation to pre-application consultation;
  - 4.2.5 Provides clarification the comments on certain applications do not form part of their assessment;
  - 4.2.6 Provides updates on the service in relation to pandemic measures, including the email and telephone help desk service; and
  - 4.2.7 Technical amendments to webpage links.
- 4.3 The updated Enforcement charter is attached as Appendix 3. There is a statutory requirement to update it every two years. The appended charter includes the following:
- 4.3.1 Changes to help the public better understand the enforcement process and its potential outcomes;
  - 4.3.2 Updates relating to the statutory duty to monitor implementation of major developments, which arises from new planning legislation;
  - 4.3.3 Additional text outlining how national guidance on enforcement priorities is translated to Edinburgh and its context;
  - 4.3.4 Updates to service standards, with particular regard to informal action; and
  - 4.3.5 Technical amendments to webpage links.

## **5. Next Steps**

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- 5.1 The attached charters will be made publicly available and kept under review, in accordance with national requirements as relevant.
- 5.2 Wider work on monitoring and improving the service which Planning and Building Standards customers experience will continue to be carried out as part of the Planning and Building Standards improvement programmes.

## **6. Financial impact**

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- 6.1 There are no financial impacts arising from this report.

## **7. Stakeholder/Community Impact**

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- 7.1 The appended updated charters will be available on the Council's website. Customer and stakeholder groups will be notified.
- 7.2 It is intended to keep under review the effectiveness of the Planning help desk service at serving the needs of all customer groups. This will seek to identify if there are customers whose needs are unable to be met through the current email or telephone call back service, and to identify appropriate alternative arrangements.

## **8. Background reading/external references**

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- 8.1 Planning Improvement Plan – Interim Refresh, Planning Committee [3 February 2021](#)

## **9. Appendices**

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- 9.1 Appendix 1 – Building Standards Customer Charter.
- 9.2 Appendix 2 – Planning Customer Charter.
- 9.3 Appendix 3 – Enforcement Charter.



**Building Standards Customer  
Charter September 2021**

#### Version control information

Version	Comments	Review By	Date	Date for next review
V1.1	Initial Version	DG	31 August 17	
V1.2	Reviewed	DG	29 January 19	15 April 19
V2.0	Completely Revised	GG/NB	20 September 21	Jan 22

**Purpose of the Building Standards Customer Charter:**

The Building Standards Customer Charter provides information about the standards of service that all verifiers should meet. This gives customers the reassurance that a consistent, high quality service will be delivered no matter which verifier provides the service.

It is divided into two parts: 1) National Charter; and 2) Local Charter.

**PART 1: National Charter****Our Aims:**

To grant building warrants and accept completion certificates:

- To secure the health, safety, welfare and convenience of persons in and about buildings and others who may be affected by buildings or matters connected with buildings
- Furthering the conservation of fuel and power, and
- Furthering the achievement of sustainable development.

**Our vision/values:**

To provide a professional and informative service to all our customers.

**Our Commitments:**

Nationally all verifiers will:

1. Seek to minimise the time it takes for customers to obtain a building warrant or amendment to a building warrant.
2. Ensure continuous improvement around the robustness of verification assessments to ensure compliance.
3. Meet and seek to exceed customer expectations.
4. Carry out local customer satisfaction research, such as surveys, focus groups etc.
5. Address feedback obtained through local and national customer satisfaction research (including a National Customer Satisfaction Survey) to improve the customer experience.
6. Provide information on local formal complaints procedures, the LABSS Dispute Resolution Process, and the BSD Customer Performance Reporting Service, and refer customers as appropriate.
7. Provide accurate financial data that is evidence-based.
8. Engage and participate in partnership working at local and national level to identify and embed service improvements at a national level.
9. Adhere to a national annual performance report outlining our objectives, targets and performance.
10. Fully adhere to the commitments outlined in this Charter (including information on customer dissatisfaction in relation to building warrant processing timescales, processes and technical interpretation).
11. Use a consistent format for continuous improvement plans.

**Our targets:**

The following are the National Targets:

<b>KPO1 Targets</b>	
1.1	95% of first reports (for building warrants and amendments) issued within 20 days – all first reports (including BWs and amendments issued without a first report).
1.2	90% of building warrants and amendments issued within 10 days from receipt of all satisfactory information – all building warrants and amendments (not including BWs and amendments issued without a first report).
<b>KPO2 Targets</b>	
	Targets to be developed as part of future review of KPO2.
<b>KPO3 Targets</b>	
3.1	National customer charter is published prominently on the website and incorporates version control detailing reviews (reviewed at least quarterly).
3.2	95% of BSD requests for information on a BSD 'Verifier Performance Reporting Service for Customers' case responded to by verifier within 5 days.
<b>KPO4 Targets</b>	
4.1	Minimum overall average satisfaction rating of 7.5 out of 10.
<b>KPO5 Targets</b>	
5.1	Building standards verification fee income to cover indicative verification service costs (staff costs plus 30%).
<b>KPO6 Targets</b>	
6.1	Details of eBuilding Standards to be published prominently on the verifier's website.
6.2	75% of each key building warrant related process being done electronically <ul style="list-style-type: none"> <li>• Plan checking</li> <li>• Building warrant or amendments (and plans) being issued</li> <li>• Verification during construction</li> <li>• Completion certificates being accepted</li> </ul>
<b>KPO7 Targets</b>	
7.1	Annual performance report published prominently on website with version control (reviewed at least quarterly).
7.2	Annual performance report to include performance data in line with KPOs and associated targets (annually covering previous year e.g. April 2016 – March

**Information:**

National information on the verification performance framework can be found at the Scottish Government website [www.scotland.gov.uk/bsd](http://www.scotland.gov.uk/bsd)

## PART 2: Local Charter

### Introduction



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The purpose of the Building Standards system is to protect the public interest. The system sets out the essential standards that are required to be met when building work or conversion of a building takes place in order to meet building regulations. The Building Standards system checks that proposed building work or conversion of a building meets standards; inspections are limited to a minimal necessary to ensure that legislation is not avoided. The control of work on site is not down to the system but is a matter for contracts and arrangements

in place between a builder and client. Verifiers, appointed by Scottish Ministers are responsible for the independent checking of applications for building warrants to construct or demolish buildings, to provide services, fittings or equipment in buildings, or for conversions. Building Standards is the service within the City of Edinburgh Council which carries out the verification function.

### What this charter does

This charter explains what the Council's Building Standards service does and what its customers can expect from us:

We will consider and make decisions on building warrant applications, completion certificates and property inspections to secure the health, safety, welfare and convenience of users and achieve sustainable development.

### Customer communication and engagement

We recognise the importance of effective communication with customers and engages with them in a number of ways including:

- issuing a quarterly newsletter
- hosting a customer stakeholder panel
- facilitating technical and procedural meetings via pre-warrant discussions for large/complex buildings
- provision of an updated and informative website
- publication of Building Standards Customer Charter online
- publication of Building Standards Annual Performance Report online
- regular review of correspondence issued by the service to ensure an accurate and effective customer engagement.

## Customer Satisfaction

Your views on our service delivery mean a lot to us to help shape areas of improvement. In the last year we have listened to feedback from our customers through a series of outbound calls, focus groups and our annual National Satisfaction Survey. We strive each year to improve our scoring on the National Survey and will continually engage with our customers to listen and improve service delivery.

## Getting in touch \*

### If you contact us by telephone:

- We will help you with your query on the spot if we can
- We will respond within three working days if you leave a message
- We will direct you to further information online

\* During the pandemic all our staff have been working from home. Whilst we make every effort to deliver a normal service, there may at times be a slight delay in some of our response times.

### If you email or write to us:

- We will respond to you within ten working days or tell you if we need longer
- We will ensure our response is free from jargon and easy to understand
- We will direct you to further information online, including online forms to request pre-application advice
- We will translate information into large print, other languages or Braille if needed.

### If you visit us: \*

- We will advise you when our help desk is available for general enquiries
- One of our staff will give you information that meets your needs or direct you to where you can find it online, including online forms
- We will have friendly public offices, with clean and tidy waiting areas \*

\* At present our offices are closed to members of the public due to the pandemic. However, you can still email or call us.

## What you need to know

What the Building Standards System does is set out by the Scottish Government in legislation, guidance and advice. Further information is available on Scottish Government's [Building Standards webpages](#)



### Building warrants

You should be aware that to carry out work which requires a Building Warrant, without first having obtained this type of approval, is an offence in terms of Section 8(2) of the Building (Scotland) Act 2003. Additionally, it will lead to legal complications if you want to sell your property.

### Making a building warrant application

Before you carry out any work to your building, you should check our [Frequently Asked Questions](#) to see if you need a building warrant. Most works need a building warrant which you must obtain before starting the work.

You should apply for a building warrant on the [eBuilding Standards website](#). You can also download a paper version of the form from the website.

You can find further guidance on how to apply for a Building Warrant,

along with our Building Warrant fees list showing how much your application will cost on our [website](#)

### Building warrant applications - what you can expect from us

Within four working days, we will carry out an administrative check on your application and advise you of any problems after this check. Alternatively, we will let you know your application is valid and is being progressed.

### Building Standards performance targets

- **95%** of first reports on building warrant applications, telling you if you need to make changes to your proposals to comply with current building regulations to be issued within 20 working days.
- **90%** of building warrants, if the final revised drawings are altered to the Council's satisfaction, to be issued within 10 working days.
- **90%** of requests for a site inspection in relation to a completion certificate to be responded to within ten working days.
- **90%** of completion certificates to be issued within five working days after final inspection.

## Making a decision on a building warrant application

We will grant a building warrant if we are satisfied that the building will be constructed in accordance with the building operations regulations and the building standards regulations. A warrant for demolition will be granted if the requirements of the building operations regulations are met.

### What you can expect from us

We will seek to minimise the overall average time taken to grant a building warrant measured from the date of lodging to the date of granting the warrant.

### Works where there is no record of permission

We understand that sometimes work is carried out and there is no record of permission. This is called retrospective works. This can be particularly frustrating when you are trying to sell your house. If you do not have a building warrant or a certificate of completion, there are various ways you can get this sorted.

### Retrospective works – what you can expect from us

We will direct you to our online [Building Standards Register](#) if you want to check whether work has permission.

We will ask you to submit a [Completion Certificate where no Building Warrant obtained](#) if the work was carried out and completed on or after 1 May 2005, together with plans and the relevant fee. Our target response time is twenty working days.

We will ask you to apply for a [Property Inspection](#) together with the relevant fee, if the work is of a minor non-structural nature and was carried out and completed before 1 May 2005 and you do not have a building warrant for the works.

We will ask you to apply for a [Confirmation of Completion](#) together with the relevant fee, if you have a Building Warrant but do not have a Completion Certificate and the works were carried out before 1 May 2005.

Our target response time for both services is ten working days.

## Information Requests

The Building Standards service holds a great deal of information. Some must be kept in perpetuity, but other information is only kept in accordance with a records retention schedule. Under the Public Records (Scotland) Act 2011 the Council is obliged to keep schedules of what records we keep and for how long we keep them. You can find further information on our [Records Management webpage](#)

Anyone has a right to request information from a public authority. Data relating to building warrants is available online on our [Public Access](#) system and you may find the information you want there. Paper records are also available to view and copy.

### Information requests – what you can expect from us

We will hold information in accordance with our records retention schedule. We will make information available online in accordance with the Council's publication scheme.

The [Building Standards Plan Store](#) can be contacted to view and copy records when authorised to do so.

# Complaints



We will consider all complaints made to us about service delivery. However, disagreement with a decision of the Council will not, in itself, be a ground for complaint and in many situations, there is a separate procedure for an applicant to appeal against such decisions. The quickest way to sort things out is to talk to the officer concerned. However, if this does not work our formal complaints procedure has two stages:

1. Frontline Resolution
2. Investigation.

If you wish to contact the Building Standards Service in relation to a complaint, compliment or comment, please email [Building Standards VIP](#).

## Complaints – what you can expect from us

If you make a complaint:

- We will aim to resolve it on the spot
- We will respond to you within five working days if we can't resolve it straight away
- We will investigate your complaint if you are still not satisfied and give you a final response within 20 working days unless we need longer.

### Frontline Resolution -

We will respond to your complaint within five working days. We aim to resolve your concerns within this timescale. If we need more time, we'll let you know. If you are not satisfied with our response you can ask us to review your complaint.

### Investigation -

We will appoint a senior Council officer to review your complaint. We will tell you who the Council officer is and respond within 20 working days. If your complaint is complex, we may be unable to resolve your concerns within this timescale. Instead we'll contact you to agree a different date.

If you are still not satisfied, you can then contact the [Scottish Public Services Ombudsman \(SPSO\)](#).

## Data Protection



When handling personal data, the Council must do so fairly and lawfully in accordance with the General Data Protection Regulations.

### **Data Protection – what you can expect from us**

We will comply with the Data Protection Act when we publish information.

We will redact any personal email addresses, phone numbers, signatures and other personal information from our online records

We will consider whether we can remove information from our website if you are not happy about its publication.

## Seeking advice

The Council is committed to giving advice on a range of building warrant proposals. If you are unable to go online to seek advice, please visit us at Waverley Court, East Market Street, Edinburgh Monday to Friday between 9am – 1pm. \*

\* At present our offices are closed to members of the public due to the pandemic. However, you can still email or call us.

### Seeking advice – what you can expect from us

If you have a general enquiry about a building warrant matter, we will aim to respond within ten working days. As part of this process, we will advise you where you can find the information online.

Pre-warrant discussions will normally be restricted to larger high value projects or to more complex lower value projects.

Requests for meetings will be handled by team managers and these will be decided based on the complexity and/or size of the proposals.

## Contact Us

The Building Standards team consists of three technical teams.

### Major Applications team

We process applications for plan assessment and site inspection where the estimated value of works exceeds £250,000 for large or complex construction projects. The team also process all applications in relation to new build housing sites. [Email Building Standards major applications](#) with any queries.

### Plan Reporting team

We carry out the assessment of Building Warrant applications with an estimated value of works up to £250,000. [Email Building Standards plan reporting](#) with any queries.

### Site Inspections team

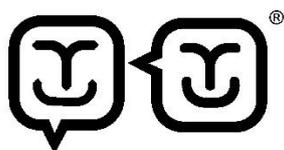
We deal with inspections at the interim or completion stage for all projects with an estimated value of works up to £250,000. [Email Building Standards site inspections](#) with any queries.

### Phone

The Building Standards service can be contacted daily between 9am and 1pm on **0131 529 3550**.

### See our website for more information:

[http://www.edinburgh.gov.uk/info/20140/building\\_warrants](http://www.edinburgh.gov.uk/info/20140/building_warrants)



**HAPPY TO TRANSLATE**

Telephone 0131 242 8181

# Planning

## CUSTOMER SERVICE CHARTER

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## What this Charter does

This Charter explains what the Council's Planning service does and what its customers can expect from us. It begins by setting out **what you can expect from us** when contacting the service and then more specific standards linked to our three main responsibilities which are:

### Planning

- To prepare a **policy framework** that sets out how land should be developed and our natural and built places protected; and
- To consider and make decisions on applications for **planning permission**, listed building consent and other types of application and investigate breaches of planning control to ensure the development of our City is properly managed.

## What you can expect from us

*If you contact us by telephone: \**

- We will help you with your query on the spot if we can
- We will direct you to further information online, including online forms to request pre-application advice

*If you email or write to us:*

- will respond to you within 10 working days or tell you if we need longer
- ensure our response is free from jargon and easy to understand
- direct you to further information online, including online forms to request pre-application advice
- translate information into large print, other languages or Braille if needed.

*If you visit us: \**

- we will advise you when the Planning helpdesk is available for general enquiries
- one of our staff will give you information that meets your needs or direct you to where you can find it online, including online forms
- we will see you within five minutes of your appointment time
- have friendly public offices, with clean and tidy waiting areas

*\*At present our offices and direct phone lines are closed due to the pandemic. We are currently providing an enhanced Helpdesk service via email and (where necessary) customer call-backs. We are also using Microsoft Teams.*

## Policy Framework

What the Planning System does is set out by the Scottish Government in legislation, guidance and advice. Further information is available at [www.gov.scot/planning](http://www.gov.scot/planning)

Scottish Government legislation requires that all Councils prepare a document setting out principles for where development of land will be allowed and where buildings and green spaces will be protected. These are called **Development Plans**. In Edinburgh, the Scottish Government requires that this Development Plan be made up of two documents: the Strategic Development Plan and the Local Development Plan.

**The Strategic Development Plan** for Edinburgh and South East Scotland sets out broad principles for the future use of land over a 20-year period on matters that cross Council boundaries. This includes key topics such as how many new houses are required, how they should be spread across the area and whether green belt land should remain as green belt. This document is not prepared by City of Edinburgh Council but by a partnership of the six Councils in the area called SESplan. It must accord with the Government's Scottish Planning Policy.

## The Strategic Development Plan - what you can expect from us

The Strategic Development Plan is prepared, and consulted upon, by SESplan. We will advise you to contact them directly if we cannot answer your questions about it.

Further information is available at [www.sesplan.gov.uk](http://www.sesplan.gov.uk)

**The Local Development Plan** for Edinburgh contains detailed policies and proposals that must follow the principles set out in the Strategic Development Plan. The document sets out policies and proposals for the future use of land and the protection of the natural and built environment over a 10-year period. This includes key topics such as identifying sites for housing to meet the requirements set out in the Strategic Development Plan discussed above. Preparation of the document begins with the main consultation stage where the Council produce a **Main Issues Report** presenting options and asking for your input on how they meet the requirements that have already been set by both Scottish Government policy and the Strategic Development Plan.

The Planning Service can also prepare more detailed guidance, for example on design, which forms part of the Local Development Plan but is prepared at a later time. This is called Supplementary Guidance and must meet Scottish Government requirements on preparation, participation and adoption.

The next local development plan will be called City Plan 2030 and was approved in proposed form in September 2021.

## The Local Development Plan - what you can expect from us

The programme for preparing the replacement local development plan – City Plan 2030 – can be found in a document called the Development Plan Scheme at [www.edinburgh.gov.uk/cityplan2030](http://www.edinburgh.gov.uk/cityplan2030)

We will update this document annually.

We will use a range of ways of making sure there are opportunities to comment on future plans including using the [Council's Consultation Hub](#), drop-in sessions, website information and workshops.



As stated above, the “Development Plan” for the city consists of the Strategic Development Plan and the Local Development Plan. Planning applications must be decided in line with the content of the Development Plan unless there are important planning reasons for an alternative decision.

## Planning Applications

This charter explains what you can expect to happen when you want to make an application for planning permission or other planning consents and when you want to comment on someone else’s application. It then explains what happens when making a decision on a planning application.

All applications for planning permission are grouped in terms of size and importance of the type of development that is being proposed. National developments are proposed by Scottish Government, are of Scotland-wide significance, and are the top tier in the hierarchy. An example is the new Forth Crossing. Below national developments are major developments which are of a size and scale to be considered of major importance. Examples might be a new shopping centre, a business park or a large-scale housing development. All development proposals which are not national or major are classed as local developments. Examples are house extensions, small scale housing development of less than 50 houses and changes to the use of a property.

Anyone proposing a national or major development must carry out [pre-application consultation](#) with the local community to allow them to be better informed and to have an opportunity to contribute their views to the developer prior to the submission of a planning application. Developers must submit a Proposal of Application Notice with details of consultation at least 12 weeks before they want to submit a planning application.

As of the date of this Charter, the Government has suspended the requirement for public events due to the outbreak of the Coronavirus (Covid-19).

<https://www.gov.scot/policies/planning-architecture/>

Further information is on our [major applications webpage](#).

## Pre-Application Consultation - what you can expect from us

We will assess Proposal of Application Notices in accordance with the [Edinburgh Planning Concordat](#) which sets out how the Council, communities and developers work together on major developments.

We will expect developers to carry out more than the minimum consultation for more complex and contentious cases and we will encourage developers to set up websites to allow communities to access information and make comment more easily.

**Making an application for planning permission**, and all types of applications, is quicker when done online and it helps to avoid many of the reasons for applications not being valid on receipt.

- Online applications are submitted via the Scottish Government ePlanning website at [www.edevelopment.scotland.gov.uk](http://www.edevelopment.scotland.gov.uk)
- Forms can be downloaded from ePlanning.

As well as applications for planning permission, there are many other types of application depending on what it is you are proposing.

Heads or Planning Scotland have prepared [standards for the validation and of planning applications and other related consents](#).

If you are unsure whether you need planning permission or other consents, read our [online information](#) whether to make an application.





The completion and submission of planning application forms, and all other types of application, can be submitted by applicants themselves or using a professional agent, such as an architect.

