

Notice of meeting and agenda

Planning Committee

2.00 pm, Wednesday, 19th April, 2023

Dean of Guild Court Room - City Chambers

This is a public meeting and members of the public are welcome to attend or watch the webcast live on the Council's website.

Contacts

Email: jamie.macrae@edinburgh.gov.uk / taylor.ward@edinburgh.gov.uk

1. Order of Business

- 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

- 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

- 3.1 If any

4. Minutes

- 4.1 Planning Committee of 24 March 2023 - submitted for approval as a correct record 7 - 14

5. Business Bulletin

- 5.1 Planning Committee Business Bulletin 15 - 18

6. Development Plan

- 6.1 Edinburgh Local Development Plan: Action Programme 2023 - adoption – Report by the Executive Director of Place 19 - 158

7. Planning Policy

- 7.1 None.

8. Planning Process

- 8.1 Proposed Changes to Short Term Let Guidance in the Non-Statutory Guidance for Businesses – Report by the Executive Director of Place 159 - 242

9. Planning Performance

- 9.1 None.

10. Conservation

- 10.1 None.

11. Motions

- 11.1 Motion by Councillor Osler – Edinburgh Design Guidance – Cycle Parking

“Committee,

1. Notes that City Plan 2030 has been submitted for examination and one of the key aims is that by 2030, we want Edinburgh to be *A City where you don't need to own a car to move around.*
2. Notes Edinburgh Design Guidance, 2.4 Design, Integration and Quality of Parking – Parking Spaces for Bicycles states
 - i) *High quality cycle parking, including secure storage is essential in making cycling as attractive as possible.*
3. Notes that the Edinburgh Street Design Guidance C7 – Cycle Parking - Cycle Parking in New Developments states the following
 - i. *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

- ii. 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*
 - iii. 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.*
- 4. Notes that the Edinburgh Design Guidance was approved in January 2020 and is due for review late 2023 or early 2024
 - 5. Requests that the review of the Edinburgh Design Guidance should take account of how cycle parking is being used in recent development and:
 - i) Consider the extent of cycle parking required for different types of development;
 - ii) Provide clear guidance to ensure that cycle parking provided is accessible, secure and safe to use; and,
 - iii) Ensure that cycle parking provides for the range of different types of bikes available.

The forthcoming report to Planning Committee on the Edinburgh Design Guidance should explain what measures have been taken in relation to these points.”

Nick Smith

Service Director, Legal and Assurance

Committee Members

Councillor James Dagleish (Convener), Councillor Alan Beal, Councillor Chas Booth, Councillor Lezley Marion Cameron, Councillor Neil Gardiner, Councillor Euan Hyslop,

Councillor Tim Jones, Councillor Amy McNeese-Mechan, Councillor Joanna Mowat, Councillor Kayleigh O'Neill and Councillor Hal Osler.

Information about the Planning Committee

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

This meeting of the Planning Committee is being held in the City Chambers, High Street, Edinburgh and virtually by Microsoft Teams.

Further information

If you have any questions about the agenda or meeting arrangements, please contact Jamie Macrae, Committee Services, City of Edinburgh Council, Business Centre 2.1, Waverley Court, 4 East Market Street, Edinburgh EH8 8BG, email jamie.macraemartin.scott@edinburgh.gov.uk / taylor.ward@edinburgh.gov.uk.

A copy of the agenda and papers for this meeting will be available for inspection prior to the meeting at the main reception office, City Chambers, High Street, Edinburgh.

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Minutes

Planning Committee

10.00am, Friday 24 March 2023

Present

Councillors Dalgleish (Convener), Beal, Booth (items 1 to 5), Cameron, Gardiner, Jones, Kumar (substituting for Councillor Hyslop), Mowat, O'Neill, Osler and Staniforth (substituting for Councillor Booth (items 6 to 8)).

1. Minutes

Decision

To approve the minute of the Planning Committee of 18 January 2023 as a correct record.