## Making an application for planning permission –

### what you can expect from us

**Within 5 working days**, we will check your application and advise you of any problems. It is the responsibility of the applicant to ensure that their application is submitted correctly. Further information on the process and what should be submitted is in the [guide to the Validation of Applications](#).

**Within 10 working days** of a valid application being received, we will send you an acknowledgement letter and inform you of the planning officer who will be dealing with it and the timescale for making a decision.

If a professional agent is used to submit a planning application, we will deal with the agent rather than the applicant in all discussions and negotiations. It is the responsibility of the agent to keep their client informed of progress and of any requirements of, or delays to, the process.

**Within 15 working days** of a valid application being received, we will carry out neighbour notification and consult on the application, where it applies. Notification involves sending a letter to all postal properties within 20 metres of the application site giving details of the proposal and highlighting that comments must be made to the planning service within 21 days from the date of the notification letter. Some applications are also advertised in the Evening News and a site notice is put up nearby.

**Within 25 working days** of a valid application being received, we will visit the site where appropriate.

The case officer will advise if changes are needed to make the proposals acceptable. In some cases, where substantial changes are needed, we will refuse the application or advise the applicant to withdraw their application and re-apply. If we do accept amendments during the application process, we will only arrange for neighbours to be re-notified if the changes raise new planning matters.

## Time Performance Indicators

### Major and Local Developments

We aim to issue decisions\* within the timescales set in processing agreements and/or extensions, or faster than the national average time where bespoke timescales have not been agreed.

### Householder Developments

We aim to issue decisions faster than the national average time.

### Listed Building Consents

We aim to issue decisions within 8 weeks.

*\* Decision making times include period up to signing of any legal agreement, after which planning permission is issued. National average times are published annually by the Scottish Government here: <https://www.gov.scot/collections/planning-statistics/>*

## Commenting on someone else's planning application \_

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If you wish to look at a planning application or decision, or on an application, you can do so via the Planning and Building Standards Portal. Your comments cannot be treated as confidential for a number of reasons:

- if the application is refused, the applicant needs to know about objections if deciding to appeal;
- the closeness of an objector to the application site may be an important factor in the decision
- comments on an application are part of the background papers and have to be available under Freedom of Information and Environmental Information Acts.

Comments made on Certificates of Lawfulness for a Proposed Use or Development, non-material variations and Tree work applications are not taken into account in the assessment of these applications.



Only comments relevant to planning issues can be considered as part of the assessment of the planning application. Relevant planning issues include:

- traffic and parking - appearance of the area - impact on a conservation area - setting or character of a listed building - loss of significant landscape features - noise and disturbance
- effect of cooking odours - loss of sunlight or daylight - overshadowing - privacy - economic benefits.

**We cannot consider comments on non-relevant planning issues, such as:**

- loss of private view - effect of the development on property values - building regulation matters.

**Racist remarks may be forwarded to Police Scotland.**

Our guide on [How to Comment on Planning Proposals](#) outlines how to ensure you make a valid comment.

Comments must be received within 21 days of the date of registration, neighbour notification letter, or advertisement in the press, whichever is later. Extra time is given for public holidays and if the application has an Environmental Impact Assessment.

There is no statutory provision for the public to make comments on some application types e.g. tree applications and certificates of lawfulness.

Community Councils should contact the case officer if they need more time to comment.

## Commenting on someone else's planning application what you can expect from us

You will have the opportunity to receive an automatic email acknowledgement when commenting online using the Planning and Building Standards Portal.

We will send you a letter acknowledging receipt if you comment by letter or email.

We will consider all comments on applications provided they are submitted on time and the comments are relevant to planning issues. We will only consider late comments if they raise important planning matters that were not previously considered. We do not accept anonymous comments.

We will make your comments known to the agent, but we will not make your personal details available at that time.

We will only re-notify you of changes to the application if they raise new planning issues: changes can be viewed on the *Planning and Building Standards Portal*.

We are unable to discuss the merits or demerits of a case with objectors or other third parties when an application is being considered as this may affect the objective assessment of the proposal.

We will inform you of the decision on the planning application.

Comments on Committee items will be publicly available online but we will redact personal information such as email addresses, phone numbers and signatures. Comments will be taken offline 6 months after the decision is issued.

We will deal with requests for comments to be taken offline before 6 months as sympathetically as possible.



## Making a decision on a planning application

Once the application, including the responses from consultees, and public comments has been assessed by the planning officer, a report of handling is prepared. Decisions on planning applications are taken in one of two ways. In some cases, the decision can be made by planning officers and is referred to as a “delegated decision”. Delegated decisions make up the vast majority of all decisions and enable quicker decisions on simpler cases. They are usually the less contentious, smaller applications, but can include cases with objections or which are being recommended for refusal.

In other cases, the planning officer makes a recommendation to the Development Management Sub-Committee or a Full Council meeting in some circumstances and the decision is then taken by the City’s councillors.

we will ask for a new planning application. If the changes do not raise any new planning issues which change the substance of the consent, we will vary the consent; neighbours and other interested parties will not be notified of these changes but they can be viewed ~~tracked~~ on *Planning and Building Standards Portal*.

## Making a decision on a planning application – what can you expect from us

We will notify you or your agent within 4 working days of the decision being made.

We will notify all those who have made comments on the application within 4 working days of the decision being made.

We will place a copy of the decision notice and the report of handling on Planning and Building Standards Portal.

If a scheme needs to be changed after the decision, we will assess the proposals to see if they raise any new planning issues which might change the substance of the consent. If so,

Planning permission lasts for 3 years although we can make a Direction for it to be longer or shorter.

If an applicant is unhappy about a delegated decision taken on a local development, or the application has taken longer than the legal time limit, they can request a review by the [Local Review Body](#).

In cases that cannot be decided by a Local Review Body, the applicant has the right to appeal to Scottish Ministers.

Further information is available at [www.dpea.scotland.gov.uk](http://www.dpea.scotland.gov.uk)

There is no 3rd party right of appeal in Scotland. This means that if anyone commenting on an application is unhappy about the decision, they cannot ask for a review and they cannot appeal to Scottish Ministers. We will direct any aggrieved parties to our Report of Handling which explains the reasons for our decision. We are unable to respond if you think the decision was wrong. However, you can complain if you thought our processes or procedures were wrong in coming to the decision.



## Seeking Advice

The Council is committed to giving advice on a range of planning proposals. Details of general planning advice and our pre-application service are online.

### Seeking Advice – what you can expect from us

If you have a general enquiry about a planning matter, we will aim to respond within 10 working days. As part of this process, we will advise you to where you can find the information online.

The Planning Help Desk will be open from 9am to 1pm for general enquiries every weekday other than between Xmas and New Year.  
\*

The Council offers two tiers of [pre-application advice](#): generic and bespoke.

Generic advice is free on the Council website that customers can use to determine whether their proposals are in accordance with planning policies.

We will not generally give advice on the following types of developments as the information can be found online – *householder - windows - driveways- straight forward change of uses - adverts*. Advice on these types of proposals can be accessed in the [planning quick guides](#).

Bespoke advice is tailored advice prepared by planning officers based on information provided by the customer. All bespoke pre-application advice provided by the Council is subject to a **charge** with the sole exception of developments **primarily** relating to works to improve accessibility for people with disabilities, for example the installation of a wheelchair ramp.

More information on the Pre-Application Advice Service can be found [here](#).

*\* At present our offices and direct phone lines are closed to due to the pandemic. However, you can still email us.*

## Works where there is no Record of Permission

We understand that sometimes work is carried out and there is no record of permission. This is called retrospective works. This can be particularly frustrating when you are trying to sell your house.

### In relation to Planning:

If the works were done more than 4 years ago to your house, they are then legal under planning law but if you need a formal letter to confirm this, you will need to apply for a [certificate of lawfulness](#). Other types of development such as a change of use, other than to a house, have a longer period (10 years) before they become legal.

It may be that the works did not need planning permission but again you need to apply for a certificate of lawfulness if you want legal confirmation.

If you have a listed building and have done work to it without consent or confirmation that may need consent, you should read our guide to [Selling Your Home](#).

You can check [online whether work has consent](#).

Finally, if you are concerned that work has been carried out without permission, please fill in the [enforcement breach form](#). You can find out more in our [Enforcement Charter](#).

## Retrospective works – what you can expect from us

In all cases, the target response time is 10 working days.

We will direct you to our online systems if you want to check whether work has permission.

We will direct you to our [enforcement breach form](#) if you think work has been carried out without Planning permission.

## In relation to Planning

We will advise you to apply for a [certificate of lawfulness](#) if you need a legal decision on whether planning permission is needed.

We will direct you to our guidance on [Guide to selling your home](#) if work has been done to your listed building without consent. Alternatively you can apply for [listed building consent](#) as we do not issue letters of comfort.

## Information Requests

The Planning Service holds a great deal of information. Some has to be kept in perpetuity, but other information is only kept in accordance with a records retention schedule. Under the Public Records (Scotland) Act 2011 the Council is obliged to keep schedules of what records we keep and for how long we keep them. You can check if we've already published the information that you want. If you cannot find the information you want online, you can request information via our [Managing Information](#) webpage. Information requests are dealt with centrally within the Council and the Planning service will send any information requests to that unit for processing.

Anyone has a right to request information from a public authority. Many planning applications and certain data relating to building warrants are available online on the [Planning and Building Standards Portal](#).

Details of Tree Preservation Orders are online at [www.edinburgh.gov.uk/privatelyownedtrees](http://www.edinburgh.gov.uk/privatelyownedtrees)

## Information Requests – what you can expect from us

We will hold information in accordance with our records retention schedule.

We will make information available online in accordance with the [Council's publication scheme](#).

The Plan Store\* where you can view and copy paper records, when authorised to do so, will be open from 9am to 12 noon and 2pm to 4pm, Monday to Thursday. It is closed all day Friday and between Christmas and New Year.

*\*The plan store is currently closed to the public. All requests will be sent out by post/email <https://www.edinburgh.gov.uk/building-warrant-records/building-standards-plan-store>*

We will send any environmental information requests to the Freedom of Information team for processing and you will receive a response within 20 working days.

## Complaints

We will consider all complaints made about the way in which your planning application, building warrant, enquiry or comment was dealt with. However, disagreement with a decision of the Council will not, in itself, be a ground for complaint and in many situations there is a separate procedure for an applicant to appeal against such decisions. As such we will not discuss the merits or de-merits of a decision and we will direct you to the Report of Handling which sets out the reasons for the decision.

The quickest way to sort things out is to talk to the officer concerned. However, if this does not work our formal complaints procedure has two stages:

- frontline resolution
- investigation

### Frontline resolution

We will respond to your complaint within five working days. We aim to resolve your concerns within this timescale. If we need more time, we'll let you know. If you are not satisfied with our response you can ask us to review your complaint.

### Investigation

We will appoint a senior Council officer to review your complaint. We will tell you who the Council officer is and respond within 20 working days. If your complaint is complex, we may be unable to resolve your concerns within this timescale. Instead we'll contact you to agree a different date.

If you are still not satisfied, you can then contact the [Scottish Public Services Ombudsman](#) (SPSO).

### Complaints – what you can expect from us

If you make a complaint:

We will aim to resolve it on the spot

We will respond to you within five working days if we can't resolve it straight away we will investigate your complaint if you are still not satisfied, and give you a final response within 20 working days unless we need longer.

## Data Protection

When handling personal data, the Council must do so fairly and lawfully in accordance with the General Data Protection Regulations. Our [privacy notice](#) sets out what happens to your details when you make a planning application or submit comments. You should note that your name, address and stance will be published on the public comments tab of the planning portal as soon as you make your comment. Personal details such as email addresses, phone numbers and signatures will not be published.

Where appropriate other “sensitive” personal information within documents will also be removed prior to publication online.

However, all other information relating to a planning application will be available for public inspection in line with the planning acts.





If you are unhappy that information about you is published in connection with a planning application, please contact the Council at [planning@edinburgh.gov.uk](mailto:planning@edinburgh.gov.uk) and, depending on the nature of your concern, we will consider what we can do about the matter.

### **Data Protection – what you can expect from us**

We will comply with the Data Protection Act when we publish information.

We will redact any personal email addresses, phone numbers, signatures and other personal information from our online records

We will consider whether we can remove information from our website if you are not happy about its publication.

## Contact Us

### Phone Planning

**0131 529 3550**

### Planning Enquiries

[planning@edinburgh.gov.uk](mailto:planning@edinburgh.gov.uk)

[www.edinburgh.gov.uk/planning](http://www.edinburgh.gov.uk/planning)



The City of Edinburgh Council - Place - December 2021



Foreword

*AWAITING REVISED FOREWORD FROM PLANNING CONVENOR*

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## Introduction

The City of Edinburgh Council provides a dedicated planning enforcement team who have an essential role in delivering an effective and efficient planning service.

Planning enforcement powers are set out in legislation and the use of these powers is informed by Scottish Government guidance (Planning Circular 10/2009). Amongst other things, this guidance highlights the following key points:

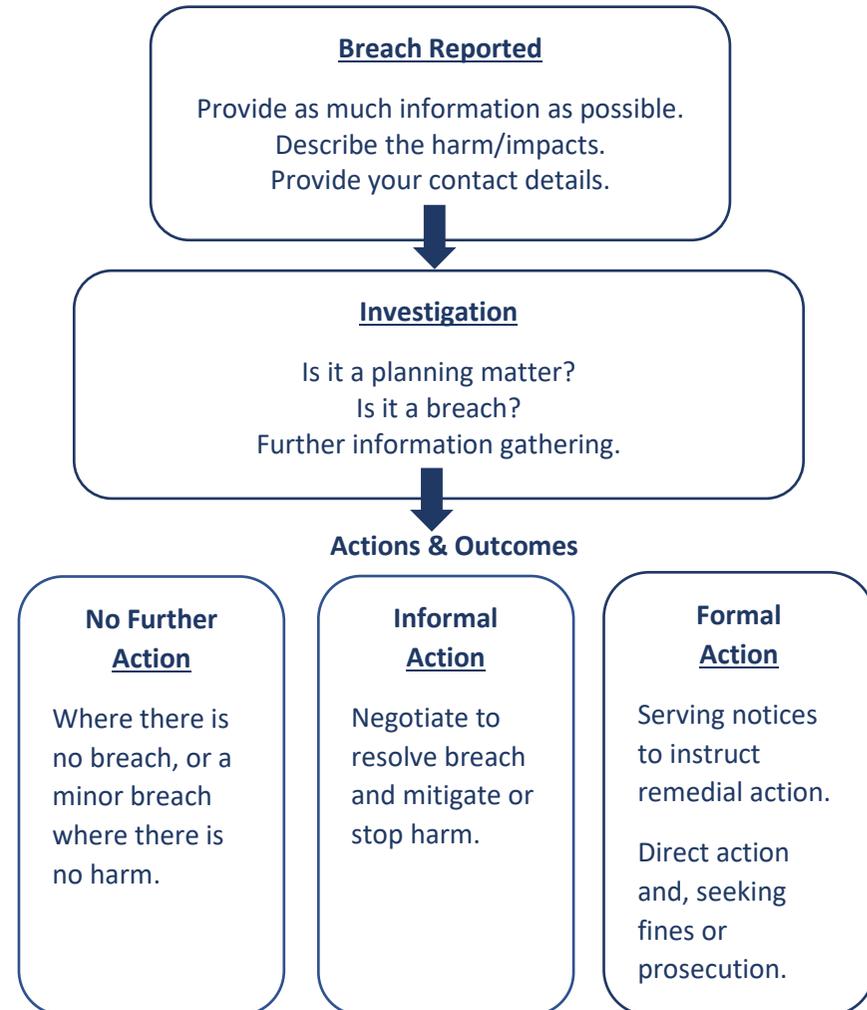
- The purpose of planning enforcement is to resolve breaches of planning control.
- Planning enforcement is a discretionary power, meaning the Council can decide whether or not to take enforcement action.
- Enforcement action should be in the public interest.
- Any action taken must be proportionate to the breach, meaning it must be reasonable and not excessive.
- Effective enforcement ensures the credibility of the planning system is not undermined.

This charter explains the purpose of the Council’s planning enforcement service, the process for handling enquiries, and sets out the standards of service we seek to achieve. It also explains where planning enforcement has no remit.

The aim of this charter is to ensure that the Council’s procedures are fair and reasonable, that interested parties are made aware of what is required and that they are kept informed at key stages within the

enforcement process.

This diagram illustrates the main stages of the enforcement investigation process. Each of these stages are described in detail in the following pages of the Charter.



## Planning Controls

There are three types of planning control against which the Council, as the planning authority, may consider taking enforcement action. Each of these are explained in more detail within this charter, they are:

- Planning Control - relating to development including building works and changes of use;
- Listed Building Control – relating to works to listed buildings;
- Advertisement Control – relating to the display of advertisements

**Where works do not involve development or where they do not affect the character of a listed building, involve the loss of or damage to protected trees, or involve the display of an advertisement, they will not be subject to planning controls or enforcement.**

### Planning Control

Planning permission is required for most development that takes place in Scotland. Development is defined in legislation and further established in planning case law. Permitted development rights allow a range of works to be carried out without the need to formally apply for planning permission. **The Council has no remit to assess the merits of or consider enforcement action against permitted development.**

### Breaches of Planning Control

A breach of planning control is defined in legislation and can include:

- Works carried out without planning permission or other required planning consents;
- An unauthorised change of use;
- Departures from plans and drawings approved as part of planning permission or other consent.
- Failure to comply with conditions attached to a permission or consent;

**It is important to note that a breach of planning control is not a criminal offence.**

## Identifying and Reporting Alleged Breaches

The Council does not actively monitor the implementation of consents or search for breaches of planning control and relies on members of the public to report potential breaches. Before reporting a possible breach, you should use the Council’s [online planning service](#) to check if the works have the appropriate consents. If you still believe there is a breach you should submit an enforcement enquiry using the [online form](#).

**Anonymous complaints will not be accepted.** However, if you have concerns about raising an enquiry, you can ask a [local ward Councillor](#) to raise it on your behalf. The Council does not comment on enquiries relating to possible breaches or individual cases on social media.

In accordance with the Environmental Information (Scotland) Regulations 2004 we will treat the identity of enquirers in confidence. We will only release information regarding the identity of an enquirer where it is in the public interest to do so, as a result of a ruling by the Scottish Information Commissioner or if directed to do so by a court of law.

## Our Approach to Enforcement

The planning authority has statutory powers to investigate alleged breaches of planning control and to take enforcement action where it is expedient to do so, having regard to the development plan and to any other material planning considerations.

**It is important to understand that planning enforcement is a discretionary power and it is for the Council to take a view on whether or not to exercise that power.**

### Expediency and Proportionality

This means that even if a breach of planning control has occurred, the Council must consider if it is in the public interest to take enforcement action. In doing so, the Council will consider the level of material ‘harm’ that the breach is resulting, or, is likely to result in. Although not exhaustive, ‘harm’ in planning terms can include:

- Adverse impacts to public amenity or the use of land and buildings meriting protection in the public interest
- Adverse impact on visual amenity;
- Loss of protected trees;
- Loss or damage to a listed building and demolition of buildings in a conservation area;
- Adverse impacts on neighbouring amenity including loss of privacy and daylight, overshadowing, and operational noise.

If the Council determine that it is expedient to take enforcement action, then any such action must be proportionate to the breach.

**While the Council does not condone any breach of planning control, the aim of the enforcement service is to resolve breaches rather than to punish those who carried out the work.**

### Non-Planning Matters

Sometimes the enforcement service receives enquiries about matters that cannot be controlled or conditioned by planning. These may be civil/legal matters or may fall under different legislative regimes. Examples include:

- Private disputes over land ownership/title deeds/right of access/maintenance and common repairs;
- Devaluation of property;
- Loss of private views;
- Competition between businesses;

- Fire Safety;
- On street parking or allocation of parking spaces;
- Building warrants
- Building safety
- Construction noise/arrangements.
- Anti-social behaviour

**Any non-planning matters will be outwith the remit of a planning enforcement investigation.** However, where appropriate, planning will pass enquiries onto the relevant Council service to investigate.

### Council-Owned Land

Sometimes breaches of planning control occur on land which is under the ownership and control of the Council. In these circumstances it is not expedient to take formal planning enforcement action, however, the planning enforcement service will work with other relevant Council services to try and secure an appropriate resolution.

### Time-Limited Procedures

**In some cases, the Council is time-barred from taking enforcement action.**

For unauthorised operational development, e.g. building, mining, engineering and other physical works, and the change of use of any building to a single dwelling house the time limit is four years. This means that after a period of four years from the date when operations were substantially complete, the development becomes lawful and no enforcement action can be taken. This could include development such as replacement windows, extensions or the erection of fences and sheds. For other breaches of planning control including changes of use (other than to a single dwelling house) and breach of conditions, the time limit is ten years from the date of the breach.