2. Business Bulletin

The Planning Committee Business Bulletin for 24 March 2023 was submitted.

Decision

- 1) **City Plan 2030 Update** – To note the update and that information on the questions being asked by Reporters at the second stage examination be included in a further business bulletin update.
- 2) **Seafield Update** – To note the update and that information on any changes to the Chair and composition of the Sounding Board would be reported to members via the committee's business bulletin.
- 3) **Student Accommodation**
 - a) To note the update and agree that a detailed report be presented to a future meeting of the Committee on student accommodation to include an analysis of the overall provision in the city, engagement with purpose-built student accommodation providers, the universities and student groups.
 - b) In advance of the report being prepared, to ask officers to arrange an engagement/training session for committee members and to invite representatives from the universities, purpose-built student accommodation providers and student groups to participate in the session.

(Reference – Business Bulletin 24 March 2023, submitted.)

3. Proposed Compulsory Purchase Order – Granton Waterfront (Phase 1) Regeneration Site

Approval was sought to use the Council’s compulsory purchase powers to promote a Compulsory Purchase Order (CPO) for seven small parcels of land extending to around 3,452 square metres within the Granton Waterfront (Phase 1) regeneration site.

The Order would be progressed using the provisions of and the powers available to the Council under Section 189 of the Town and Country Planning (Scotland) Act 1997.

Ownership and control of this land was required for the development of Phase 1 “Heart of Granton” within the wider Granton Waterfront regeneration area in accordance with the consented Granton Waterfront Development Framework and agreed delivery strategy as set out in the Granton Waterfront Outline Business Case.

Decision

- 1) To agree to pursue a Compulsory Purchase Order for seven parcels of land within the Granton Waterfront (Phase 1) regeneration site and to instruct the Council Solicitor to commence proceedings.
- 2) To note that it was intended to submit a draft Compulsory Purchase Order to the next available meeting of the Council for authority to exercise compulsory purchase powers.
- 3) To note that the Council would continue to seek a negotiated acquisition of the parcels of land in parallel with the Compulsory Purchase Order process.

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

4. Annual Review of Guidance

Following the adoption of the National Planning Framework 4 (NPF4) on 13 February 2023 and the submission of the City Plan 2030 for examination on 9 December 2022, there was a requirement to update the planning guidance to reflect the new development plans and to review key planning guidance to help deliver their aims and ambitions.

The current status of the planning guidance and the proposed programme of review with timelines was presented.

Motion

- 1) To approve the planning guidance review programme for 2023 as set out in Appendix 1 of the report by the Executive Director of Place.
 - 2) To approve the proposed change to the policy context for the relevant planning guidance as set out in Appendix 1 of the report.
- moved by Councillor Dalgleish, seconded by Councillor Cameron

Amendment

- 1) To note the decision of full council on 9 February 2023 to declare a nature emergency, "recognising the current state of nature, its inherent value and the crucial role its recovery and restoration will play in realising climate targets".
 - 2) To note policy 1 of national planning framework 4 that, "when considering all development proposals, significant weight will be given to the global climate and nature crises", and policy 3 on biodiversity which sets out a number of requirements.
 - 3) To further note that guidance is awaited which sets out how developers should address these issues, which is likely to come to committee once City Plan 2030 completes its examination stage.
 - 4) To note that NPF4 was approved by the Scottish Government in February, and already formed part of our development plan.
 - 5) Subject to point 6, to approve the planning guidance review programme for 2023 as set out in appendix 1, and to note the proposed change to the policy context for the planning guidance as set out in appendix 1.
 - 6) To agree that the nature emergency demanded urgent action, and therefore to agree to receive a report within 2 cycles setting out how the planning system in Edinburgh can respond to the nature emergency, including, but not limited to, the following:
 - a) consideration of whether developers can be required or encouraged to deliver nature positive interventions such as bee bricks or swift boxes.
 - b) providing detailed guidance on compliance with policies 1 and 3 of NPF4.
 - c) integrating nature-based solutions into developments wherever feasible.
- moved by Councillor Booth, seconded by Councillor O'Neill

In accordance with Standing Order 22(12), the amendment was adjusted and accepted as an amendment to the motion.

Decision

To approve the following adjusted amendment by Councillor Booth.

- 1) To note the decision of full council on 9 February 2023 to declare a nature emergency, "recognising the current state of nature, its inherent value and the crucial role its recovery and restoration will play in realising climate targets".
- 2) To note policy 1 of national planning framework 4 that, "when considering all development proposals, significant weight will be given to the global climate and nature crises", and policy 3 on biodiversity which sets out a number of requirements.
- 3) To further note that guidance is awaited which sets out how developers should address these issues, which is likely to come to committee once City Plan 2030 completes its examination stage.

- 4) To note that NPF4 was approved by the Scottish Government in February, and already formed part of our development plan.
- 5) Subject to point 6, to approve the planning guidance review programme for 2023 as set out in appendix 1 and approve the proposed change to the policy context for the planning guidance as set out in appendix 1.
- 6) To agree that the nature emergency demanded urgent action, and therefore to agree to receive a report within 3 cycles setting out how the planning system in Edinburgh can respond to the nature emergency, including, but not limited to, the following:
 - a) consideration of whether developers can be required or encouraged to deliver nature positive interventions such as bee bricks or swift boxes.
 - b) providing detailed guidance on compliance with policies 1 and 3 of NPF4.
 - c) integrating nature-based solutions into developments wherever feasible.

(References – Planning Committee, 23 February 2022 (item 8); report by the Executive Director of Place, submitted)

5. Towards West Edinburgh 2050 – A Spatial Strategy for Inclusive and Sustainable Growth – referral from the Policy and Sustainability Committee

The Policy and Sustainability Committee had referred a report on Towards West Edinburgh 2050 – A Spatial Strategy for Inclusive and Sustainable Growth to this Committee for information.

The Strategy identified the key strengths of West Edinburgh as well as the challenges it faced and provided a vision of what the area could be by 2050.

Decision

To note the report.

(Reference – referral report from the Policy and Sustainability Committee 1 November 2022, submitted)

6. Funding Third Sector Delivery Partners – Edinburgh World Heritage and Edinburgh and Lothians Greenspace Trust

Approval was sought for funding for the financial year 2023/24 for Edinburgh World Heritage and Edinburgh and Lothians Greenspace Trust. Details of the activities proposed to be delivered under the Service Level Agreements for 2023/24 were set out in appendices 1 and 2 of the report by the Executive Director of Place.

Decision

- 1) To approve the sums of £46,000 for Edinburgh World Heritage and £25,833 for Edinburgh and Lothians Greenspace Trust for the financial year 2023/24.

- 2) To note a change to the payment arrangement to the Edinburgh and Lothians Greenspace Trust from year 2023/24.

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

7. Changes to the Pre-Application Advice Service

Approval was sought for proposed changes to the pre-application advice (PAA) service that the Council provided to customers in advance of receipt of a planning application. To enable the delivery of an improved service and to achieve full cost recovery, it was proposed to alter the existing PAA service and charging scheme. These changes were in response to customer feedback and officer experience since the implementation of charges for PAA in July 2019.

Decision

- 1) To agree that the proposed changes to the Council's pre-application advice service and the proposed charges for providing pre-application advice be implemented from 1 April 2023.
- 2) To update the Planning Fees Charter and Scale of Fees to reflect the changes.
- 3) To agree that a follow-up report would be brought to the Planning Committee twelve months after the implementation date.
- 4) To agree the proposed amendments to the pre-application advice service principles.
- 5) To add the following wording for clarification to the section in the charging schedule on **Additional Meetings as required and agreed between the case officer and applicant will be charged at £660 per hour for the Local Development (medium) Category** – “This sum reflects the cost of the meeting itself and the associated costs of the preparatory and post meeting work.”