## Other Enforcement Controls

### Listed Building Control

Any works for the demolition of a listed building or for its alteration or extension in any manner which would affect its character as a building of special architectural or historic interest requires listed building consent.

**Works carried out without authorisation constitute a breach of listed building control and this is a criminal offence. It is important to note that there is no time limit after which unauthorised works to listed building become immune from enforcement action.**

In taking a view on works that are relatively old, the Council will have regard to the nature of the works and whether they have previously given rise to complaints.

It is also important to note that if works to a listed building constitute development then planning permission may be required. Where unauthorised works constitute a breach of planning and listed building control, the Council can take action in respect of either or both breaches.

### Advertisement Control

A wide range of signs and advertisements can be displayed without having to apply for advertisement consent if they meet certain criteria and conditions and if the landowner has given permission for the advertisement to be displayed on their land. This is known as deemed consent.

Advertisements which are displayed without authorisation or deemed consent constitute a breach of advertisement control and this is an offence. Adverts which are attached to and affect the character of a listed

building will also require listed building consent.

Within Edinburgh, a regulation 11 Order is in place which removes deemed consent for most advertisements on the Royal Mile. This is known as an Area of Special Control. Unauthorised advertisements within the Area of Special Control which result in unacceptable impacts on amenity will be treated as a priority.

**It is important to note that planning cannot control the content of any advertisement. This would be a matter for the Advertising Standards Agency.**

## Monitoring Major Developments

The Planning (Scotland) Act 2019 introduces provision for Planning Authorities to include a statement within their Planning Enforcement Charter setting out how they monitor and record compliance with planning permission for major developments.

It is primarily the responsibility of the developer to ensure they are in compliance with the terms of a permission. Where permission has been granted subject to conditions which prohibit the commencement of development on site, Officers undertake to ensure that these conditions are complied with. Information relating to the compliance with conditions is recorded in the application file and is available to view via the planning portal. This approach is supported by the Council's existing monitoring frameworks for legal agreements and the implementation and delivery of major housing and commercial use sites.

Where further guidance relating to monitoring of major developments is brought in to force we will continue to review our processes and will update this statement as appropriate.

## Enforcement Service Priorities

The Development Plan provides the policy framework for development across the City of Edinburgh. Unauthorised development which raises significant issues of conflict with the development plan is unlikely to be supported by the Council and may be subject to enforcement action.

### Listed Buildings and Conservation Areas

The City of Edinburgh has a rich heritage with over nine thousand Listed Buildings and fifty designated Conservation Areas. The Old and New Towns are designated as a UNESCO World Heritage Site and are recognised for their contribution to European urban planning.

Planning enforcement has a responsibility in helping ensure that the character and appearance of land and buildings which contribute positively to the city’s heritage are preserved.

Priority will be given to remedying unauthorised works which:

- Have resulted in unacceptable impacts to Category A listed buildings and listed buildings within the World Heritage Site;
- Have significant adverse impacts to the character of a conservation area.

However, it is also important to recognise that a number of the City’s buildings have been altered and adapted over time and this may have already significantly compromised their character. This will be taken into account when considering the expediency and proportionality of any potential enforcement action.

A similar approach will be taken when considering the expediency and proportionality of any potential enforcement action in respect of unauthorised works within a conservation area.

## Short Term Lets

The Council recognises the impacts that short term commercial visitor accommodation, short term lets, can have on neighbourhood character and residential amenity.

Planning enforcement will continue to investigate and take action where unauthorised changes of use to short term lets would have a materially detrimental effect on the living conditions of nearby residents, or where there is unacceptable conflict with policies in the Local Development Plan. Enforcement action will have regard to any future designated control area and Planning Enforcement will work with other Council services to support the implementation of any related licensing scheme.

## Trees

It is an offence to carry out works to protected trees that results in their uprooting, felling, lopping or wilful destruction, without the prior consent of the planning authority. This includes trees that are subject to a Tree Preservation Order (TPO), and trees within a Conservation Area. Where protected trees have been removed or destroyed formal action can take the form of service of a Tree Replacement Notice requiring tree replacements. In certain cases, reports for offences in respect of trees may be submitted to the Procurator Fiscal and, if successful, can result in fines up to £20,000.

All enquiries relating to alleged unauthorised work on protected trees will be investigated as a matter of urgency.

## Residential Amenity

Where the Council is concerned that a breach of planning control may require immediate action to address serious material harm to residential amenity, this will be investigated as a matter of urgency.

## Investigation Process

### Registration of your enquiry

When an alleged breach of planning control is submitted, we check it to ensure that it includes all the detail required for a possible enforcement case to be investigated. This must include a full address for the location of the alleged breach (including number and flat position where possible), legitimate enquirer contact details, and a description of the alleged breach and any associated impacts or harm.

It may be necessary to request further information from you before we can register your enquiry. This might include copies of relevant photographs or a more detailed account of the alleged breach and its specific impacts on you.

**Where insufficient information is provided and where no significant concerns of material harm have been raised, it may not be possible to carry out a detailed investigation.**

**Where your enquiry concerns purely non-planning matters an investigation will not be opened however your enquiry will be passed to another relevant Council Service where appropriate.**

Service Standard: After preliminary checks, enforcement enquiries which have sufficient information will be registered within five working days of receipt and an acknowledgement will be sent to the enquirer.

### Initial Investigations

To ensure that we focus our resources on investigating and resolving alleged breaches which are resulting in obvious and significant material harm, cases will be allocated to reflect our service priorities.

In practice, this means that if your enquiry raises genuine planning matters, but the level of material harm is low and any associated impacts do not widely affect public amenity, your enquiry may only be progressed to a detailed investigation when there is sufficient capacity to do so, or, timescales to complete the investigation may be affected. This can include enquiries where the alleged breach:

- Is likely to benefit from permitted development,
- Involves very minor departures from approved plans, or
- Is not widely visible from common or public land.

Once an enforcement case has been set up, an Officer will carry out preliminary investigations and may undertake a site visit. The need and timescales for a site visit will depend on the nature and urgency of the alleged breach and the level of information provided by an enquirer.

Once initial investigations have been carried out, a proposed course of action will be decided as soon as possible. In some cases, a more detailed investigation is required to establish if a breach has occurred, and this can significantly lengthen the process involved in reaching a decision.

For detailed investigations and enquiries involving alleged harm to amenity it may be necessary for enquirers to actively contribute to evidence gathering procedures. This can include providing access to your property to carry out appropriate tests, providing written witness statements and participating in interviews. Failure to engage in this process may affect the ability of Officers to carry out a complete investigation.

Service Standard: You will receive an update within 20 working days of registration of your enforcement enquiry. For cases where no breach has been identified or the breach is minor and does not give rise to significant harm, we will aim at this stage to include notification if no further action is being taken and the case is to be closed.

## Actions and Outcomes

### Resolving Cases

Resolving cases involves two decisions – i) whether a breach of planning control has occurred, and ii) where a breach has occurred, whether it is expedient to take enforcement action. The decision to take formal action is at the discretion of the planning authority and is a matter of judgement.

**There are three possible outcomes when resolving cases; no further action, informal action and formal action.**

### No Further Action

Where, there is no breach, or a breach of planning control is identified which is not resulting in material harm and no remedial works are required, it would not be expedient to take any further action and the case will be closed. This can include:

- minor exceedances of permitted development rights
- minor departures from approved schemes
- occurrences where the outcome of any enforcement action would not result in a significant gain or benefit.

Service Standard: Where no further action is to be taken we will aim to close the enquiry no later than three months from the date the initial enquiry was registered.

### Informal Action

Where a breach of planning control requiring remedial action is identified, and where it is practicable to do so, the Council will seek to resolve the breach through negotiation. This can involve a request to carry out further works.

It can be difficult to predict timescales and progress can be delayed for a number of reasons.

For more substantial breaches of planning control where the unauthorised development is likely to be acceptable, but may require modification or control by conditions, it may be more appropriate to seek the submission of a planning application and there are provisions in the Planning Acts for the planning authority to require applications to be made in retrospect. In most cases, potential enforcement action is suspended until the application is determined.

The Council recognises that delays can be a source of frustration to those affected by potential breaches, particularly if they consider their amenity is affected. We will try to keep you informed at significant stages in the investigation process, such as when remedial works are agreed or when a planning application is submitted. To ensure efficient use of our resources, Officers may not be able to provide additional interim updates or respond to follow-up enquiries which do not raise new material concerns.

You will be informed once a final decision has been made and an investigation report will be produced to explain why the case is being closed or why formal action is recommended.

Service Standard: Where informal action is appropriate, we will seek to negotiate a suitable outcome to resolve the breach within 3 months from the date the enquiry is registered. (This may take up to 6 months for Short Stay Commercial Visitor Accommodation cases).

### Formal Action

Where unauthorised development is not acceptable, or it has not been possible to resolve the case through informal negotiation, formal action will be taken.

Service Standard: Where formal action is required, we will aim to serve the enforcement notice either within 3 months from the date the enquiry is registered, or within 1 month of the informal action stage where negotiation has not resolved the breach. (This may take up to 6 months for Short Stay Commercial Visitor Accommodation cases).

With only a few exceptions, the Chief Planning Officer has delegated authority to proceed with such action without referral to the Development Management Sub-Committee. Formal action is instigated by the service of a notice (see Types of Notice). These all include the following information:

- A description of the breach of control which has taken place;
- The steps which should be taken to remedy the breach;
- The timescales for taking these steps;
- The consequences of failure to comply with the notice; and
- Rights of appeal where appropriate.

Where a notice is appealed this will add to the timescale to resolve the breach. If an appeal is successful, the notice will not take effect and the Council may be limited in what further action can be taken. If a notice is not complied with, and it is expedient to do so, the Council may take further action to remedy the breach of planning control, including:

- Prosecution through the Courts;
- Carrying out works in ‘default’ of an Enforcement Notice. This means the Council may arrange for works to be carried out and then recover the cost of this work from the recipient of the notice. This is known as direct action.

If the recipient of an enforcement notice is found guilty of contravening the notice, a maximum fine of £20,000 may be imposed by the Courts. If the notice is still not complied with, a second prosecution may be sought with a recommendation that courts impose a ‘continuance fine’ which will

apply every day the notice is in breach.

When a notice has been complied with a closing report will be published on the Planning portal and the enquirer will be notified.

The planning authority has additional powers, including the use of interdicts, which complement the serving of notices. Further information is provided on pages 10 to 12 of this charter.

Service Standard: Where a breach of planning control has required informal or formal resolution an investigation report will be published explaining our decision.

### Appeals

In most cases, if an appeal is lodged against a notice, it is submitted to and considered by Scottish ministers. In almost all cases appeals are dealt with by Reporters from the Scottish Government’s Planning and Environmental Appeals Division (DPEA). There is no appeal against breach of condition notices however these may be challenged in court. There is no provision in planning legislation for enquirers to appeal the Council’s decision. Any challenge to that decision would be a legal matter.

Service Standard: We will inform the enquirer within 5 working days of receipt of an appeal against an enforcement notice served by the Council.

### Burden on Property

In some circumstances where a notice has not been complied with the Council may decide not to take any action and leave an extant enforcement notice as blight on land/property. This can lead to a delay if a house/land is to be sold and the sellers agents require these breaches to

be rectified for the sale to conclude. Where there are any outstanding financial implications registered against land/property that appear on a Councils Property Enquiry Certificate, all sums due to the Council will be deducted from the future sale of that land/property.

## Enforcement Register

Details of enforcement notices, breach of condition notices and stop notices are entered into an Enforcement Register, which forms part of the Planning Register. These are available at Waverley Court, 4 East Market Street, Edinburgh, EH8 8BG and on the Council’s website.

## Enforcement Legislation

Planning Enforcement powers are set out in Part VI of the Town and Country Planning (Scotland) Act 1997; in part VII, regulations 24 to 26A of the Town and Country Planning (Control of Advertisements)(Scotland) regulations 1984; and in Chapter IV of the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997. Government policy on planning enforcement is set out in Circular 10/2009: Planning Enforcement. The Planning Acts and this publication are available online

## Customer Care

[The Planning Customer Charter](#) sets out the standards that customers should expect in their dealings with the service. The service is committed to providing high quality customer care and suggestions on how we could improve the service are welcomed.

We are also committed to dealing fairly, honestly and promptly with any concerns. However, if there has been a service failure, we want to hear from you.

We will consider all complaints made about the way in which your enquiry was dealt with however, disagreement with a decision of the Council will not in itself be a ground for complaint.

The quickest way to sort things out is to talk to the officer concerned. However if you are still dissatisfied, you can use Council’s online [Complaints Form](#) to receive a formal response. If, after you have gone through our complaints process you still feel aggrieved, you have the right to take the complaint to the Scottish Public Services Ombudsman (SPSO). The power of the SPSO does not extend to the amendment of planning enforcement decisions – the function of the SPSO in planning cases is to judge whether Councils have fulfilled their duties reasonably.

## Types of Notice

### Breach of Condition Notice

Makes provision for enforcing the conditions to which any planning permission is subject. It is effective on the date of service. It may be used as an alternative to an enforcement notice (see below) and is served on any person carrying out the development and/or any person having control of the land. There is no right of appeal against this notice. Those receiving the notice may make representations to the planning authority if they believe the notice to be unreasonable. Summary prosecution in Court is available for contravening a breach of condition notice.

### Enforcement Notice

This notice is generally used to deal with unauthorised development but can also be used for a breach of planning conditions. There are similar notices and powers to deal with listed buildings (see below), and advertisements. An Enforcement Notice will specify a time period to take effect (usually a minimum of 28 days); and will specify what steps must be taken to remedy the breach and the period by which these steps must be completed. There is a right of appeal against an Enforcement Notice, and the terms of the notice are suspended until a decision is reached on the appeal to the Scottish Ministers. **Failure to comply with the terms of an Enforcement Notice within the time specified is an offence and may lead to the imposition of a fine in the Sheriff Court.**

### Fixed Penalty Notices

Where an Enforcement Notice (or Breach of Condition Notice) has been served and has not been complied with, the Council can serve a Fixed Penalty Notice (FPN) on the recipient of the notice. The fine is £2000 for an FPN relating to a planning Enforcement Notice and £300 in respect of failure to comply with a Breach of Condition Notice. There is no right of

appeal against these notices, although timeous payment prevents the council from reporting the noncompliance with the original notice to the Procurator Fiscal.

### Listed Building Enforcement Notice

This must be served on the current owner, lessee, occupier and on anyone else with an interest in the property, and the procedures involved are similar to those outlined above. The notice must specify the steps to be taken to remedy the breach and specify a final date for compliance. If the current owner fails to meet the terms of the notice by the date specified, they are guilty of an offence. There is the right of appeal to Scottish Ministers against the notice. Breaches of listed building controls are a serious matter. It is a criminal offence to undertake unauthorised works to demolish, significantly alter or extend a listed building, and this could, in certain circumstances, lead to either an unlimited fine or imprisonment.

### Stop Notice

This is only used in particularly urgent or serious cases where unauthorised activity must be stopped. This is usually where there are implications for public safety or a significant impact on public amenity. A Stop Notice is served with an Enforcement Notice. A Stop Notice cannot prohibit the use of a building as a dwellinghouse or prohibit the carrying out of any activity if the activity has been carried out for a period of more than four years. If a Stop Notice is served without due cause, or a subsequent appeal against a parallel Enforcement Notice is sustained, the Council may be open to claims for compensation. The use of Stop Notices therefore needs to be carefully assessed by the Council. There is no right of appeal against a Stop Notice, and failure to comply with its terms is an offence.

### Temporary Stop Notices

In certain cases where a breach of planning control is considered to have a

severe impact on amenity, a Temporary Stop Notice can be served. These do not require to be accompanied by an Enforcement Notice and last for a maximum of 28 days.

### Notice Requiring Application for Planning Permission for Development Already Carried out

Where the planning authority considers that a development which does not have planning permission may be acceptable (i.e. they consider that it might be granted planning permission) they may issue a notice requiring the landowner or developer to submit a retrospective planning application. This application will be considered on its planning merits and handled in the same way as any other planning application. Issuing such a notice does **not** guarantee that permission will be granted; the planning authority may, on consideration of the application, decide instead to refuse permission, or to grant permission subject to conditions or alterations to make the development acceptable.

## Other Powers

### Planning Contravention Notice

Used to obtain information about activities on land where a breach of planning control is suspected. It is served on the owner or occupier of the land in question; on a person with any other interest in the land; or on a person who is using or carrying out operations on the land. Those who receive a Planning Contravention Notice are required to provide specified information about operations being carried out on the land or relating to conditions or limitations which apply to any planning permission granted in respect of the land. Supplementary information or representations on the matters raised in the notice may also be requested. Failure to comply with the notice within 21 days of it being served is an offence and can lead to a fine in the Courts.

### Notice under Section 272 (of the Town and Country Planning (Scotland) Act 1997)

Provides limited powers which enable information to be obtained regarding interests in the land, and the use of the land. Failure to provide the information required is an offence.

### Notice under Section 179 (of the Town and Country Planning (Scotland) Act 1997)

Provides planning authorities with the power to serve a notice on the owner, lessee or occupier of land, the condition of which is adversely affecting the amenity of the area. The notice, which is also known as an 'Amenity Notice' sets out the steps to be taken to decrease the adverse effect of the condition of the land within a specified period.

### Interdict and Interim Interdict

Used to stop or prevent a breach of planning control. Such applications are considered by the courts. Before initiating proceedings, the planning authority will need to assess the likely outcome and the risk of incurring wasted expenditure.

### Power to Enter Land

The Council has powers to enter land to find out if there has been a breach of planning control, to check whether there has been compliance with a formal notice, or to check whether a breach has been satisfactorily resolved. This power applies to *any* land and may involve officials entering land owned by neighbours adjacent to the site of the breach or alleged breach.

### Direct Action

Failure to comply with the terms of an enforcement notice within the time specified can result in the Council carrying out the specified work. The Council may recover any costs it incurs from the landowner.

### Removal and Obliteration of Placards and Posters

The Council has powers to remove or obliterate placards and posters that do not have express or deemed advertisement consent. If the person who put up the poster can be identified, they have to be given at least two days' notice that the Council intends to take the poster down. If they cannot be readily identified, then the advert can be removed immediately.

Council officials can enter unoccupied land, if necessary, to remove an advertisement. However, they have no powers to remove advertisements displayed within a building to which there is no public access.

## Contact Details

Planning Helpdesk (Monday - Friday 9am-1pm)  
Waverley Court  
4 East Market Street  
Edinburgh EH8 8BG

Telephone: 0131 529 3550

Email: [planning@edinburgh.gov.uk](mailto:planning@edinburgh.gov.uk)

Report a possible breach of planning control at  
[www.edinburgh.gov.uk/planningenforcement](http://www.edinburgh.gov.uk/planningenforcement)



HAPPY TO TRANSLATE

ترجمہ کے لئے حاضر! آئیے آپ کے لئے سہولتیں فراہم کرتے ہیں  
يسعدنا توفير الترجمة MOZEMY PRZETŁUMACZYĆ 很乐意翻译

The City of Edinburgh Council  
Directorate of Place  
December 2021

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# Planning Committee

2.00pm, Wednesday, 1 December 2021

## Old and New Towns of Edinburgh World Heritage Site Management Plan Review

Executive/routine Wards Council Commitments	Executive City Centre <a href="#">15</a>
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### 1. Recommendations

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- 1.1 It is recommended that Committee:
  - 1.1.1 Notes the content of this report in the context of ~~the means~~ of protecting the Old and New Towns of Edinburgh World Heritage Site (ONTE WHS) through the planning system and the review process for the current Management Plan; and
  - 1.1.2 Agrees the proposed timescale for producing a new Management Plan for 2023.

**Paul Lawrence**

Executive Director of Place

Contact: Jenny Bruce, World Heritage Site Co-ordinator, Sustainable Development, Place

E-mail: [jenny.bruce@edinburgh.gov.uk](mailto:jenny.bruce@edinburgh.gov.uk) | Tel: 0131 529 3510

## Old and New Towns of Edinburgh World Heritage Site Management Plan Review

### 2. Executive Summary

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- 2.1 On [11 December 2017](#), the Committee approved the current Management Plan for the Old and New Towns of Edinburgh (ONTE) World Heritage Site (WHS) for 2017-2022. On [19 May 2021](#), the Committee noted a Business Bulletin update on the ONTE WHS Management Plan. This report presents the programme for the revision of the current Plan with a view to producing a new Plan for 2023.