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

8. Motion by Councillor Osler – Non-Determination

The following motion by Councillor Osler was submitted in terms of Standing Order 17:

“Committee:

1. Supports and encourages communities to engage within the planning process.
2. Notes the volume and complexity of applications having to be considered in Edinburgh by the City of Edinburgh Planning Department in comparison to other Local Authorities.
3. Notes and supports the rights of applicants to have planning applications considered within a timely manner as set out by the Scottish Government.

4. Notes that there is an option available to an applicant to appeal to Scottish Government's Planning and Environmental Appeals Division (DPEA) for the non-determination of an application if it has passed its time period for decision as set by planning legislation via the Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013 or a time period that has been otherwise agreed by officers and the applicant.
 5. Recognises that the determination of an application can be delayed by the granting of a request for a hearing.
 6. Notes that some applicants choose to withdraw an application from consideration by the Development Management Sub-Committee on the basis of non-determination when a decision is delayed due to a hearing being granted.
 7. Therefore requests the Planning Convener to write to the Minister for Public Finance, Planning and Community Wealth asking that consideration be given to extending the time limit for determination in cases where an application has been continued for a hearing to allow for communities and other interested stakeholders to have their voices heard.”
- moved by Councillor Osler, seconded by Councillor Beal

Amendment

To approve the motion by Councillor Osler and to add:

8. To note that the timescales to determine applications were short at 2 months for local and 4 months for major applications and that applications could involve multiple consultees whose responses had to be considered; that these timescales could be extended by the use of processing agreements to agree reasonable timescales.
 9. To ask that the Convener asks the Minister if Edinburgh could make increased use of processing agreements where applications which required multiple consultations were identified, to reasonably extend timescales to allow the planning process to hear from all interested parties and provide sufficient time for consideration of matters raised by consultees, and then revert to Committee with the outcome of any discussions for their consideration.
 10. To report back to Committee the outcome of these discussions.
- moved by Councillor Mowat, seconded by Councillor Jones

In accordance with Standing Order 22(12), the amendment was accepted as an addendum to the motion.

Decision

To approve the following adjusted motion by Councillor Osler:

- 1) To support and encourage communities to engage within the planning process.
- 2) To note the volume and complexity of applications having to be considered in Edinburgh by the City of Edinburgh Planning Department in comparison to other Local Authorities.

- 3) To note and support the rights of applicants to have planning applications considered within a timely manner as set out by the Scottish Government.
- 4) To note that there was an option available to an applicant to appeal to Scottish Government's Planning and Environmental Appeals Division (DPEA) for the non-determination of an application if it had passed its time period for decision as set by planning legislation via the Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013 or a time period that had been otherwise agreed by officers and the applicant.
- 5) To recognise that the determination of an application could be delayed by the granting of a request for a hearing.
- 6) To note that some applicants chose to withdraw an application from consideration by the Development Management Sub-Committee on the basis of non-determination when a decision was delayed due to a hearing being granted.
- 7) Therefore to request the Planning Convener to write to the Minister for Public Finance, Planning and Community Wealth asking that consideration be given to extending the time limit for determination in cases where an application had been continued for a hearing to allow for communities and other interested stakeholders to have their voices heard.
- 8) To note that the timescales to determine applications were short at 2 months for local and 4 months for major applications and that applications could involve multiple consultees whose responses had to be considered; that these timescales could be extended by the use of processing agreements to agree reasonable timescales.
- 9) To ask that the Convener asks the Minister if Edinburgh could make increased use of processing agreements where applications which required multiple consultations were identified, to reasonably extend timescales to allow the planning process to hear from all interested parties and provide sufficient time for consideration of matters raised by consultees, and then revert to Committee with the outcome of any discussions for their consideration.
- 10) To report back to Committee the outcome of these discussions.


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Business Bulletin

Planning Committee

2.00pm, Wednesday, 19 April 2023

Planning Committee

Convener:	Members:	Contacts:
<p>Councillor James Dalgleish</p> 	<p>Councillor Alan Beal Councillor Chas Booth Councillor Lezley Marion Cameron Councillor Neil Gardiner Councillor Euan Hyslop Councillor Tim Jones Councillor Amy McNeese-Mechan Councillor Joanna Mowat Councillor Kayleigh O'Neill Councillor Hal Osler</p>	<p>Jamie Macrae / Taylor Ward Committee Services jamie.macrae@edinburgh.gov.uk taylor.ward@edinburgh.gov.uk</p> <p>David Givan Chief Planning Officer and Head of Building Standards david.givan@edinburgh.gov.uk</p>

Conservation and Adaptation

Officers have been progressing work in response to the motion on 'Conservation and Adaptation' agreed by the Planning Committee at its meeting on 2 November 2022. The motion sought to gather the views of the city's residents on what the additional challenges are for residents who live in listed buildings and/or conservation areas to adapt their homes in response to climate change and the cost of living crises.

An online public consultation covering this was launched in March and will run for a period of 10 weeks. The responses to the consultation will be analysed and a short-term working group comprising Planning Officers, Councillors, relevant bodies with an interest in the historic environment, energy saving or fuel poverty and residents will be established. The short-term working group will consider the feedback from the consultation and discuss the challenges and possible solutions, including the potential impact if change is required on the cultural heritage value of the city's listed buildings and conservation areas. A report on the analysis of the consultation responses and the discussions of the short-term working group, including conclusions and next steps, will be presented to Committee in Autumn 2023.

Contact: [Daniel Lodge](#)

Planning Officer

Planning Performance

Performance for Q4 2022/23 is overall similar to the previous quarter. While there have been some increases in the timescales to determine some types of applications, there have also been decreases for other types. Appendix 1 sets this out in detail.

The introduction of National Planning Framework 4 as part of the Council's development plan has taken considerable officer time to implement, with additional assessment required against the new policies and training that has been implemented. Against this backdrop the relatively stable performance for Q4 is considered positive.

Contact: [David Givan](#), Chief Planning Officer and Head of Building Standards

Building Standards Performance

The Building Standards section has improved in performance over the last 12 months and has achieved the 95% and 90% national targets for issuing first reports and

Contact: [Colin Wishart](#)

Building Standards Operations Manager

granting building warrants on time respectively. The National Customer Survey rating has increased to 7.2 in the last quarter, which is above the national target of 7.0 and is the highest rating for the section in over eight years. This is a significant achievement. The section has created and recruited four Modern Apprentices and staff across the section are actively involved in the mentoring and training of these four new members of staff. All of this is part of the longer-term succession planning for Building Standards to create opportunities for staff to develop their career in Building Standards.

Building Standards continues to be actively involved with colleagues in Scottish Government and partner local authorities, developing improvements in service delivery which were identified in the Cole Report and the Dame Hackett enquiry. Outcomes from these working groups are expected to start coming into effect later this year.

	2022/23			
	Q1	Q2	Q3	Q4
Number of first reports	1,295	1,005	1,192	1,180
% issued within 20 day target	90%	91%	91%	95%
Number of warrants granted	1,374	1,144	1,248	1,168
% issued within 10 day target	91%	92%	90%	92%%

City Plan Update

Following the confirmation of the appointment of Reporters, the conclusion of the first stage of the Examination (Report of Conformity with the Participation Statement) and the commencement of the second stage of Examination (of the unresolved Representations and Council responses), the Council awaits the first Further Information Requests from the Reporter.

Contact: [Iain McFarlane](#)

City Plan Programme Director

Planning Committee

2.00pm, Wednesday, 19 April 2023

Edinburgh Local Development Plan: Action Programme 2023 - adoption

Executive/routine Wards Council Commitments	Executive All
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1. Recommendations

- 1.1 It is recommended that Committee:
 - 1.1.1 Agrees that the Edinburgh Local Development Plan (LDP) Action Programme 2023 (Appendix 1) be formally adopted, published and submitted to Scottish Ministers;
 - 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; and
 - 1.1.3 Notes a further report on the financial implications of the 2023 Action Programme will be reported to 20 June 2023 Finance and Resources Committee.