### 3. Background

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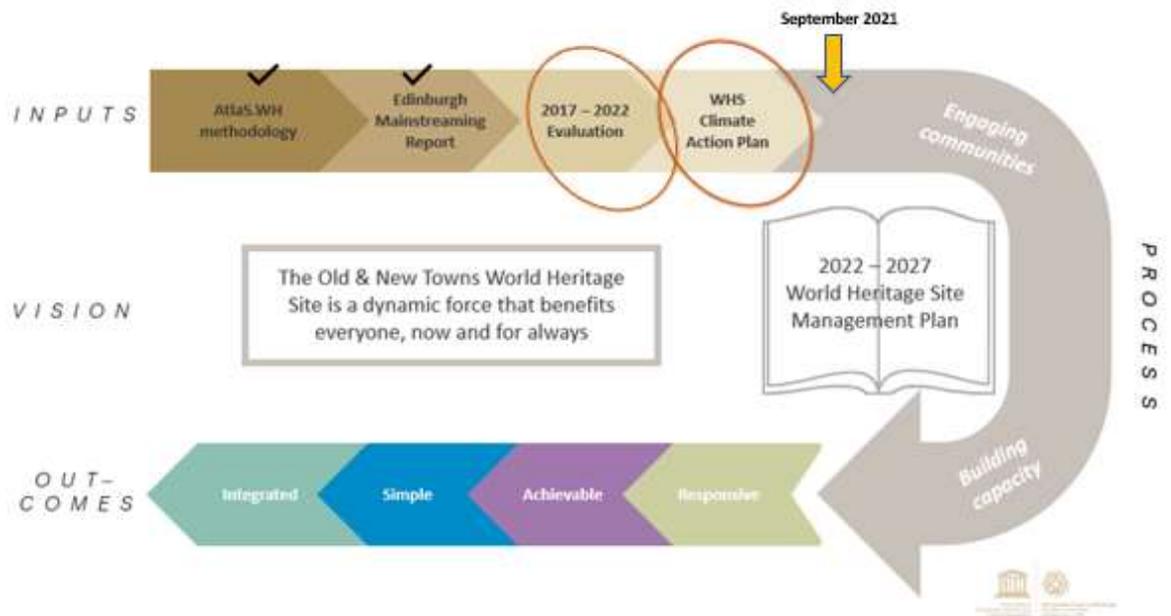
- 3.1 The ONTE WHS was inscribed to the United Nations Educational, Scientific and Cultural Organisation's (UNESCO's) list of World Heritage Sites in December 1995. The site is made up of two distinct areas: the Old Town, dominated by Edinburgh Castle, and the neoclassical New Town, whose development from the 18<sup>th</sup> century onwards had a far-reaching influence on European urban planning. The harmonious juxtaposition of these two contrasting historic areas, each with many important buildings, is what gives the city its unique character.
- 3.2 ONTE WHS covers approximately 4.5 square kilometres of the city centre. It takes in the Old Town Conservation Area and the New Town Conservation Area and includes parts of five others. It encompasses many institutions of national significance including the Scottish Parliament, the courts, the galleries and the University of Edinburgh. It has retained its historic urban form and character to a remarkable extent and contains a wealth of buildings listed for their architectural and historic interest, including the highest concentration of Category A listed buildings in Scotland.
- 3.3 Outstanding Universal Value (OUV) means cultural and/or natural significance which is so exceptional as to transcend national boundaries and to be of common importance for present and future generations of all humanity. As such, the permanent protection of this heritage is of the highest importance to the international community. It is established at the time of inscription in the nomination document and explained in a Statement of OUV (SOUV) (Appendix 1). The SOUV can be supported by an explanation of specific 'attributes', which identify those elements of a site which 'carry' its OUV. These can be physical attributes or intangible attributes.

- 3.4 There are 1,154 sites worldwide with WHS status, 33 in the UK and six in Scotland. The UK Government, as signatory to the World Heritage (WH) Convention, is committed to ensuring the protection and sustainable management of the OUV of its WHSs. For the purposes of the Convention, the UK Government (through the Department for Digital, Culture, Media and Sport – DCMS) is the ‘State Party’ but the Scottish Government (Culture and Historic Environment Division – CHED) advises DCMS for Scottish sites/ matters.
- 3.5 Historic Environment Scotland (HES) has specific obligations as the lead body for the historic environment for Scotland plus UNESCO requirements for WH delivered by HES on behalf of the UK State Party at CHED’s behest.
- 3.6 The City of Edinburgh Council takes the lead role in the coordination and management of the ONTE WHS - the coordination is grant funded by HES. HES and Edinburgh World Heritage (EWH) are management partners and support the delivery of the WHS Management Plan and as consultees in the planning process on issues relating to OUV (HES is a statutory consultee).

## 4. Main report

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- 4.1 It is a UNESCO requirement to have an up-to-date management system in place, which usually takes the form of a Management Plan. The production of the ONTE WHS Management Plan is the duty of those responsible for the positive management of the WHS – principally the Council, HES, and EWH. It is overseen by a Steering Group that is made up of these organisations.
- 4.2 The purpose of any management plan is to provide a framework for the preservation and enhancement of the Site’s OUV, as accepted by UNESCO at nomination.
- 4.3 The current ONTE WHS [Management Plan 2017-22](#) sets out what is significant about the WHS as a basis for understanding its important qualities, in order to determine the action necessary to protect and manage it. It includes long-term goals and short-term actions to preserve the Site, advocates existing protective policies, aims to influence day-to-day management issues, provides supporting information on managing the opportunities and threats facing the Site and provides a framework to monitor the condition of the built environment.
- 4.4 The current Management Plan runs until the end of 2022 and its review is currently underway. A series of partnership projects, including one in partnership with four other European World Heritage Cities (Porto, Bordeaux, Florence, Santiago de Compostela), and another looking at how to mainstream WH within the broader management of the Council, are feeding into the review. An evaluation of the current plan and two climate risk assessment projects (Climate Vulnerability Index – CVI, and Climate Change Risk Assessment – CCRA) will also inform the Plan.



### Engagement Strategy

- 4.5 National Lottery Heritage Fund (NLHF) funding secured by EWH is supporting the engagement strategy for the Management Plan review. The objective is to deliver a comprehensive and inclusive programme of engagement to support the development of the Plan. A full set of information concerning the threats and opportunities facing the WHS from a representative cross section of residents, businesses, visitors, heritage experts and other stakeholders will be gathered. There is a particular focus on gathering information from a diverse selection of individuals and communities who might not normally participate in heritage activities and public consultations. This will inform the main issues to be taken forward in the draft plan.
- 4.6 Focus groups were held in September 2021 as the start of the engagement strategy (with additional funding support from HES). This will be followed by 'expert' stakeholder workshops, community workshops and an on-line public consultation.
- 4.7 Four focus groups were led by market research consultants, who recruited participants from a diverse audience across the city. Each group had five/six participants.
- 4.8 The aim of the group discussions was to determine what the WHS means to local communities, what they think about the Site and how it is managed, providing insight into residents' views on which elements of the management of the Site work well and which do not, potential areas where heritage could touch their lives and what the new Plan should focus on. The results are yet to be published.

## 4.9 Old and New Towns of Edinburgh Management Plan 2023-28: Engagement Plan

Tools	Participants	Output	Approx. Timing
1. Professionally recruited Focus Group Discussions (new)	Representative panels of residents across the city	Qualitative information on key threats and opportunities	September
2. Self-selecting on-line consultation	Random, but with efforts to limit to Edinburgh businesses and residents. May include placemaking 'wheel' to foster comparison to 2017/22 plan	Semi-quantitative information on threats and opportunities	December
3. Community workshops (new)	Targeted across Edinburgh's communities from both within and outwith the World Heritage Site	Qualitative evaluation of specific community concerns	November – December
4. Expert workshops	Targeted across key stakeholder groups engaged in different areas of City management (e.g. housing, tourism, transport, climate response etc.)	Expert views from a range of different perspectives on threats and opportunities	November - December
5. Social Media listening exercise (new)	Targeted users of Social Media	Real-time digital expressions of opinion on threats and opportunities	End November
6. Face-to-face discussions at high-footfall Edinburgh events	Targeted communities who participate in these events (e.g. Meadows Festival)	Semi-quantitative information on threats and opportunities	TBC

## 5. Next Steps

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- 5.1 Once stakeholder engagement is complete a draft Management Plan will be produced for public consultation.

## 5. Financial impact

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- 6.1 There are no immediate financial implications for the Council arising from this report as costs are being covered by third party funding and within existing resources.
- 6.2 The format for the finished Management Plan is not yet agreed. The current Plan can be viewed online, although there is a small stock of printed copies. Demand for printed copies is low, however they remain useful for events and advocacy.

## 6. Stakeholder/Community Impact

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- 6.1 The proposed engagement strategy has been designed to capture views on management issues within the World Heritage Site, and to encourage comments that will add depth and insight to the focus of the next Management Plan.

## **7. Background reading/external references**

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7.1 [Atlas World Heritage Project](#)

7.2 [Climate Vulnerability Index – implementation in an urban setting: blog](#)

## **8. Appendices**

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8.1 Appendix 1 – Statement of Outstanding Universal Value of the World Heritage Site.

## **Statement of Outstanding Universal Value of the World Heritage Site: Brief synthesis**

The remarkable juxtaposition of two clearly articulated urban planning phenomena. The contrast between the organic medieval Old Town and the planned Georgian New Town of Edinburgh, Scotland, provides a clarity of urban structure unrivalled in Europe. The juxtaposition of these two distinctive townscapes, each of exceptional historic and architectural interest, which are linked across the landscape divide, the "great arena" of Sir Walter Scott's Waverley Valley, by the urban viaduct, North Bridge, and by the Mound, creates the outstanding urban landscape.

The Old Town stretches along a high ridge from the Castle on its dramatically situated rock down to the Palace of Holyrood. Its form reflects the burgh plots of the Canongate, founded as an "abbatial burgh" dependent on the Abbey of Holyrood, and the national tradition of building tall on the narrow "tofts" or plots separated by lanes or "closes" which created some of the world's tallest buildings of their age, the dramatic, robust, and distinctive tenement buildings. It contains many 16th and 17th century merchants' and nobles' houses such as the early 17th century restored mansion house of Gladstone's Land which rises to six storeys and important early public buildings such as the Canongate Tolbooth and St Giles Cathedral. The Old Town is characterized by the survival of the little-altered medieval "fishbone" street pattern of narrow closes, wynds, and courts leading off the spine formed by the High Street, the broadest, longest street in the Old Town, with a sense of enclosed space derived from its width, the height of the buildings lining it, and the small scale of any breaks between them.

The New Town, constructed between 1767 and 1890 as a collection of seven new towns on the glacial plain to the north of the Old Town, is framed and articulated by an uncommonly high concentration of planned ensembles of ashlar-faced, world-class, neo-classical buildings, associated with renowned architects, including John and Robert Adam (1728-92), Sir William Chambers (1723-96), and William Playfair (1790- 1857). Contained and integrated with the townscape are gardens, designed to take full advantage of the topography, while forming an extensive system of private and public open spaces. The New Town is integrated with large green spaces. It covers a very large area of 3,288 ha, is consistent to an unrivalled degree, and survives virtually intact. Some of the finest public and commercial monuments of the New-classical revival in Europe survive in the city, reflecting its continuing status as the capital of Scotland since 1437, and a major centre of thought and learning in the 18th century Age of Enlightenment, with its close cultural and political links with mainland Europe.

The successive planned extensions from the first New Town, and the high quality of the architecture, set standards for Scotland and beyond, and exerted a major influence on the development of urban architecture and town planning throughout Europe. The dramatic topography of the Old Town combined with the planned alignments of key buildings in both the Old and the New Town, results in spectacular

views and panoramas and an iconic skyline. The renewal and revival of the Old Town in the late 19th century, and the adaptation of the distinctive Baronial style of building for use in an urban environment, influenced the development of conservation policies for urban environments.

Criterion (ii): The successive planned extensions of the New Town, and the high quality of its architecture, set standards for Scotland and beyond, and exerted a major influence on the development of urban architecture and town planning throughout Europe, in the 18th and 19th centuries.

Criterion (iv): The Old and New Towns together form a dramatic reflection of significant changes in European urban planning, from the inward looking, defensive walled medieval city of royal palaces, abbeys and organically developed burgh plots in the Old Town, through the expansive formal Enlightenment planning of the 18th and 19th centuries in the New Town, to the 19th century rediscovery and revival of the Old Town with its adaptation of a distinctive Baronial style of architecture in an urban setting.

### **Integrity**

The property encompasses significant town-planning components, including layout, buildings, open spaces and views, that demonstrate the distinctiveness between the organic growth of the Old Town and the planned terraces and squares of the New Town with the wide landscaped valley between. Overall the property forms a remarkably consistent and coherent entity which has developed and adapted over time. It has largely preserved its skyline and extensive views in and out of the property, although as with any modern, living city these have altered and developed over time, while preserving the key attributes of Outstanding Universal Value within the property. The vulnerability of the skyline and the views in and out of the property has been addressed by the introduction of a Skyline Policy.

### **Authenticity**

The level of authenticity in Edinburgh is high. Individually the high-quality buildings of all dates have been conserved to a high standard and the layout of streets and squares maintain their intactness. The property also continues to retain its historic role as the administrative and cultural capital of Scotland, while remaining a vibrant economic centre.

# Planning Committee

**2.00pm, Wednesday, 1 December 2021**

## SESplan Budget, Closing Accounts and Cessation

Executive/routine Wards Council Commitments	Executive All <a href="#">4</a>
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### 1. Recommendations

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- 1.1 It is recommended that Planning Committee:
- 1.1.1 Notes that the responsibilities for regional spatial planning have transferred from the SESplan Joint Committee to the City Region Deal Elected Member Oversight Committee;
  - 1.1.2 Agrees that there be no further meetings of the SESplan Joint Committee and that its Constitution be amended, removing the requirement to meet twice annually;
  - 1.1.3 Agrees the SESplan final accounts and return of the remaining balances to the six SESplan Local Authorities;
  - 1.1.4 Agrees that the remaining SESplan funding balance be used to support regional spatial strategy work by the appointment of a planning officer, on a part time basis for a fixed period, as a strategic planning resource within the City Region Deal Programme Management Office (PMO); and
  - 1.1.5 Notes that the SESplan Project Board (officer working group) shall be renamed the Strategic Planning Advisory Group, with its Chair becoming a member of the City Region Deal Directors Group.

**Paul Lawrence**

Executive Director of Place

Contact: Iain McFarlane, Programme Director City Plan

E-mail: [iain.mcfarlane@edinburgh.gov.uk](mailto:iain.mcfarlane@edinburgh.gov.uk) | Tel: 0131 529 2419

## SESplan Budget, Closing Accounts and Cessation

### 2. Executive Summary

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- 2.1 This report seeks ratification of the SESplan Joint Committee decisions from its meeting of 4 October 2021, relating to the finalisation of its budget and formal cessation of meetings of the Committee. The report also updates Committee on the new arrangements for spatial planning in Edinburgh and the South East of Scotland as previously considered by the Committee at its meetings of [2 October 2019](#) and [26 February 2020](#).
- 2.2 The SESplan Joint Committee considered two reports at its meeting on 4 October relating to:
- 2.2.1 The transfer of regional spatial planning responsibilities and cessation of SESplan, and
- 2.2.2 Final accounts, audit report and closing financial statement.
- 2.3 The reports are attached as Appendix 1 and set out the background to the changing arrangements for spatial planning in the South East of Scotland as a consequence of the legislative change being introduced by the Planning (Scotland) Act 2019. The recommendations of both reports were agreed unanimously.
- 2.4 This report is brought to Committee to note the changes and ratify those decisions.

### 3. Background

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- 3.1 SESplan is the Strategic Development Planning Authority for South East Scotland, a partnership of the six member authorities of Edinburgh, East Lothian, Midlothian, Fife, Scottish Borders and West Lothian.
- 3.2 SESplan operates through the SESplan Board, Joint Committee and a virtual team across the constituent authorities, working together on strategic development planning matters with a requirement to prepare and maintain an up to date Strategic Development Plan (SDP) for the South East Scotland area. 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.
- 3.3 The Planning Scotland Act 2019 removes the requirement to prepare strategic development plans and requires the preparation of Regional Spatial Strategies.

However, SESplan remains a legal entity until National Planning Framework 4 (NPF4) comes into force.

## **4. Main report**

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- 4.1 The Joint Committee report (Appendix 1) outlines the series of transitional arrangements that have been put in place to manage spatial planning for the south east of Scotland moving forward. This has involved integrating spatial planning into the Edinburgh & South East Scotland City Region Deal (ESES CRD) governance framework. An Elected Member Oversight Committee (EMOC) under the City Deal Joint Committee has been formed that has oversight and scrutiny of the Regional Prosperity Framework, the Regional Spatial Strategy and the work of the SESplan Project Board (now retitled as the Spatial Planning Advisory Group). It is proposed that the chair of this group will now sit on the Directors Group of the City Region Deal.
- 4.2 In view of these changes, the SESplan Joint Committee agreed that there was no longer any practicable reason or statutory imperative for it to continue to meet. As the constitution of SESplan requires that the Joint Committee meet at least twice a year, it was agreed that this should be formally amended to remove the requirement to meet. This decision now needs ratification by each of the member authorities.
- 4.3 The Joint Committee also agreed to finalise its accounts and return the remaining budget to each of the member authorities with the proviso that a total of £66,000 (£11,000 for each authority) is utilised for the creation of a part time post to provide a strategic planning capability within the City Region Deal Programme Management Office (PMO). This acknowledges that there remains a requirement for a significant amount of strategic planning input into national, regional and local economic development and planning policy development and implementation.

## **5. Next Steps**

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- 5.1 Subject to Committee ratification, and ratification by all of the member local authorities, the necessary steps will be taken in terms of financial, administrative and recruitment matters.

## **6. Financial impact**

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- 6.1 The changes to strategic planning arrangements will have a neutral financial impact due to the use of existing SESplan funds.

## **7. Stakeholder/Community Impact**

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- 7.1 The report has not been the subject of consultation.

7.2 This report has no relevance to equality, no impact on the economy and no impact on the environment. No integrated impact assessment is required.

## **8. Background reading/external references**

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8.4 [SESplan Scheme of Delegation](#)

## **9 Appendices**

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9.1 Appendix 1 – SESplan Joint Committee Papers meeting of 4 October 2021.

BUSINESS		FOR
1.	Apologies for Absence and Substitutions	-
2.	Order of Business and Any Urgent Matters	-
3.	Declarations of Interest	-
4.	Minutes of the SESplan Joint Committee 28th June 2021	DECISION
5.	Matters Arising	-
6.	Transfer of Regional Spatial Planning Responsibilities and Cessation of SESplan	DECISION
7.	Final Accounts, Audit Report and Closing Financial Statement	DECISION
8.	AOCB	-
9.	Close	-

**NOTE:–** Members are reminded that, if they have a pecuniary or non-pecuniary interest in any item of business coming before the meeting, that interest should be declared prior to commencement of discussion on that item. Such declaration will be recorded in the Minute of the Meeting.

## Membership of Committee

**City of Edinburgh Council** – Cllr M Child and Cllr N Gardiner

**East Lothian Council** – Cllr J Goodfellow and Cllr N Hampshire (Vice Convener)

**Fife Council** – Cllr J Beare and Cllr A Craik

**Midlothian Council** – Cllr R Imrie (Convener) and Cllr P Smail

**Scottish Borders Council** – Cllr S Bell and Cllr S Mountford

**West Lothian Council** – Cllr D McGuire and Cllr C Muldoon

Please direct any enquiries to Mike Broadway, Clerk to the SESplan Joint Committee,

Telephone 0131 271 3160, Email - [mike.broadway@midlothian.gov.uk](mailto:mike.broadway@midlothian.gov.uk)



**MINUTE of MEETING of the SESplan JOINT COMMITTEE**

held via Microsoft Teams

on Monday, 28 June 2021 at 2.00 p.m.

**Present:** Councillor Russell Imrie, Midlothian Council (Convener)  
Councillor Norman Hampshire, East Lothian Council (Vice Convener)  
Councillor Maureen Child, City of Edinburgh Council  
Councillor Neil Gardiner, City of Edinburgh Council  
Councillor Jim Goodfellow, East Lothian Council  
Councillor Altany Craik, Fife Council  
Councillor Peter Smaill, Midlothian Council  
Councillor Stuart Bell, Scottish Borders Council  
Councillor Simon Mountford, Scottish Borders Council

**Apologies:** Councillor John Beare, Fife Council  
Councillor Cathy Muldoon, West Lothian Council  
Councillor Dom McGuire, West Lothian Council

**In Attendance:** Peter Arnsdorf, Midlothian Council  
Robin Edgar, East Lothian Council  
Iain McFarlane, City of Edinburgh Council  
Pam Ewen, Fife Council  
Ian Aikman, Scottish Borders Council  
Craig McCorriston, West Lothian Council  
Alison Clyne, Audit Scotland  
Zoe Headridge, Audit Scotland  
Mike Broadway, Midlothian Council (Clerk)  
Janet Ritchie, Midlothian Council

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1. **ORDER OF BUSINESS AND ANY URGENT MATTERS**

The Convener confirmed that he was not aware of any urgent business and that the order of business was as per the agenda.

2. **DECLARATIONS OF INTEREST**

None.

3. **MINUTES OF THE PREVIOUS MEETING HELD ON 29<sup>th</sup> OCTOBER, 2020**

The minute of meeting of 29<sup>th</sup> October 2020 had been circulated.

DECISION

The Committee APPROVED the minute as a correct record.

4. **MATTERS ARISING**

With reference to Item No 5 - Audited Accounts 2019/20 and 2019/2020 Annual Audit Report of the minutes, it was NOTED that a briefing note providing a breakdown of the current audit fee had been provided to Members by the Auditors.

5. **UNAUDITED ACCOUNTS 2020/21 AND ANNUAL AUDIT PLAN 2020/21**

There had been circulated a report by Robin Edgar, East Lothian Council presenting the SESplan Unaudited Accounts 2020/2021 and the Annual Audit Plan 2020/2021 for the Joint Committee's consideration and approval.

Having heard from both Robin Edgar and Alison Clyne, who responded to Members questions and comment, the Joint Committee in considered the Unaudited Accounts 2020/21 and the Annual Audit Plan 2020/2021, discussed, in view of the changing legislative position as a result of the new Planning Act, the future role of the Joint Committee and also the likely impact that the Edinburgh and South East Scotland City Region Deal would have on the future working arrangement and how these changes would be supported and financed, given the financial pressures currently being experienced by local government. It was suggested that these and other related issues would be best addressed by way of a further report from Officers.

DECISION

After further discussion, the Joint Committee AGREED –

1. to APPROVE the Unaudited Accounts 2020/2021 attached as Appendix 1 to the report; and
2. to APPROVE the Annual Audit Plan 2020/21, attached as Appendix 2 to the report
3. to SEEK a further report detailing the future working and governance arrangements.

6. **AOCB**

None.

The meeting concluded at 2.20 p.m.

## ITEM 6 – TRANSFER OF REGIONAL SPATIAL PLANNING RESPONSIBILITIES AND CESSATION OF SESPLAN

Report by: Peter Arnsdorf, Planning, Sustainable Growth and Investment Manager, Midlothian Council

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### Purpose of the Report

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The purpose of this report is to:

- Update the SESplan Joint Committee on the proposals for the delivery of the strategic planning functions and responsibilities in the city region area;
- to set out how that integration is expected to provide support to the City Region Deal Board, Executive, Elected Member Oversight Committee and the City Region Deal Joint Committee; and
- To bring SESplan to cessation.

### Recommendations

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It is recommended that the SESplan Joint Committee:

- (a) Note that, following agreement by each of the partner authorities, Regional Spatial Planning responsibilities have transferred from the SESplan Joint Committee to the City Deal Elected Member Oversight Committee;
- (b) Agree that there shall be no further meetings of the SESplan Joint Committee;
- (c) Agree that each member authority report to its Council with a recommendation to amend the constitution removing the requirement for the SESplan Joint Committee to meet twice annually;
- (d) Note that notwithstanding the removal of the need for Strategic Development Planning Authorities there remains a requirement for a significant amount of strategic planning input into national, regional

and local economic development and planning policy development and implementation and therefore agree that to support this work SESplan should recommend to each partner authority that part of the remaining SESplan funding balance should be used to appoint a planning officer, on a part-time, time limited basis, to provide a strategic planning capability within the City Region Deal Programme Management Office (PMO); and

- (e) Note that the existing SESplan Project Board should be renamed the Strategic Planning Advisory Group [or similar] with the chair of that group becoming a member of the City Region Deal Directors Group.

## Resource Implications

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SESplan currently has no permanent staff. The remaining responsibilities of the organisation are carried out by a part-time secondment from East Lothian Council with the SESplan Board overseeing responsibilities. The Board comprises the Chief Planning Officer from each of the six SESplan member authorities. The Board is chaired on a rotational basis and the responsibility currently sits with Midlothian Council until 31 December 2021 (thereafter it will pass to East Lothian Council).

Other members of staff from each of the six member authorities support the seconded staff and the Board but recent experience has suggested that this arrangement is becoming ineffective.

An outstanding balance remains in the SESplan account and there is no identified need for this funding. As a consequence, it is important to provide clarity on the use of this funding with an expectation that it is returned to the parent authorities in this financial year – this is addressed in the audit/budget report also on the Committee agenda.

Given this position, together with likely on-going needs for a strategic planning input in the short to medium term, as set out in this report, it is recommended that £66,000, £11,000 per authority (in the audit/budget report also on the Committee agenda) of this residual funding is used to employ a part time planning officer to provide a strategic planning capability in the City Region Deal Programme Management Office (PMO). This funding would allow the appointment of a Strategic Planner, on a part time basis, for approximately three years which should be sufficient time to complete all of the likely tasks identified.

The need for the post beyond the three year period could be reviewed at the time but recognising that any extension would have to be funded at that stage. The post will be incorporated within the PMO structure and will report to the Programme Manager.

Subject to agreement a job description for the post would have to be established and the post graded by the employing authority (City of Edinburgh Council). The main responsibilities of the post are suggested as follows:

- To act as lead officer and advisor on strategic planning and related matters to the Elected Member Oversight Committee (EMOC) and City Region Deal Joint Committee.
- To act as expert advisor to the Strategic Planning Advisory Group, City Region Deal Programme Management Office, City Region Deal Directors, City Region Deal Executive on strategic planning and related matters.
- To ensure that the strategic planning implications arising from the City Region Deal's aspirations for economic prosperity in the region are effectively represented in responses to consultations on national policy development.
- To advocate for appropriate and effective strategic planning policy including during the implementation of that policy.
- To liaise with the six local authorities and other City Region Deal partners impacted by planning policy to ensure, as far as is possible, alignment of strategic planning inputs to consultations from all partners.
- To liaise with the six local authorities to ensure, as far as is possible, that emerging local development plans reflect the City Region Deal's economic prosperity framework.
- To ensure that the development of the spatial strategy for the city region area aligns with other policy development including economic development, transportation, housing.
- To effectively manage the data assets of SESplan to ensure that they remain available as public records to for use in future policy development.
- If necessary (see the section on winding-up of SESplan) acting as Strategic Development Plan Manager until that legislative requirement is removed.

It is proposed (in the audit/budget report also on the Committee agenda) that the balance of the remaining SESplan funding is refunded to constituent authorities on a pro-rata basis this financial year. It should be noted that it is unlikely that any of the residual funding could be transferred to the City Region Deal without the express consent of each of the six member authorities as that funding was secured for a specific purpose.

## **Legal and Risk Implications**

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The legal implications of this report have been scrutinised by Scottish Borders Council's Chief Legal Officer.

## **Policy and Impact Assessment**

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No separate impact assessment is required.

### **1. Background**

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- 1.1 The setting up of Strategic Development Planning Authorities (SDPAs) was a requirement established in the Planning etc (Scotland) Act 2006. The principal requirement of SDPAs was to prepare a Strategic Development Plan for their geographical area. The 2006 Act was not prescriptive about arrangement to be put in place requiring only that a decision making body be established and manager appointed.
- 1.2 In response to this requirement SESplan was established and a manager appointed. In addition to the manager a small team of planning professionals was appointed to progress preparation of the first Strategic Development Plan (SDP) covering the geographical areas of City of Edinburgh, East Lothian, Midlothian, Scottish Borders, West Lothian and the southern part of the Fife Council (the six SESplan member authorities). The first SDP was adopted on 27 June 2013.
- 1.3 A replacement SDP was subsequently prepared and presented for approval to the Scottish Ministers in June 2017. However, Ministers declined to allow the adoption of the plan. Given the impending removal of the need for SDPs it was decided not to amend the submitted SDP and to focus attention on the forth coming review of the National Planning Framework which, in future, will incorporate the strategic planning policy framework previously provided by SDPs and Scottish Planning Policy.

- 1.4 The Planning (Scotland) Act 2019 now removes the need for the preparation of Strategic Development Plans for Scotland’s city regions with strategic planning matters now being set out in the National Planning Framework.
- 1.5 In response to this changing legislative requirement the six constituent local authorities in the Edinburgh City Region agreed in September 2019 that strategic planning roles and responsibilities should be amalgamated within the framework of the Edinburgh and South East Scotland City Region Deal.
- 1.6 While each of the six partner authorities agreed to this approach going forward there was some concern about the ‘watering down’ of the strategic planning function. Given these discussions it was agreed that a sub-committee’ sitting under the Edinburgh and South East Scotland City Region Deal Joint Committee (ESESCRDJC) should be established to consider strategic planning matters in the context of the City Region Deal.
- 1.7 The original Standing Orders and Minute of Agreement for ESESCRDJC, as agreed in November 2018, did not include a specific reference to strategic planning matters. Therefore, an amendment to the Minute of Agreement was required. The Supplementary Minute of Agreement was agreed by ESESCRDJC on 4 September 2020 and subsequently signed by all six authorities. This allowed the Elected Member Oversight Committee (EMOC) to be established. The first meeting of the Oversight Committee was held 15 January 2020.
- 1.8 There is no provision within the Planning Acts that specifies a role for SESplan in the production or approval of Regional Spatial Strategies (RSS). Whilst the SESplan Joint Committee considered and approved the Indicative RSS at its meeting on 21 September 2020, this was as a consequence of the EMOC not having been formed at that time and the limited timescale for a response to be submitted to Scottish Government. With the establishment of the EMOC, there is no longer a role for the SESplan Joint Committee in spatial planning matters or in commenting on or approving responses to Government consultations. Matters such as responding to consultations on the calculation of housing targets or the draft National Planning Framework 4 (expected in Autumn 2021) will now fall to the EMOC and individual Planning Authorities.

- 1.9 In the circumstances, the fundamental reason for holding meetings of the SESplan Joint Committee no longer exists.
- 1.10 The detail of how the strategic planning function will be incorporated within the City Region is set out below and has been approved by the Edinburgh and South East Scotland City Region Executive Board at its meeting in 19 August 2021.

## **2. Provision of the Strategic Planning Function**

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- 2.1 The provisions of Planning (Scotland) Act 2019 which, *inter alia*, removes the requirement for SDPAs have not yet been fully enacted. As a consequence, at this point in time, there remains a requirement for SDPAs to have a manager in place. Notwithstanding, there has been no permanent SESplan Manager appointed for a number of years, but a manager has been appointed on a seconded basis from the six SESplan member authorities in order to fulfil this statutory requirement.
- 2.2 It should also be noted that SESplan has no permanent staff with all remaining strategic planning functions being performed by officers from the six local authorities operating as the SESplan Operational Group. The SESplan Operational Group reports to the SESplan Board which comprising chief planning officers from the constituent Councils. This lack of staff is a consideration in framing responses to the interface between SESplan and the City Region Deal.
- 2.3 Despite the removal of the requirement for SDPAs and the transfer of the strategic planning component of the development plan from SDPs to the National Planning Framework, it is clear that there will continue to be a significant requirement for the SESplan authorities, and related partnerships including the City Region Deal Partnership, to protect the regions interests in the development of national planning policy through the National Planning Framework and related processes. For example, the NPF will be informed by a spatial strategy which ‘regional’ authorities are expected to prepare. Similarly, it will be vitally important to ensure that there is a strategic planning input to the forthcoming consultation on the National Planning Framework to ensure that the emerging national planning policies reflect the aspirations of the City Region Deal, the associated local authorities and other partners including the business and further education sectors. There will also be a strategic planning element in ensuring that the land use implications of the Regional Growth Framework are

facilitated by the National Planning Framework and that there continues to be a regional planning overview of the forthcoming housing targets to ensure that these requirements are linked to delivery of infrastructure on a regional basis.

- 2.4 These matters, and any others which arise, are unlikely to be delivered effectively without an element of strategic planning capability at the City Region Deal level. This is likely to be increasingly important as current arrangements are proving increasingly unreliable as a result of on-going resources pressure in each of the authorities. These pressures are likely to become more acute in 2022 as most authorities will be gearing up to progress their replacement local development plans.

### **3. Integration within the City Region Deal Governance Framework**

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- 3.1 The City Region deal will, no doubt, wish to establish its own position on strategic planning matters and arrangements are in place through the Elected Member Oversight Committee for it to do so (the governance arrangements were reported to the SESplan Joint Committee at its meeting of 30 September 2019). However, given that the City Region Deal decision making arrangements cannot impose policy decisions on individual constituent Councils there will be an ongoing need for dialogue with constituent Councils to ensure that positions are aligned as far as possible. This requirement is reflected in the job framework set out above.
- 3.2 The existing SESPlan Board has sought to achieve this balance between this regional and local policy context and has been successful in doing so with individual Council positions being aligned with regional objectives through the lifetime of SESplan. These arrangements now need to be transferred and incorporated within the City Region Deal Governance structure.
- 3.3 To do this it is proposed that the six member authorities be invited to support the continuation of the SESplan Board arrangements but with that group being renamed to the Strategic Planning Advisory Group with the chair of the group joining the City Region Deal Executive board to advise, in conjunction with the appointed strategic planner, on Strategic Planning Matters from a local City Regional Deal perspective. The chair will also provide support to the PMO including where necessary providing advice on the work priorities of the strategic planner.

#### 4. Formal arrangements for Winding-up SESplan

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- 4.1 Discussions about the legal status of SESplan and the need for it to have a decision making framework in place have been discussed with SESplan's legal advisors, Scottish Borders Council. The advice is as follows:
- 4.2 SESplan remains a legal entity until National Planning Framework 4 comes into force and the provisions of the Planning etc (Scotland) Act 2006, insofar as they relate to strategic development planning, remain in force. However, the legal advisors identify that there is no longer any decision making function for the committee to perform (for the reasons set out elsewhere in this report) and therefore no need for the committee to exist. There are, however, two caveats.
- The committee will have to agree a final account, including disbursement of the remaining money (in the audit/budget report also on the Committee agenda).
  - The committee's own constitution which requires it to meet twice a year will have to be extinguished. It is open to the Joint Committee to change its constitution. This would require each local authority to take a report to its Council seeking agreement that these requirements are removed.
- 4.3 Addressing these two issues should allow the Joint Committee to be disbanded thereby removing any lingering concerns about the link and responsibility split between EMOC and SESplan.
- 4.4 For the avoidance of doubt, appointment of a plan manager will remain a legislative requirement in the short term (this requirement is expected to be removed when the secondary legislation regarding the cessation of strategic planning authorities comes into effect). This could be addressed by the continuation of current arrangement (but removing the reference to SESplan in any job titles or signatures – this responsibility currently sits with East Lothian). This position will be reviewed by officers once the secondary legislation has been published.
- 4.5 The remaining SESplan issues are addressed in this report and the audit/budget report elsewhere on the Committee agenda.

- 4.6 The only issue remaining thereafter would be the transfer of a share of the residual funding to the City Region Deal PMO which will need agreement by each of the six member authorities.
- 4.7 In the circumstances, there is no statutory imperative for the SESplan Joint Committee to continue to meet.

## **5. Conclusion**

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- 5.1 The changes being introduced by the Planning Act 2019 and the new governance arrangement for spatial planning within the region, mean that there is no legal or practicable reason for the SESplan Joint Committee to meet beyond auditing the budget. However, it is proposed that the budget should be repatriated to the constituent Councils and a final set of accounts prepared. It is recommended that on this basis the Joint Committee agree that there is no longer any reason to meet. The audit/budget matters are addressed by another report on the Committee agenda.

### **Report Contact**

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Peter Arnsdorf, Planning, Sustainable Growth and Investment Manager Midlothian Council (Chair of the SESplan Board)

[peter.arnsdorf@midlothian.gov.uk](mailto:peter.arnsdorf@midlothian.gov.uk)



## ITEM 7 – FINAL ACCOUNTS, AUDIT REPORT AND CLOSING FINANCIAL STATEMENT

Report by: Robin Edgar, Acting SESplan Manager/Team Manager, East Lothian Council

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### Purpose

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This report presents the SESplan Audited Accounts for SESplan Joint Committee consideration, present the final SESplan accounts for the financial year 2020/21 and outline proposals for the distribution of balances held by SESplan to complement the winding up of SESplan as an organisation.

### Recommendations

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It is recommended that the SESplan Joint Committee:

1. Agrees the SESplan Audited Accounts 2020/21, attached as Appendix 1 to this Report;
2. Notes the Report of Annual Audit 2020/21, attached as Appendix 2 to this Report;
3. Agrees to the closure of the SESplan accounts;
4. Agrees to return the remaining balances to the six SESplan Local Authorities.
5. Agrees that £66,000 (£11,000 per local authority) be transferred to the South East Scotland City Deal Joint Committee; and
6. Recommends to the six SESplan Local Authorities the ratification of points 3, 4 and 5, above.

### Resource Implications

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As set out below.

### Legal and Risk Implications

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As set out below.

### Policy and Impact Assessment

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No separate impact assessment is required as there is no change to policy.

## **1. Audited Accounts 2020/2021 and Report of Annual Audit 2020/2021**

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- 1.1 The Local Authority Accounts (Scotland) Regulations 2014 state that best practice is for the Unaudited Accounts to be considered at Committee prior to the 30 June or no later than the 31 August each year.
- 1.2 The Unaudited Accounts were prepared in accordance with the Code of Practice on Local Authority Accounting in the United Kingdom 2020-2021 and the Service Reporting Code of Practice 2020-2021. They were uploaded to the SESplan website, with copies also made available for public inspection.
- 1.3 The unaudited accounts were considered by the Convener, SESplan Board Chair and SESplan Treasurer in May 2021. A report on the Unaudited Accounts were considered by the Joint Committee at its meeting on the 28<sup>th</sup> June 2021.
- 1.4 The Accounts were audited by Audit Scotland who identified actions to be undertaken in relation to the Unaudited Accounts: publishing the public notice; and signing-off and approving the Unaudited Accounts. Audit Scotland also suggested changes to the management commentary to reflect the progression of the Regional Spatial Strategy and to address SESplan's future. These changes have been incorporated Report of Annual Audit 2020/2021 (Appendix 2 to this report).
- 1.5 The Audited Accounts require to be considered by the Joint Committee by the 30 September each year with the Local Authority Accounts (Scotland) Regulations 1985 requiring that they are laid before a meeting of the authority within two months of receipt of the documents. The deadline has been extended to 30<sup>th</sup> November due to the impact of Covid-19. It is recommended that members approve the audited accounts as shown in Appendix 1. Following approval, the accounts will be signed on the 11<sup>th</sup> October 2021 by the Convenor of the Joint Committee, SESplan Treasurer and the Acting SESplan Manager. The Audited Accounts and Report of Annual Audit for 2020/21 are included as Appendices 1 and 2 to this report and are available on the [SESplan website](#).

## **2. Closure of SESplan accounts and Redistribution of Remaining Balances**

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- 2.1 A report on this Committee agenda has already set out the reasoning and recommended the cessation of all SESplan activity. If the recommendations presented in the previous report are agreed by members then the remaining action will be to close the SESplan accounts and redistribute the remaining balances.

- 2.2 The balances held at 31st March 2021 reported to the Committee in June 2021 as part of the unaudited accounts were £111,694. The only additional payments made in 2020/21, and still due to be settled, related to IT support for SESplan website and emails, and amounted to £10,894 which leaves a remaining balance of £100,800 set out in the closing financial statement attached as Appendix 3 to this report.
- 2.3 It is recommended that this closing balance is returned to the six SESplan Local Authorities and the SESplan account closed. Although the responsibilities for regional planning have been moved into the city deal structure there will still require to be a resource to be the focus for moving work forward. Therefore, it is proposed that a planning officer is appointed for a temporary period to perform this role. It is recommended that each of the SESplan authorities pay £11,000 (£66,000 across all the authorities) to the City Deal Joint Committee to fund this post. This leaves £34,800 to be redistributed to the six SESplan authorities (£5,800 per authority).

## Conclusions

- 2.4 The changes being introduced by the Planning Act 2019 and the new governance arrangement for spatial planning within the region and that there is now a system in place to ensure the continued progression of strategic planning across South East Scotland mean that there is no legal or practicable reason for the SESplan Joint Committee to meet beyond auditing the accounts. Therefore, as presented, a final set of accounts has been prepared and the remaining balances should be repatriated to the constituent SESplan Councils.