Paul Lawrence

Executive Director of Place

Contact: Iain McFarlane, City Plan Programme Director

E-mail: iain.mcfarlane@edinburgh.gov.uk | Tel: 0131 529 2419



Edinburgh Local Development Plan: Action Programme 2023 - 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 must be updated at least every two years. A new Action Programme has been prepared in conjunction with the latest Housing Land Audit and School Roll projections and with regard to Council financial planning. It is recommended this is adopted and submitted to Scottish Ministers as statutorily required.
- 2.3 A number of actions from previous action programmes have not been brought forward. The reasoning for this is set out in Appendix 2 and in paragraphs 4.26 – 4.27 of this report and the governance of taking these decisions is in paragraphs 6.4 – 6.8.

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 respond to 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](#), the fourth in [February 2020](#) and the fifth in [December 2021](#).

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 2023 sets out the actions required to support the growth of the city. These are:
- 4.3.1 Education capacity, including new schools;
 - 4.3.2 Transport improvements, including:
 - 4.3.2.1 Pedestrian and cycle actions, including public realm;
 - 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 originating 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. This action programme provides detail on each these, and if they form part of the consultative draft Active Travel Action Plan 2023 – Delivering the City Mobility Plan at the Transport and Environment Committee on [2 February 2023](#) or identified in the Active Travel Investment Programme.
 - 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.
- 4.8 In addition to meeting the principles for planning obligations, use of planning conditions should also 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.
- 4.9 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 6.4 – 6.8 of this report.

General updates and improvements to the 2023 Action Programme

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

4.10.1 Where an infrastructure action is required because of new housing, the delivery timescales set out in the Action Programme have been informed by the 2022 Housing Land Audit and Completions Programme (HLACP), as reported to Planning Committee on [2 November 2022](#). This is to ensure that actions are delivered at the appropriate time in relation to the speed of housing delivery;

4.10.2 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

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

4.11 The significant changes in the August 2023 Action Programme are set out below.

Education infrastructure

4.12 This update has reviewed the actions in the previous programme (December 2021) adjusting their scope, estimated delivery times and cost. These are factual updates, taking into account the rate of housing completions and adjusting the cost to reflect recent education premises procurement and final costs. More detail on these is provided in paragraphs 4.22 – 4.23 below.

4.13 The Council publishes school roll projections on an annual basis. Pupil generation rates are updated annually as part of this process to ensure they reflect any recent changes. The latest update, to be reported to the Education, Children and Families Committee on 27 April 2023, examines the number of pupils generated over an 18-year period (2005-2022). The new rates assume flats with one-bedroom do not generate additional pupils and are as follows:

Sector	House Ratio Total	House ND	House RC	Flat Ratio Total	Flat ND	Flat RC
Primary	0.428	0.372	0.056	0.156	0.136	0.020
Secondary	0.253	0.220	0.033	0.072	0.063	0.006
Early Years	0.124			0.059		

4.14 This April 2023 Action Programme sets out the requirement for eight new primary schools, excluding three that have been delivered (Canaan Lane, Victoria, Frogston) and the refurbishment of Deanbank House which is in progress. The requirement for new primary schools that have not previously been reported include a primary school in the Bonnington area and in the application site for Milburn

Tower. The requirement for a new primary school in the Bonnington area is based on housing output assumptions from the proposed City Plan 2030, now at Examination, for sites that can come forward as applications at any time. It is an area where redevelopment of brownfield sites for housing is supported in principle by LDP policy and approved development / place briefs for Bonnington, Leith Walk / Halmyre Street and Stead's Place / Jane Street. The Leith / Trinity contribution zone has been extended to include Broughton Primary School and Drummond High School and its other feeder primary schools because of the cross-boundary impacts of developments in this area. The requirement for a new primary school in the Milburn Tower site follows the decision by the DPEA to grant planning permission for the proposed development of up to 1,350 residential dwellings in April 2022. The legal agreement includes the requirement for a 10-class primary school capable of being extended to 21 classes and a 2 ha site. The Action Programme requirement for a 14-class primary school is in line with changes to the pupil generation rates which indicate a 14-class primary school will now be required.