## Appendices

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- Appendix 1: Audited Annual Accounts 2020 / 2021  
Appendix 2: 2020/2021 Annual Audit Report and covering letter  
Appendix 3: Closing Financial Statement

## Report Contact

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Robin Edgar  
Acting SESplan Manager/Team Manager, East Lothian Council

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# SESplan

The Strategic Development Planning Authority  
for Edinburgh and South East Scotland

## SESplan

### Annual Accounts 2020-21

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## MANAGEMENT COMMENTARY

### INTRODUCTION

Four strategic development planning authorities (SDPAs) were designated by Scottish Ministers under Section 4 of the Planning etc. (Scotland) Act 2006 and came into force on 25 June 2008. SESplan is the Strategic Development Planning Authority for Edinburgh and South East Scotland and covers six Council areas including City of Edinburgh, East Lothian, Midlothian, West Lothian, the Scottish Borders and the southern half of Fife. SESplan works in partnership with the six member authorities to prepare the strategic vision for the region for the next 20 years. The Strategic Development Plan is used to inform local development plans.

The first strategic development plan (SDP1) was prepared in response to the Planning etc. (Scotland) Act 2006 and was adopted in June 2013 with supplementary guidance setting housing targets for the member authorities being adopted in November 2014 (the housing targets covered 2009 – 2024).

Strategic development planning authorities (SDPAs) are required by section 4(1) of the Act to prepare and review strategic development plans (SDPs), and submit these to Scottish Ministers within four years of the approval of the existing plan (section 10(8)). SESplan complied with this requirement.

On 26 June 2017 the SDP2 Proposed Plan was submitted to the Scottish Government's Directorate of Planning and Environmental Appeals (DPEA) for Examination. The Examination commenced in August 2017 and the report of Examination was published on 20 July 2018. Following consideration of the report the Minister issued his decision letter on SDP2 on 16 May 2019. The letter advised that SDP2 had been rejected. The rejection of SDP2 by the Minister results in the current SDP (SDP1) remaining the adopted strategic development plan.

Whilst Section 13(1) of the Planning Act (the Town and Country Planning (Scotland) Act 1997 (as amended)) provides for rejection of a Plan by the Minister, such occurrences in terms of SDP preparation are unprecedented.

In September 2015, an independent panel was appointed by Scottish Ministers to review the Scottish Planning System with the objective of bringing together ideas to achieve a quicker, more accessible and efficient planning system. The report of the panel "Empowering Planning to Deliver Great Places" was published 31 May 2016. Scottish Ministers published their response to the report on 11 July 2016 which included a commitment to consult on a White Paper outlining proposed reforms to the Planning System with the ambition of enabling a Planning Bill to be brought forward late in 2017. The Planning (Scotland) Bill was introduced to the Scottish Parliament on 4 December 2017. The Planning Bill progressed through three stages of scrutiny and was approved by the Scottish Parliament on 20 June 2019. The Bill received Royal Assent on 25 July 2019 and thereafter becomes the Planning (Scotland) Act 2019, hereafter referred to as the 2019 Act. The 2019 Act amends the primary planning legislation, The Town and Country Planning (Scotland) Act 1997. The 2019 Act sets out the purpose of planning "to manage the development and use of land in the long term public interest". The 2019 Act sets out the principal changes to the Planning System and has taken effect immediately. However, the Scottish Government needs to draft secondary legislation/regulations to implement the changes and to set out transitional arrangements. The Act removes the requirement to prepare strategic development plans and introduces a requirement for regional partnerships to prepare regional spatial strategies.

The SESplan core team has been disbanded in response to the Planning Act. In the interim (since January 2019) the SESplan function has been provided by officers from the six member authorities with the East Lothian Team Manager, Policy and Strategy currently acting as the SDP Manager. These management and resource arrangements will be subject to review as the Planning Act is implemented. The decision to reject SDP2 and the adoption of the Planning Act which removed the requirement to produce future SDPs brought all work on the SDP to an end during 2019-20.

The role of the SESplan Joint Committee has been integrated into the City Regional Deal Structure through the setting up of an Elected Members Oversight Committee. The final structure is being finalised through the addition of planning officer groups which would perform similar functions to the existing SESplan Board and Operational Group. Although SESplan will exist under the existing Planning Act until NPF4 (National Planning Framework) is approved, a report will be taken to the SESplan Joint Committee in the autumn of 2021 recommending that it ceases to operate as it no longer has any role to perform. If this recommendation is accepted then the 2020-21 Annual Accounts will be the last accounts produced for SESplan.

This management commentary is intended to provide a brief narrative on SESplan's financial position, as presented in these annual accounts for the financial year 2020-21.

The financial results for 2020-21 are set out in the following pages along with the accounting policies that have been adopted to ensure that the accounts present a true and fair view of the Authority's financial performance.

No remuneration report has been prepared because no persons have received remuneration in financial year 2020-21.

## **FINANCIAL PERFORMANCE**

The Comprehensive Income and Expenditure Statement shows that there was a deficit of £18,082 during 2020-21, which reflects the resources consumed during the year against the income generated. The expenditure in the year was £18,148, and related mainly to I.T costs. This was funded from balances held and interest on these balances of £66.

During the year SESplan achieved an underspend on budget of £65,918. This was due to savings of £65,852 on supplies & services, mainly consultants fees (delays in the Scottish Ministers reaching a decision on SDP2 resulted in SESplan not commissioning further cross boundary transport modelling work or progressing other Supplementary Planning Guidance). Normally the activities of SESplan are cyclical which means that the organisation needs to use the reserve to cushion the impact of uneven cash flows although this risk is dissipated by the lack of activity on future SESplan work. The cumulative surplus for the usable reserve is carried forward to 2021-22 and would be used to support any activities of the Authority. Due to imminent winding up of SESplan the remaining budget will either be returned to the constituent authorities and possibly then transferred to the South East Scotland City Deal Joint Committee for future regional planning work. A decision on the preferred course of action will be made in 2021.

The Balance Sheet as at 31 March 2021 shows a net asset position of £111,694.

Eileen Rowand MBA, CPFA  
Treasurer

Robin Edgar  
Acting SDPA Manager

Councillor Russell Imrie  
Convener of Joint Committee

## ANNUAL GOVERNANCE STATEMENT 2020-21

### GOVERNANCE ARRANGEMENTS

The designation order which formally constituted the Edinburgh and South East Scotland Strategic Development Planning Authority (SDPA known as SESplan) came into force on the 25 June 2008. Paragraph 1.1 of the SESplan Constitution sets out that: 'The following planning authorities comprise the Strategic Development Planning Authority for the Edinburgh city region: the City of Edinburgh Council, East Lothian Council, Fife Council, Midlothian Council, Scottish Borders Council and West Lothian Council.' This group of authorities has a statutory duty under Section 4 of the Planning etc. (Scotland) Act 2006 to work together, prepare and keep under review, a Strategic Development Plan (SDP) for the Edinburgh City region. The 2019 Act sets out the principal changes to the Planning System and has taken effect immediately. However, the Scottish Government needs to draft secondary legislation/regulations to implement the changes and to set out transitional arrangements. The Act removes the requirement to prepare strategic development plans and introduces a requirement for regional partnerships to prepare regional spatial strategies.

SESplan is made up of a Joint Committee comprising two Elected Members from each of the six member planning authorities, a Project Board (one Senior Manager from each member authority) and supported by an Operational Group (one Manager/Team Leader from each member authority) and a series of project teams as required, which include resources from each of the member authorities. Representatives of the key agencies also contribute to some work streams as required.

The Joint Committee meets no less than twice per year to make decisions on the content and preparation of the SDP/Regional Spatial Strategy as well as the governance and finance of SESplan. In recognition of issues arising from the COVID-19 pandemic, Joint Committee meetings are to be held, for the foreseeable future, as virtual meetings. The Committee is convened by one member authority, rotated every two calendar years. Current convener is Midlothian Council with vice convener East Lothian Council. A report on the rotation of convener for the Joint Committee was considered and approved at the November 2019 meeting.

As described in the SESplan Constitution, all major decisions will require to be ratified by each of the six member authorities. The level of delegated authority to the Joint Committee is governed by a separate Scheme of Delegation.

The Project Board is responsible for the direction and management of SESplan including the programme of work of the SDP Manager, agreeing reports for consideration by Joint Committee and ensuring that the decisions of the Joint Committee are implemented.

SESplan is responsible for ensuring that its business is conducted in accordance with the law and proper standards, that public money is safeguarded and properly accounted for and used economically, efficiently and effectively. SESplan also has a duty under the Local Government in Scotland Act 2003 to make arrangements to secure continuous improvement in the way in which its functions are exercised. In discharging this responsibility, elected members and senior officers are responsible for putting in place proper arrangements for the governance of SESplan's affairs and facilitating the effective exercise of its functions which includes the management of risk.

The SESplan governance arrangements and financial rules were subject to review in 2018, with resulting amendments being approved by the Joint Committee at its meeting in June 2018 and each member authority ratifying the decision thereafter.

In discharging this overall responsibility, SESplan has adopted practices which are consistent with the principles and reflects the requirements of the CIPFA/SOLACE (Chartered Institute of Public Finance & Accountancy/Society of Local Authority Chief Executives and Senior Managers) Framework "Delivering Good Governance in Local Government".

SESplan has put in place appropriate management and reporting arrangements for the management of risk and a report on risk management is considered by Joint Committee at the end of each calendar year. An update on risk management was considered by the Joint Committee at its meeting in March 2020.

It should be noted that a sound system of Corporate Governance and internal control provides only reasonable, but not absolute, assurance that SESplan will not be hindered in achieving its objectives or in the orderly and legitimate conduct of its business by circumstances which may reasonably be foreseen. A system of Corporate Governance and internal control cannot provide protection with certainty against an organisation failing to meet its objectives or material errors, losses, fraud, or breaches of laws or regulations.

## **Purpose of the governance framework**

The governance framework comprises the structure, systems and processes, and culture and values by which the authority is directed and controlled and the activities by which it accounts to and engages with its customers and the community. It enables the authority to monitor the achievement of its strategic objectives and to consider whether those objectives have led to the delivery of appropriate, cost effective services.

Key elements of good Corporate Governance include honesty, trust, integrity, openness, performance focus, responsibility, accountability, management of risk, mutual respect and commitment to the organisation. To that end the system of Corporate Governance and internal control in SESplan is based on a framework that includes:

- SESplan Constitution;
- Scheme of Delegation;
- SESplan Standing Orders;
- SESplan Financial Rules;
- SESplan Joint Committee Work Plan;
- Comprehensive training and development arrangements for councillors and employees;
- Comprehensive budgeting systems;
- Regular planning and performance management reports;
- Biannual finance reports which indicate actual and projected financial performance against budget;
- Setting and monitoring targets for financial and other performance;
- Embedding risk management within SESplan; and
- Other formal programme and project management disciplines as appropriate.

Fife Council is the organisation through which SESplan records all expenditure. SESplan, as a result, also adheres to the Parent Authority's Code of Conduct for Councillors.

The Internal Audit function is provided by the Audit and Risk Management Services Division of Fife Council. It operates in accordance with the Public Sector Internal Audit Standards. The Division undertakes an annual programme of work approved by Fife Council's Standards and Audit Committee based on a five year strategic audit plan. SESplan has been assessed as low risk and as such has not been reviewed by internal audit in 2020-21.

SESplan uses the corporate financial systems of Fife Council, which are subject to review by both the Council's internal audit service and its external auditor. There were no significant lapses in data security.

## **Effectiveness of Arrangements/Assurances**

The Governance arrangements have operated effectively, with decision being made at the appropriate level of authority - these arrangements have not been challenged by any of the SESplan partners or an external body or individual. The arrangements are fit for purpose subject to modification in response to the 2019 Planning Act - arrangements are likely to change over the coming year in response to secondary legislation/regulations being published by the Scottish Government.

## **Significant Governance Issues**

There have been no significant governance issues in 2020-21.

Robin Edgar  
Acting SDPA Manager

Councillor Russell Imrie  
Convener of Joint Committee

## STATEMENT OF RESPONSIBILITIES

### THE AUTHORITY'S RESPONSIBILITIES

The Authority is required:

- to make arrangements for the proper administration of its financial affairs and to secure that one of its officers has the responsibility for the administration of those affairs (section 95 of the Local Government (Scotland) Act 1973). In this authority, that officer is the Treasurer.
- to manage its affairs to secure economic, efficient and effective use of resources and safeguard its assets.
- to ensure the annual accounts are prepared in accordance with legislation (the Local Authority Accounts (Scotland) Regulations 2014), and so far as is compatible with that legislation, in accordance with proper accounting practices (section 12 of the Local Government in Scotland Act 2003).
- to approve the annual accounts for signature.

I confirm that these annual accounts were approved for signature on behalf of SESplan on 11 October 2021.

Signed on behalf of SESplan

Councillor Russell Imrie  
Convener of Joint Committee

### RESPONSIBILITIES OF THE TREASURER

The Treasurer is responsible for the preparation of the authority's Annual Accounts in accordance with proper practices as required by legislation and as set out in the CIPFA/LASAAC Code of Practice on Local Authority Accounting in the United Kingdom (the Accounting Code).

In preparing the annual accounts, the Treasurer has:

- selected suitable accounting policies and then applied them consistently
- made judgements and estimates that were reasonable and prudent
- complied with legislation
- complied with the local authority Accounting Code (in so far as it is compatible with legislation).

The Treasurer has also:

- kept adequate accounting records which were up to date
- taken reasonable steps for the prevention and detection of fraud and other irregularities .

I certify that these accounts give a true and fair view of the financial position of the authority at the reporting date and its income and expenditure for the year ended 31 March 2021.

Eileen Rowand MBA, CPFA  
Treasurer

## MOVEMENT IN RESERVES STATEMENT

### EXPLANATORY NOTE

This statement shows the movement in the year on the different reserves held by the organisation, analysed into 'usable reserves' (i.e. those that can be applied to fund expenditure) and unusable reserves. The (Surplus) or Deficit on the Provision of Services shows the true economic cost of providing the organisation's services, more details of which are shown in the Comprehensive Income and Expenditure Statement.

	Usable Reserves £
<b>Balance at 31 March 2020 carried forward</b>	<b>(129,776)</b>
<b><u>Movement in Reserves during 2020-21</u></b>	
Deficit on provision of services	18,082
<b>Total Comprehensive Expenditure and Income</b>	<b>18,082</b>
<b>Balance at 31 March 2021 carried forward</b>	<b>(111,694)</b>
	Usable Reserves £
<b>Balance at 31 March 2019 carried forward</b>	<b>(178,251)</b>
<b><u>Movement in Reserves during 2019-20</u></b>	
Deficit on provision of services	48,475
<b>Total Comprehensive Expenditure and Income</b>	<b>48,475</b>
<b>Balance at 31 March 2020 carried forward</b>	<b>(129,776)</b>

## COMPREHENSIVE INCOME AND EXPENDITURE STATEMENT

### EXPLANATORY NOTE

This statement shows the accounting cost in the year of providing services in accordance with generally accepted accounting practices.

2019-20 Gross Expenditure £	2019-20 Gross Income £	2019-20 Net Expenditure £	Notes	2020-21 Gross Expenditure £	2020-21 Gross Income £	2020-21 Net Expenditure £
(1,462)	0	(1,462)	Employee Costs	0	0	0
30,000	0	30,000	Rebates paid to Member Authorities	0	0	0
20,976	0	20,976	Supplies & Services	18,148	0	18,148
<b>49,514</b>	<b>0</b>	<b>49,514</b>	<b>Cost Of Services</b>	<b>18,148</b>	<b>0</b>	<b>18,148</b>
<b>0</b>	<b>(1,039)</b>	<b>(1,039)</b>	Financing & Investment (Income) and Expenditure	<b>0</b>	<b>(66)</b>	<b>(66)</b>
		<b>48,475</b>	<b>(Surplus) or Deficit on Provision of Services</b>	<b>18,148</b>	<b>(66)</b>	<b>18,082</b>
0	0	0	Other Comprehensive (Income) and Expenditure	0	0	0
		<b>48,475</b>	<b>Total Comprehensive (Income) and Expenditure</b>	<b>18,148</b>	<b>(66)</b>	<b>18,082</b>

There are no statutory or presentation adjustments which affect SESplan's application of the funding. The presentation in the Comprehensive Income & Expenditure Statement is as reported at the SESplan Committee.

Consequently, an Expenditure and Funding Analysis is not provided in these Annual Accounts.

## BALANCE SHEET

### EXPLANATORY NOTE

The Balance Sheet shows the value as at the Balance Sheet date of the assets and liabilities recognised by SESplan. The net assets of the organisation (assets less liabilities) are matched by the reserves held. The organisation holds only usable reserves, i.e. those reserves that the organisation may use to provide services, subject to the need to maintain a prudent level of reserves and any statutory limitations on their use.

<b>2020 Balance Sheet as at 31 March</b>		<b>2021</b>
£	<b>Notes</b>	£
9,551 Debtors and Pre-payments	4	9,551
<u>123,185</u> Advance to Fife Council Loans Fund	6	<u>104,170</u>
<b>132,736</b> <b>Current Assets</b>		<b>113,721</b>
<u>(2,960)</u> Creditors	5	<u>(2,027)</u>
<u>(2,960)</u> <b>Current Liabilities</b>		<u>(2,027)</u>
<b><u>129,776</u></b> <b>Net Assets</b>		<b><u>111,694</u></b>
(129,776) Usable Reserves		(111,694)
<b><u>(129,776)</u></b> <b>Total Reserves</b>		<b><u>(111,694)</u></b>

The unaudited accounts were issued on 30 June 2021 and the audited accounts were authorised for issue on 11 October 2021.

Eileen Rowand, MBA, CPFA  
Treasurer

## CASH FLOW STATEMENT

### EXPLANATORY NOTE

The Cash Flow Statement shows the changes in cash and cash equivalents of the authority during the reporting period. The statement shows how the authority generates and uses cash and cash equivalents by classifying cash flows as operating, investing and financing activities. SESplan does not generate any cash inflow through investing or financing activities.

2019-20	Notes	2020-21
<b>£ Operating Activities</b>		<b>£</b>
<b>Cash Outflows</b>		
<u>52,683</u> Operating cash payments		<u>19,081</u>
52,683 <b>Total Payments</b>		19,081
<b>Cash Inflows</b>		
<u>(1,039)</u> Interest received in cash		<u>(66)</u>
(1,039) <b>Total Receipts</b>		(66)
<b>51,644 Net Cash Outflow-(Inflow) from Operating Activities</b>	<b>7</b>	<b>19,015</b>
<b>51,644 Net Decrease(Increase) in Cash-Cash Equivalents</b>		
<b>(174,829) Cash and cash equivalents at the beginning of the period</b>		<b>(123,185)</b>
<b>(123,185) Cash and cash equivalents at the end of the period</b>	<b>6</b>	<b>(104,170)</b>

## NOTES TO THE FINANCIAL STATEMENTS

### 1. STATEMENT OF ACCOUNTING POLICIES

#### A) GENERAL PRINCIPLES

These accounts have been prepared in accordance with the Code of Practice on Local Authority Accounting in the United Kingdom 2020-21. The accounts are prepared in accordance with the fundamental accounting principles in terms of the characteristics required, the materiality of the information involved and the accounting concepts underlying the preparation of the accounts. The two essential fundamental characteristics are that the financial information is relevant and is a faithful representation of the authority's financial performance. The desirable qualitative characteristics of the financial information are that they are comparable, verifiable, timely and understandable. Every attempt has been made to ensure these characteristics have been achieved. In compiling these accounts underlying assumptions have been made. These are that the accounts should be on the accrual basis; that the organisation is a going concern, and the primacy of legislation.

In calculating relevant figures for the accruals suitable estimation techniques have been used, using previous years' experience, relevant data and the guidance contained within the Code.

Fife Council is acting as the lead authority for the financial matters in relation to SESplan, therefore, the accounting policies and concepts applied are consistent with those of Fife Council. Those which are relevant for SESplan are detailed in this document.

#### B) ACCRUALS OF INCOME & EXPENDITURE

In accordance with the Code, the annual accounts have been compiled on an accruals basis. Accruals are made for all material debtors and creditors within the accounts. Accruals have been made for supplies and services where they have been received or consumed within the financial year, for interest due and payable on external borrowings and for customer and client receipts due and receivable in the period to which they relate.

The main accrual bases used are as follows:

Supplies and Services: Based on purchase ordering and goods receipting information held in the Council's financial systems and by SESplan.

Interest: Based on Fife Council's Investment and Banking team's records of external and internal loans.

#### C) CASH AND CASH EQUIVALENTS

Cash and cash equivalents are defined as cash in hand and deposits with financial institutions repayable without penalty on notice of not more than 24 hours.

#### D) PRIOR PERIOD ADJUSTMENTS, CHANGES IN ACCOUNTING POLICIES AND ESTIMATES AND ERRORS

Prior period adjustments may arise as a result of a change in accounting policies or to correct a material error. There have been none for this period.

#### E) EMPLOYEE BENEFITS & PENSION COSTS

There were no staff directly employed by SESplan.

#### F) VALUE ADDED TAX

VAT is included within the relevant revenue or capital accounts only to the extent that it is not recoverable from HM Revenue and Customs. Fife Council manages VAT on behalf of SESplan.

#### G) RESERVES

SESplan has a usable reserve which is the accumulated surplus of income received less expenditure incurred.

## 2. CRITICAL JUDGEMENTS IN APPLYING ACCOUNTING POLICIES

In applying the accounting policies set out in Note 1, the authority has had to make certain judgements about complex transactions or those involving uncertainty about future events. The critical judgement made in the annual accounts is that there is a high degree of uncertainty about future levels of funding for local government. As SESplan is wholly funded through contributions from the six local authority members, this has implications for the levels of funding available to SESplan in future years. However, the authority has determined that this uncertainty is not yet sufficient to provide an indication that its assets might be impaired as a result of a need to reduce levels of service provision.

## 3. AUDIT COSTS

The authority has agreed the following fees in respect of the audit work relating to the respective financial years:

2019-20		2020-21
£		£
2,960	Fee for Appointed Auditors	3,040

This is included in the Supplies & Services line of the Comprehensive Income & Expenditure Statement.

## 4. DEBTORS

2019-20		2020-21
£		£
9,551	Non-Government Entities & Individuals	9,551
<u>9,551</u>		<u>9,551</u>

## 5. CREDITORS

2019-20		2020-21
£		£
2,960	Other Entities and Individuals	2,027
<u>2,960</u>		<u>2,027</u>

## 6. ANALYSIS OF INCREASE / (DECREASE) IN CASH AND CASH EQUIVALENTS

2019-20		2020-21
£		£
174,829	Balance at 1 April	123,185
(51,644)	Advance to other accounts	(19,015)
<u>123,185</u>	Balance at 31 March	<u>104,170</u>

This is an advance to Fife Council's Loans Fund. Fife Council manages the cash on behalf of SESplan.

## 7. RECONCILIATION OF (SURPLUS)/DEFICIT ON INCOME AND EXPENDITURE TO THE CASH FLOW STATEMENT

2019-20		2020-21
£		£
48,475	Deficit on the Comprehensive Income and Expenditure Statement	18,082
43	Increase or (Reduction) in Debtors	0
3,126	Reduction in Creditors	933
<u>51,644</u>	Net Cash Outflow From Operating Activities	<u>19,015</u>

## **8. RELATED PARTY TRANSACTIONS & BALANCES**

SESplan is required to disclose material transactions with related parties i.e. bodies or individuals that have the potential to control or influence it or to be controlled or influenced by it. Disclosure of these transactions allows readers to assess the extent to which the authority might have been constrained in its ability to operate independently or might have secured the ability to limit another party's ability to bargain freely with the authority.

For SESplan, these related parties are the 6 local authorities which are the members of the organisation, i.e. East Lothian Council, City of Edinburgh Council, Fife Council, Midlothian Council, Scottish Borders Council and West Lothian Council. During the year SESplan did not pay or receive any contributions to/from these related parties (2019-20 reimbursed £5,000 to each of the above related parties).

Fife Council manages SESplan's cash reserves. More details relating to this can be found in Note 6.

There were no amounts due to or from related parties at 31 March 2020 or 31 March 2021.

## **9. EVENTS AFTER THE BALANCE SHEET DATE**

Events after the reporting period are those events, both favourable and unfavourable, that occur between the end of the reporting period and the date when the annual accounts are authorised for issue. Two types of events can be

- those that provide evidence of conditions that existed at the end of the reporting period - the annual accounts are adjusted to reflect such events.
- those that are indicative of conditions that arose after the reporting period - the annual accounts are not adjusted to reflect such events, but where a category of events would have a material effect disclosure is made in the notes of the nature of the events and their estimated financial effect.

Events taking place after the date of authorisation for issue are not reflected in the annual accounts.

There were no events after the reporting period relevant to SESplan.

## Appendix A: Proposed Independent Auditor's Report

### Independent auditor's report to the members of the Strategic Development Planning Authority for Edinburgh and South East Scotland and the Accounts Commission

#### Reporting on the audit of the financial statements

##### Opinion on financial statements

I certify that I have audited the financial statements in the annual accounts of the Strategic Development Planning Authority for Edinburgh and South East Scotland for the year ended 31 March 2021 under Part VII of the Local Government (Scotland) Act 1973. The financial statements comprise the Movement in Reserves Statement, Comprehensive Income and Expenditure Statement, Balance Sheet, Cash-Flow Statement and notes to the financial statements, including a summary of significant accounting policies. The financial reporting framework that has been applied in their preparation is applicable law and International Financial Reporting Standards (IFRSs) as adopted by the European Union, and as interpreted and adapted by the Code of Practice on Local Authority Accounting in the United Kingdom 2020/21 (the 2020/21 Code).

In my opinion the accompanying financial statements:

- give a true and fair view in accordance with applicable law and the 2020/21 Code of the state of affairs of the Strategic Development Planning Authority for Edinburgh and South East Scotland as at 31 March 2021 and of its income and expenditure for the year then ended;
- have been properly prepared in accordance with IFRSs as adopted by the European Union, as interpreted and adapted by the 2020/21 Code; and
- have been prepared in accordance with the requirements of the Local Government (Scotland) Act 1973, The Local Authority Accounts (Scotland) Regulations 2014, and the Local Government in Scotland Act 2003.

##### Basis for opinion

I conducted my audit in accordance with applicable law and International Standards on Auditing (UK) (ISAs (UK)), as required by the [Code of Audit Practice](#) approved by the Accounts Commission for Scotland. My responsibilities under those standards are further described in the auditor's responsibilities for the audit of the financial statements section of my report. I was appointed under arrangements approved by the Accounts Commission on 24 June 2020. The period of total uninterrupted appointment is two years. I am independent of the Strategic Development Planning Authority for Edinburgh and South East Scotland in accordance with the ethical requirements that are relevant to my audit of the financial statements in the UK including the Financial Reporting Council's Ethical Standard, and I have fulfilled my other ethical responsibilities in accordance with these requirements. Non-audit services prohibited by the Ethical Standard were not provided to the Strategic Development Planning Authority for Edinburgh and South East Scotland. I believe that the audit evidence I have obtained is sufficient and appropriate to provide a basis for my opinion.

##### Conclusions relating to going concern basis of accounting

I have concluded that the use of the going concern basis of accounting in the preparation of the financial statements is appropriate.

Based on the work I have performed, I have not identified any material uncertainties relating to events or conditions that, individually or collectively, may cast significant doubt on the Strategic Development Planning Authority for Edinburgh and South East Scotland's ability to continue to adopt the going concern basis of accounting for a period of at least twelve months from when the financial statements are authorised for issue.

##### Risks of material misstatement

I report in a separate Annual Audit Report, available from the [Audit Scotland website](#), the most significant assessed risks of material misstatement that I identified and my judgements thereon.

##### Responsibilities of the Treasurer and the Joint Committee for the financial statements

As explained more fully in the Statement of Responsibilities, the Treasurer is responsible for the preparation of financial statements that give a true and fair view in accordance with the financial reporting framework, and for such internal control as the Treasurer determines is necessary to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, the Treasurer is responsible for assessing the Strategic Development Planning Authority for Edinburgh and South East Scotland's ability to continue as a going concern, disclosing, as

applicable, matters related to going concern and using the going concern basis of accounting unless deemed inappropriate.

The Joint Committee is responsible for overseeing the financial reporting process.

### **Auditor's responsibilities for the audit of the financial statements**

My objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes my opinion. Reasonable assurance is a high level of assurance, but is not a guarantee that an audit conducted in accordance with ISAs (UK) will always detect a material misstatement when it exists. Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of these financial statements.

Irregularities, including fraud, are instances of non-compliance with laws and regulations. I design procedures in line with my responsibilities outlined above to detect material misstatements in respect of irregularities, including fraud. Procedures include:

- obtaining an understanding of the applicable legal and regulatory framework and how the Strategic Development Planning Authority for Edinburgh and South East Scotland is complying with that framework;
- identifying which laws and regulations are significant in the context of the Strategic Development Planning Authority for Edinburgh and South East Scotland;
- assessing the susceptibility of the financial statements to material misstatement, including how fraud might occur; and
- considering whether the audit team collectively has the appropriate competence and capabilities to identify or recognise non-compliance with laws and regulations.

The extent to which my procedures are capable of detecting irregularities, including fraud, is affected by the inherent difficulty in detecting irregularities, the effectiveness of the Strategic Development Planning Authority for Edinburgh and South East Scotland's controls, and the nature, timing and extent of the audit procedures performed.

Irregularities that result from fraud are inherently more difficult to detect than irregularities that result from error as fraud may involve collusion, intentional omissions, misrepresentations, or the override of internal control. The capability of the audit to detect fraud and other irregularities depends on factors such as the skilfulness of the perpetrator, the frequency and extent of manipulation, the degree of collusion involved, the relative size of individual amounts manipulated, and the seniority of those individuals involved.

A further description of the auditor's responsibilities for the audit of the financial statements is located on the Financial Reporting Council's website [www.frc.org.uk/auditorsresponsibilities](http://www.frc.org.uk/auditorsresponsibilities). This description forms part of my auditor's report.

### **Reporting on other requirements**

#### **Statutory other information**

The Treasurer is responsible for the statutory other information in the annual accounts. The statutory other information comprises the Management Commentary, Annual Governance Statement and Statement of Responsibilities.

My responsibility is to read all the statutory other information and, in doing so, consider whether the statutory other information is materially inconsistent with the financial statements or my knowledge obtained in the audit or otherwise appears to be materially misstated. If I identify such material inconsistencies or apparent material misstatements, I am required to determine whether this gives rise to a material misstatement in the financial statements themselves. If, based on the work I have performed, I conclude that there is a material misstatement of this statutory other information, I am required to report that fact. I have nothing to report in this regard.

My opinion on the financial statements does not cover the statutory other information and I do not express any form of assurance conclusion thereon except on the Management Commentary and Annual Governance Statement to the extent explicitly stated in the following opinions prescribed by the Accounts Commission.

#### **Opinions prescribed by the Accounts Commission on Management Commentary and Annual Governance Statement**

In my opinion, based on the work undertaken in the course of the audit:

- the information given in the Management Commentary for the financial year for which the financial statements are prepared is consistent with the financial statements and that report has been prepared in accordance with statutory guidance issued under the Local Government in Scotland Act 2003; and

- the information given in the Annual Governance Statement for the financial year for which the financial statements are prepared is consistent with the financial statements and that report has been prepared in accordance with the Delivering Good Governance in Local Government: Framework (2016).

### **Matters on which I am required to report by exception**

I am required by the Accounts Commission to report to you if, in my opinion:

- adequate accounting records have not been kept; or
- the financial statements are not in agreement with the accounting records; or
- I have not received all the information and explanations I require for my audit; or
- there has been a failure to achieve a prescribed financial objective.

I have nothing to report in respect of these matters.

### **Conclusions on wider scope responsibilities**

In addition to my responsibilities for the annual accounts, my conclusions on the wider scope responsibilities specified in the Code of Audit Practice, including those in respect of Best Value, are set out in my Annual Audit Report.

### **Use of my report**

This report is made solely to the parties to whom it is addressed in accordance with Part VII of the Local Government (Scotland) Act 1973 and for no other purpose. In accordance with paragraph 120 of the Code of Audit Practice, I do not undertake to have responsibilities to members or officers, in their individual capacities, or to third parties.

Patricia Fraser  
Senior Audit Manager  
Audit Scotland  
4th Floor  
102 West Port  
Edinburgh  
EH3 9DN



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

2020/21 Annual Audit Report



Prepared for the Strategic Development Planning Authority for Edinburgh and South  
East Scotland and the Controller of Audit

October 2021

# Contents

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# Key messages

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## 2020/21 annual accounts

- 1 SESplan's financial statements give a true and fair view and were properly prepared in accordance with the financial reporting framework.
- 2 The Management Commentary and the Annual Governance Statement were consistent with the financial statements and properly prepared in accordance with the applicable requirements.

## Financial sustainability and the Annual Governance Statement

- 3 SESplan underspent by £65,918 against its budget due to significantly lower costs than anticipated.
- 4 The audited annual accounts for 2020/21 confirm a useable reserves balance of £111,694 at 31 March 2021.
- 5 SESplan has confirmed it will wind up in 2021 as its functions have now fully transferred to the Edinburgh and South East of Scotland City Region Deal. The 2020/21 accounts are intended to be SESplan's final set of accounts.

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# Introduction

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**1.** This report summarises the findings from our 2020/21 audit of the Strategic Development Planning Authority for Edinburgh and South East Scotland (SESplan).

**2.** The scope of our audit was set out in our Annual Audit Plan presented to the 28 June 2021 meeting of the SESplan Joint Committee. This report comprises the findings from:

- an audit of the SESplan's annual accounts
- consideration of financial sustainability and the Annual Governance Statement.

**3.** Similarly to other public bodies, SESplan has had to respond to the global coronavirus pandemic. As SESplan has no directly employed staff and no investment assets other than cash balances held with Fife Council, it has been protected from the effects of the pandemic to a great extent. We therefore made minimal changes to our audit approach.

## Adding value through the audit

**4.** We add value to the SESplan through the audit by:

- identifying and providing insight on significant risks, and making clear and relevant recommendations
- sharing intelligence and good practice through our national reports ([Appendix 4](#)) and good practice guides
- providing clear and focused conclusions on financial sustainability and the Annual Governance Statement.

**5.** In so doing, we aim to help Sesplan promote improved standards of governance, better management and decision making and more effective use of resources.

## Responsibilities and reporting

**6.** SESplan has primary responsibility for ensuring the proper financial stewardship of public funds. This includes preparing annual accounts that are in accordance with proper accounting practices. SESplan is also responsible for compliance with legislation putting arrangements in place for governance, propriety and regularity that enable it to successfully deliver its objectives.

**7.** Our responsibilities as independent auditor appointed by the Accounts Commission are established by the Local Government in Scotland Act 1973, the

[Code of Audit Practice 2016](#) (the Code) and supplementary guidance and International Standards on Auditing in the UK.

**8.** As public sector auditors we give independent opinions on the annual accounts. Additionally, we conclude on the appropriateness of disclosures in the Annual Governance Statement and the appropriateness and effectiveness of the arrangements in place for securing financial sustainability. Further details of the respective responsibilities of management and the auditor can be found in the [Code](#) and supplementary guidance.

**9.** The Code includes provisions relating to the audit of small bodies. Where the application of the full wider audit scope is judged by auditors not to be appropriate to an audited body then the annual audit work can focus on the appropriateness of the disclosures in the governance statement and the financial sustainability of the body and its services. As highlighted in our 2020/21 Annual Audit Plan, due to the volume and lack of complexity of the financial transactions, we applied the small body provisions of the Code to the 2020/21 audit.

**10.** This report raises matters from our audit. Weaknesses or risks identified are only those which have come to our attention during our normal audit work and may not be all that exist. Communicating these does not absolve management from its responsibility to address the issues we raise and to maintain adequate systems of control.

## Auditor Independence

**11.** Auditors appointed by the Accounts Commission or Auditor General must comply with the Code of Audit Practice and relevant supporting guidance. When auditing the financial statements auditors must comply with professional standards issued by the Financial Reporting Council and those of the professional accountancy bodies. We can confirm that we comply with the Financial Reporting Council's Ethical Standard. We can also confirm that we have not undertaken any non-audit related services and therefore the 2020/21 audit fee of £3,040 as set out in our Annual Audit Plan remains unchanged. We are not aware of any relationships that could compromise our objectivity and independence.

**12.** This report is addressed to both SESplan and the Controller of Audit and will be published on Audit Scotland's website [www.audit-scotland.gov.uk](http://www.audit-scotland.gov.uk) in due course.

**13.** We would like to thank the management and staff who have been involved in our work for their cooperation and assistance during the audit, particularly given the difficulties of auditing remotely during the COVID-19 pandemic.

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# 1. Audit of 2020/21 annual accounts

The principal means of accounting for the stewardship of resources and performance

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## Main judgements

SESplan's financial statements give a true and fair view and were properly prepared in accordance with the financial reporting framework.

The Management Commentary and the Annual Governance Statement were consistent with the financial statements and properly prepared in accordance with the applicable requirements.

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## Our audit opinions on the annual accounts were unmodified

**14.** The annual accounts for SESplan for the year ended 31 March 2021 were approved by the Joint Committee on 4 October 2021. As reported in the independent auditor's report:

- the financial statements give a true and fair view and were properly prepared in accordance with the financial reporting framework
- the Management Commentary and the Annual Governance Statement were all consistent with the financial statements and properly prepared in accordance with the relevant regulations and guidance
- we have nothing to report in respect of those matters which we are required by the Accounts Commission to report by exception.

## The annual accounts were signed off in line with the agreed timetable

**15.** We received the unaudited annual accounts on 30 June 2021 in line with the audit timetable set out in our 2020/21 Annual Audit Plan.

**16.** The working papers provided with the unaudited accounts were of a good standard and finance staff provided good support to the audit team during the audit. This helped ensure that the audit of the annual accounts process ran smoothly.

## There were no objections raised to the annual accounts

**17.** The Local Authority Accounts (Scotland) Regulations 2014 require local government bodies to publish a public notice on its website that includes details of the period for inspecting and objecting to the accounts. This must remain on the website throughout the inspection period. SESplan complied. There were no objections to the 2020/21 accounts.

## Overall materiality is £1,100

**18.** Our initial assessment of materiality for the annual accounts was carried out during the planning phase of the audit. This was reviewed and revised on receipt of the unaudited annual accounts. The revised materiality levels are summarised in [Exhibit 1](#).

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### Exhibit 1 Materiality values

Materiality level	Amount
Overall materiality	£1,100
Performance materiality	£840
Reporting threshold	£100

Source: Annual Audit Plan 2020/21

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## We have no significant findings to report on the accounts

**19.** International Standard on Auditing (UK) 260 requires us to communicate significant findings from the audit to those charged with governance, including our view about the qualitative aspects of the body's accounting practices. We have no issues to report from the audit.

**20.** There are no significant findings from the audit to draw to your attention and no material adjustments were made to the unaudited financial statements.

**21.** Our audit identified several presentational and disclosure issues which were discussed with management. These were adjusted and reflected in the audited annual accounts.

## Good progress was made on prior year recommendations

**22.** SESplan has made good progress in implementing our prior year audit recommendations. It now has proper arrangements in place for scrutinising and approving the audited accounts. Therefore, no further actions will be proposed

## **Appendix 2 identifies the main risks of material misstatement and our audit work to address these**

**23.** Appendix 2 provides our assessment of risks of material misstatement in the annual accounts. These risks influence our overall audit strategy, the allocation of staff resources to the audit and inform where the efforts of the team are directed. It also identifies the work we undertook to address these risks and our conclusions from this work.

## 2. Financial sustainability and the Annual Governance Statement

Financial sustainability looks forward to the medium and longer term to consider whether the body is planning effectively to continue to deliver its services.

### Main judgements

SESplan underspent by £65,918 against its budget due to significantly lower costs than anticipated.

The audited annual accounts for 2020/21 confirm a useable reserves balance of £111,694 at 31 March 2021.

SESplan has confirmed it will wind up in 2021 as its functions have now fully transferred to the Edinburgh and South East of Scotland City Region Deal. The 2020/21 accounts are intended to be SESplan's final set of accounts.

### SESplan operated within budget in 2020/21

**24.** The SESplan financial regulations require the operating budget for the next year to be agreed each December. The planned net operating expenditure for 2020/21 of £84,000 was approved by the Joint Committee in November 2019.

**25.** Actual performance for the year was an underspend against the 2020/21 operating budget of £65,918 and an accounting deficit of £18,082 as demonstrated in [Exhibit 2](#). The underspend was primarily due to savings on:

- Supplies & services - £65,852 saved in relation to consultancy fees.

### Exhibit 2

#### SESplan budget summary

Budget summary	Budget £	Actual £	Variance £
Net (Income)/Expenditure	84,000	18,082	(65,918)
Usable Reserves (Note 1)	111,694	111,694	65,918

Source: SESplan Annual Accounts 2020/21

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Note 1 – The budgeted reserve figure here is the opening position less the budgeted net expenditure (£129,776 - £84,000).

## Legislative developments will result in the winding up of SESplan in 2021

**26.** As set out in our Annual Audit Plan, Changes in legislation (Planning (Scotland) Act 2019) have impacted on the future operations and structure of SESplan.

**27.** Under the Planning (Scotland) Act 2019 (The Act) Strategic Development Planning Authorities such as SESplan, will no longer exist and will be replaced by the new arrangements for the national planning framework (NPF4).

**28.** It has been confirmed that the developments will result in SESplan winding up in 2021, as its functions have now fully transferred to the Edinburgh and South East of Scotland City Region Deal.

**29.** SESplan did not directly employ any staff but operated through sharing resources with partner councils. In response to the new legislation and changing responsibilities, SESplan did not agree a budget for 2021/22 as any residual costs were considered minimal and could be paid from the balance of reserves.

**30.** The 2020/21 annual accounts are therefore intended to be the authority's final set of accounts.

**31.** SESplan does not hold any property. At 31 March 2021, the authority had creditor balances of £2027 due to other entities. These balances will need to be cleared as part of the arrangements for removing the need to prepare annual accounts.

**32.** The audited annual accounts for 2020/21 confirm a useable reserves balance of £111,694. The Joint Committee agreed at its meeting on 4 October 2021 that after paying outstanding creditors and charges due in respect of IT related costs for 2021/22 the balance of reserves will be refunded on an equal share basis to each of the constituent authorities.

## Annual Governance Statement

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**33.** Our review of the Annual Governance Statement assessed the assurances which are provided to the Joint Committee and management regarding the adequacy and effectiveness of the system of internal control which operated in the financial year. The statement also summarises internal audit findings with the Chief Internal Auditor's assurance statement concluding that 'Overall, systems and processes were operating well and continued improvements are made'.

**34.** We concluded that the information in the Annual Governance Statement is consistent with the financial statements and complies with the guidance issued by the Scottish Ministers.

# Appendix 1. Significant audit risks

The table below sets out the audit risks we identified during our planning of the audit and how we addressed each risk in arriving at our conclusion.

## Risks of material misstatement in the financial statements

Audit risk	Assurance procedure	Results and conclusions
<p><b>1. Risk of material misstatement due to fraud caused by the management override of controls</b></p> <p>International Standard require that audits are planned to consider the risk of material misstatement in the financial statements caused by fraud, which is presumed to be a significant risk in any audit. This includes the risk of fraud due to the management override of controls.</p> <p>Owing to the nature of this risk, assurances from management are not applicable in this instance.</p>	<p>Detailed testing of journal entries.</p> <p>Review accounting estimates.</p> <p>Focused testing of accruals and prepayments.</p> <p>Evaluate significant transactions that are outside the normal course of business.</p>	<p><b>Results:</b> No unusual or inappropriate transactions were identified as part of our detailed journal testing.</p> <p>A review of accounting estimates did not show any evidence of bias.</p> <p>Focused testing of accruals and prepayments did not identify any balances that were incorrectly held on the Balance Sheet.</p> <p>We did not identify any transactions outside the normal course of business.</p> <p><b>Conclusion:</b> No issues were identified which indicate management override of controls.</p>
<p><b>2. New financial systems</b></p> <p>During 2020/21, Fife Council introduced new general ledger and accounts payable systems. The systems went live in July 2020.</p> <p>The new systems will be used to produce the 2020/21 financial statements, and, as with any major change in</p>		<p>Service auditor assurances have been obtained from the auditors of Fife Council over the completeness, accuracy and allocation of balances, and income and expenditure.</p> <p><b>Conclusion:</b> No issues were found which indicate misstatement in the figures and balances due to the introduction of the new systems.</p>

Audit risk	Assurance procedure	Results and conclusions
financial systems, there is an increased risk of misstatement in the figures and balances.		

### Risks identified from the auditor's wider responsibility under the Code of Audit Practice

Audit risk	Assurance procedure	Results and conclusions
<p><b>4. Future operations and structure of SESplan</b></p> <p>Changes in legislation (Planning (Scotland) Act 2019) have impacted on the future operations and structure of SESplan. Arrangements are still being developed and finalised, however, it is expected that the developments could result in the winding up of SESplan in 2021 as its functions are expected to transfer to the Edinburgh and South East of Scotland City Region Deal.</p> <p>Meeting of the Joint Committee to be convened in June 2021 to agree procedures and timescale for winding down of SESplan.</p>	<p>Review updates and papers reported to the Joint Committee.</p> <p>Discuss with management about developments impacting on the future operations and structure of SESplan.</p>	<p><b>Results:</b> Procedures and timescale for winding up were discussed with management and by members at the Joint Committee meetings in June and October.</p> <p><b>Conclusion: SESplan has agreed</b> procedures and timescale for winding up activities in 2021.</p>

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# Appendix 2. Summary of 2020/21 national performance reports

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April

[Affordable housing](#)

June

[Highlands and Islands Enterprise: Management of Cairngorm mountain and funicular railway](#)

[Local government in Scotland Overview 2020](#)

July

[The National Fraud Initiative in Scotland 2018/19](#)

January

[Digital progress in local government](#)

[Local government in Scotland: Financial overview 2019/20](#)

February

[NHS in Scotland 2020](#)

March

[Improving outcomes for young people through school education](#)

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

## 2020/21 Annual Audit Report

Audit Scotland's published material is available for download on the website in a number of formats. For information on our accessibility principles, please visit:

[www.audit-scotland.gov.uk/accessibility](http://www.audit-scotland.gov.uk/accessibility)



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[www.audit-scotland.gov.uk](http://www.audit-scotland.gov.uk)

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## SESplan Joint Committee

4 October 2021

### Strategic Development Planning Authority for Edinburgh and South East Scotland Audit of 2020/21 annual accounts

#### Independent auditor's report

1. Our audit work on the 2020/21 annual accounts is now substantially complete. Subject to receipt of a revised set of annual accounts for final review, we anticipate being able to issue unqualified audit opinions in the independent auditor's report on 11 October 2021 (the proposed report is attached at [Appendix A](#)).

#### Annual audit report

2. Under International Standards on Auditing in the UK, we report specific matters arising from the audit of the financial statements to those charged with governance of a body in sufficient time to enable appropriate action. We present for the SESplan Joint Committee's consideration our draft annual report on the 2020/21 audit.

3. The report also sets out conclusions from our consideration of the four audit dimensions that frame the wider scope of public audit as set out in the Code of Audit Practice.

4. This report will be issued in final form after the annual accounts have been certified.

#### Unadjusted misstatements

5. We also report to those charged with governance all unadjusted misstatements which we have identified during our audit, other than those of a trivial nature and request that these misstatements be corrected.

6. We have no unadjusted misstatements to be corrected.

#### Fraud, subsequent events and compliance with laws and regulations

7. In presenting this report to the SESplan Joint Committee we seek confirmation from those charged with governance of any instances of any actual, suspected or alleged fraud; any subsequent events that have occurred since the date of the financial statements; or material non-compliance with laws and regulations affecting the entity that should be brought to our attention.

#### Representations from Section 95 Officer

8. As part of the completion of our audit, we are seeking written representations from the Section 95 Officer on aspects of the annual accounts, including the judgements and estimates made.

9. A draft letter of representation is attached at [Appendix B](#). This should be signed and returned to us by the Section 95 Officer with the signed annual accounts prior to the independent auditor's report being certified.

## Appendix A: Proposed Independent Auditor's Report

### Independent auditor's report to the members of the Strategic Development Planning Authority for Edinburgh and South East Scotland and the Accounts Commission

#### Reporting on the audit of the financial statements

##### Opinion on financial statements

I certify that I have audited the financial statements in the annual accounts of the Strategic Development Planning Authority for Edinburgh and South East Scotland for the year ended 31 March 2021 under Part VII of the Local Government (Scotland) Act 1973. The financial statements comprise the Movement in Reserves Statement, Comprehensive Income and Expenditure Statement, Balance Sheet, Cash-Flow Statement and notes to the financial statements, including a summary of significant accounting policies. The financial reporting framework that has been applied in their preparation is applicable law and International Financial Reporting Standards (IFRSs) as adopted by the European Union, and as interpreted and adapted by the Code of Practice on Local Authority Accounting in the United Kingdom 2020/21 (the 2020/21 Code).

In my opinion the accompanying financial statements:

- give a true and fair view in accordance with applicable law and the 2020/21 Code of the state of affairs of the Strategic Development Planning Authority for Edinburgh and South East Scotland as at 31 March 2021 and of its income and expenditure for the year then ended;
- have been properly prepared in accordance with IFRSs as adopted by the European Union, as interpreted and adapted by the 2020/21 Code; and
- have been prepared in accordance with the requirements of the Local Government (Scotland) Act 1973, The Local Authority Accounts (Scotland) Regulations 2014, and the Local Government in Scotland Act 2003.

##### Basis for opinion

I conducted my audit in accordance with applicable law and International Standards on Auditing (UK) (ISAs (UK)), as required by the [Code of Audit Practice](#) approved by the Accounts Commission for Scotland. My responsibilities under those standards are further described in the auditor's responsibilities for the audit of the financial statements section of my report. I was appointed under arrangements approved by the Accounts Commission on 24 June 2020. The period of total uninterrupted appointment is one year. I am independent of the Strategic Development Planning Authority for Edinburgh and South East Scotland in accordance with the ethical requirements that are relevant to my audit of the financial statements in the UK including the Financial Reporting Council's Ethical Standard, and I have fulfilled my other ethical responsibilities in accordance with these requirements. Non-audit services prohibited by the Ethical Standard were not provided to the Strategic Development Planning Authority for Edinburgh and South East Scotland. I believe that the audit evidence I have obtained is sufficient and appropriate to provide a basis for my opinion.

##### Conclusions relating to going concern basis of accounting

I have concluded that the use of the going concern basis of accounting in the preparation of the financial statements is appropriate.

Based on the work I have performed, I have not identified any material uncertainties relating to events or conditions that, individually or collectively, may cast significant doubt on the Strategic Development Planning Authority for Edinburgh and South East Scotland's ability to continue to adopt the going concern basis of accounting for a period of at least twelve months from when the financial statements are authorised for issue.

##### Risks of material misstatement

I report in a separate Annual Audit Report, available from the [Audit Scotland website](#), the most significant assessed risks of material misstatement that I identified and my judgements thereon.

##### Responsibilities of the Treasurer and the Joint Committee for the financial statements

As explained more fully in the Statement of Responsibilities, the Treasurer is responsible for the preparation of financial statements that give a true and fair view in accordance with the financial reporting framework, and for such internal control as the Treasurer determines is necessary to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, the Treasurer is responsible for assessing the Strategic Development Planning Authority for Edinburgh and South East Scotland's ability to continue as a going concern, disclosing, as applicable, matters related to going concern and using the going concern basis of accounting unless deemed inappropriate.

The Joint Committee is responsible for overseeing the financial reporting process.

### **Auditor's responsibilities for the audit of the financial statements**

My objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes my opinion. Reasonable assurance is a high level of assurance, but is not a guarantee that an audit conducted in accordance with ISAs (UK) will always detect a material misstatement when it exists. Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of these financial statements.

Irregularities, including fraud, are instances of non-compliance with laws and regulations. I design procedures in line with my responsibilities outlined above to detect material misstatements in respect of irregularities, including fraud. Procedures include:

- obtaining an understanding of the applicable legal and regulatory framework and how the Strategic Development Planning Authority for Edinburgh and South East Scotland is complying with that framework;
- identifying which laws and regulations are significant in the context of the Strategic Development Planning Authority for Edinburgh and South East Scotland;
- assessing the susceptibility of the financial statements to material misstatement, including how fraud might occur; and
- considering whether the audit team collectively has the appropriate competence and capabilities to identify or recognise non-compliance with laws and regulations.

The extent to which my procedures are capable of detecting irregularities, including fraud, is affected by the inherent difficulty in detecting irregularities, the effectiveness of the Strategic Development Planning Authority for Edinburgh and South East Scotland's controls, and the nature, timing and extent of the audit procedures performed.

Irregularities that result from fraud are inherently more difficult to detect than irregularities that result from error as fraud may involve collusion, intentional omissions, misrepresentations, or the override of internal control. The capability of the audit to detect fraud and other irregularities depends on factors such as the skilfulness of the perpetrator, the frequency and extent of manipulation, the degree of collusion involved, the relative size of individual amounts manipulated, and the seniority of those individuals involved.

A further description of the auditor's responsibilities for the audit of the financial statements is located on the Financial Reporting Council's website [www.frc.org.uk/auditorsresponsibilities](http://www.frc.org.uk/auditorsresponsibilities). This description forms part of my auditor's report.

### **Reporting on other requirements**

#### **Statutory other information**

The Treasurer is responsible for the statutory other information in the annual accounts. The statutory other information comprises the Management Commentary, Annual Governance Statement and Statement of Responsibilities.

My responsibility is to read all the statutory other information and, in doing so, consider whether the statutory other information is materially inconsistent with the financial statements or my knowledge obtained in the audit or otherwise appears to be materially misstated. If I identify such material inconsistencies or apparent material misstatements, I am required to determine whether this gives rise to a material misstatement in the financial statements themselves. If, based on the work I have performed, I conclude that there is a material misstatement of this statutory other information, I am required to report that fact. I have nothing to report in this regard.

My opinion on the financial statements does not cover the statutory other information and I do not express any form of assurance conclusion thereon except on the Management Commentary and Annual Governance Statement to the extent explicitly stated in the following opinions prescribed by the Accounts Commission.

#### **Opinions prescribed by the Accounts Commission on Management Commentary and Annual Governance Statement**

In my opinion, based on the work undertaken in the course of the audit:

- the information given in the Management Commentary for the financial year for which the financial statements are prepared is consistent with the financial statements and that report has been prepared in accordance with statutory guidance issued under the Local Government in Scotland Act 2003; and
- the information given in the Annual Governance Statement for the financial year for which the financial statements are prepared is consistent with the financial statements and that report has been prepared in accordance with the Delivering Good Governance in Local Government: Framework (2016).

### **Matters on which I am required to report by exception**

I am required by the Accounts Commission to report to you if, in my opinion:

- adequate accounting records have not been kept; or
- the financial statements are not in agreement with the accounting records; or
- I have not received all the information and explanations I require for my audit; or
- there has been a failure to achieve a prescribed financial objective.

I have nothing to report in respect of these matters.

### **Conclusions on wider scope responsibilities**

In addition to my responsibilities for the annual accounts, my conclusions on the wider scope responsibilities specified in the Code of Audit Practice, including those in respect of Best Value, are set out in my Annual Audit Report.

### **Use of my report**

This report is made solely to the parties to whom it is addressed in accordance with Part VII of the Local Government (Scotland) Act 1973 and for no other purpose. In accordance with paragraph 120 of the Code of Audit Practice, I do not undertake to have responsibilities to members or officers, in their individual capacities, or to third parties.

Patricia Fraser  
Senior Audit Manager  
Audit Scotland  
4th Floor  
102 West Port  
Edinburgh  
EH3 9DN

## Appendix B: Letter of Representation (ISA 580)

Patricia Fraser, Senior Audit Manager  
Audit Scotland  
4th Floor  
102 West Port  
Edinburgh  
EH3 9DN

Dear Patricia

### **Strategic Development Planning Authority for Edinburgh and South East Scotland Annual Accounts 2020/21**

1. This representation letter is provided about your audit of the annual accounts of the Strategic Development Planning Authority for Edinburgh and South East Scotland (the Authority) for the year ended 31 March 2021 for the purpose of expressing an opinion as to whether the financial statements give a true and fair view in accordance with the financial reporting framework, and for expressing other opinions on the management commentary and annual governance statement.

2. I confirm to the best of my knowledge and belief and having made appropriate enquiries of the Joint Committee, the following representations given to you in connection with your audit of the Authority's annual accounts for the year ended 31 March 2021.

#### **General**

3. The Authority and I have fulfilled our statutory responsibilities for the preparation of the 2020/21 annual accounts. All the accounting records, documentation and other matters which I am aware are relevant to the preparation of the annual accounts have been made available to you for the purposes of your audit. All transactions undertaken by the Authority have been recorded in the accounting records and are properly reflected in the financial statements.

4. I am not aware of any uncorrected misstatements.

#### **Financial Reporting Framework**

5. The annual accounts have been prepared in accordance with the Code of Practice on Local Authority Accounting in the United Kingdom 2020/21 (2020/21 accounting code), and in accordance with the requirements of the Local Government (Scotland) Act 1973, the Local Government in Scotland Act 2003 and The Local Authority Accounts (Scotland) Regulations 2014.

6. In accordance with the 2014 regulations, I have ensured that the financial statements give a true and fair view of the financial position of the Authority at 31 March 2021 and the transactions for 2020/21.

#### **Accounting Policies & Estimates**

7. All significant accounting policies applied are as shown in the notes to the financial statements. The accounting policies are determined by the 2020/21 accounting code where applicable. Where the code does not specifically apply I have used judgement in developing and applying an accounting policy that results in information that is relevant and reliable. All

accounting policies applied are appropriate to the Authority's circumstances and have been consistently applied.

**8.** The significant assumptions used in making accounting estimates are reasonable and properly reflected in the financial statements. Judgements used in making estimates have been based on the latest available, reliable information. Estimates have been revised where there are changes in the circumstances on which the original estimate was based or as a result of new information or experience.

### **Going Concern Basis of Accounting**

**9.** I have assessed the Authority's ability to continue to use the going concern basis of accounting and have concluded that it is appropriate. I am not aware of any material uncertainties that may cast significant doubt on the Authority's ability to continue as a going concern.

### **Assets**

**10.** The assets shown in the Balance Sheet at 31 March 2021 were owned by the Authority.

**11.** There are no plans or intentions that are likely to affect the carrying value or classification of the assets recognised within the financial statements.

**12.** Owned assets are free from any lien, encumbrance or charge except as disclosed in the financial statements.

### **Liabilities**

**13.** All liabilities at 31 March 2021 of which I am aware have been recognised in the annual accounts.

**14.** There are no plans or intentions that are likely to affect the carrying value or classification of the liabilities recognised in the financial statements.

**15.** There are no contingent liabilities arising either under formal agreement or through formal undertakings requiring disclosure in the accounts.

### **Fraud**

**16.** I have provided you with all information in relation to:

- my assessment of the risk that the financial statements may be materially misstated because of fraud
- any allegations of fraud or suspected fraud affecting the financial statements
- fraud or suspected fraud that I am aware of involving management, employees who have a significant role in internal control, or others that could have a material effect on the financial statements.

### **Laws and Regulations**

**17.** I have disclosed to you all known instances of non-compliance or suspected non-compliance with laws and regulations whose effects should be considered when preparing financial statements.

## **Related Party Transactions**

**18.** All material transactions with related parties have been appropriately accounted for and disclosed in the financial statements in accordance with the 2020/21 accounting code. I have made available to you the identity of all the Authority's related parties and all the related party relationships and transactions of which I am aware.

## **Management commentary**

**19.** I confirm that the Management Commentary has been prepared in accordance with the statutory guidance and the information is consistent with the financial statements.

## **Corporate Governance**

**20.** I confirm that the Authority has undertaken a review of the system of internal control during 2020/21 to establish the extent to which it complies with proper practices set out in the Delivering Good Governance in Local Government: Framework 2016. I have disclosed to you all deficiencies in internal control identified from this review or of which I am otherwise aware.

**21.** I confirm that the Annual Governance Statement has been prepared in accordance with the Delivering Good Governance in Local Government: Framework 2016 and the information is consistent with the financial statements. There have been no changes in the corporate governance arrangements or issues identified, since 31 March 2021, which require to be reflected.

## **Events Subsequent to the Date of the Balance Sheet**

**22.** All events subsequent to 31 March 2021 for which the 2020/21 accounting code requires adjustment or disclosure have been adjusted or disclosed.

Yours sincerely

Eileen Rowand MBA, CPFA

Treasurer



## APPENDIX 3

### SESplan

#### Closing Financial Statement 2021-2022

#### Statement of Balances

	<b>£</b>
Balances held at 31st March 2021 (per 2020-2021 Audited Accounts)	<b>111,694</b>
Income & (Expenditure) during 2021-2022	
IT support costs	(10,433)
IT support costs due to be settled	(461)
<b>Balances held by SESplan at closure</b>	<b>100,800</b>

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#### Distribution of Remaining Balances

	Initial Distribution £	City Deal Contribution £	Final Distribution £
Distribution to SESplan constituent Authorities			
-City of Edinburgh Council	16,800	(11,000)	5,800
-West Lothian Council	16,800	(11,000)	5,800
-Midlothian Council	16,800	(11,000)	5,800
-East Lothian Council	16,800	(11,000)	5,800
-Scottish Borders Council	16,800	(11,000)	5,800
-Fife Council	16,800	(11,000)	5,800
Edinburgh and South East Scotland City Region Deal		66,000	66,000
	<b>100,800</b>	<b>0</b>	<b>100,800</b>