- 4.15 Other changes to the actions include extensions to Balgreen Primary School, Broomhouse Primary School, Canal View Primary School, Leith Primary School, Royal High Primary School, Victoria Primary School and Holy Cross Primary School. The requirement to extend Balgreen, Broomhouse, Canal View and the Royal High Primary Schools are a result of the inclusion of housing output assumptions as part of the proposed City Plan that affect these catchment areas. The requirement to extend Leith and Victoria Primary Schools takes account of sites that are identified as constrained in the HLA because there is evidence of development activity in these areas. An extension to St Cuthbert's RC Primary School has been removed following analysis of the uptake of denominational places, which have been realigned to non-denominational schools where the uptake of RC places is lower than 3%. This review resulted in a requirement to extend Holy Cross RC Primary School because the uptake of denominational places was in line with the city average. All extensions to denominational schools will consider the impact of prioritising Roman Catholic places and realigning them to non-denominational schools as part of any business case to take the project forward.
- 4.16 There are requirements for extensions at 21 primary schools and 17 secondary schools. Each project will require a fully funded business case to progress.
- 4.17 In West Edinburgh, some of the additional capacity required is planned to be delivered by a new West Edinburgh high school. Options for a site have not been finalised but include land at West Edinburgh as indicated in the Proposed City Plan 2030, which is currently at Examination. The timescales for a new West Edinburgh High School are uncertain and will require a site to be secured through a planning application. In order to avoid the requirement for temporary classes at Craigmount High School, it may be necessary to extend Craigmount High School to accommodate the planned growth in the latest HLA. Further significant housing developments affecting Craigmount High School's catchment area in West

Edinburgh will only be supported in line with the delivery of a new West Edinburgh High School.

- 4.18 Since the December 2021 Action Programme, an extension to James Gillespie's High School has been delivered (Darroch Annexe to provide GME places based at James Gillespie's High School) and a new sports building at Bangholm Recreational Grounds opened in 2022 as part of the redevelopment of Trinity Academy. Both projects were partially funded by developer contributions. There is a construction project on site to deliver an annexe to Kirkliston Primary School and construction is expected to commence in 2023 to extend Dean Park Primary School, provide temporary classrooms at Echline Primary School and build the new Maybury Primary School.

Delivery Timescales

- 4.19 There is a requirement to include a delivery timescale for each action. These are indicative dates and have been reviewed and, where appropriate, revised to reflect up-to-date project timescales for those within a committed project, school roll projections and the speed of new housing delivery as estimated in the 2022 Housing Land and Delivery Programme.
- 4.20 However, there are further steps to be taken towards delivery of each action. Following the recent Capital Investment Programme set by full Council on 23 February 2023 ([Sustainable Capital Budget Strategy 2023-2033 – referral from the Finance and Resources Committee](#)), business cases are now required to be developed for any Education project which is not yet fully funded within the capital programme.
- 4.21 Each business case will be required to assess the estimated level of developers' contributions that will be achievable for that project (including indexation to the BICS building costs index), identify if there is any expected gap in funding for delivery of the action and propose how the funding gap will be addressed. The preparation of these business cases will recognise that there is a statutory duty for educational provision for pupils, whether they result from organic growth or from planned development. Business cases will be reported to the Finance and Resources Committee. It should be noted that if planned development is delayed or becomes undeliverable for any reason, then it may allow the opportunity for speculative development, not supported by the LDP spatial strategy and policy, to be brought forward as proposals, which have their own educational and funding requirements.

Costs

- 4.22 The costs of the education actions have been updated to Q4 2022. As reflected across the construction sector and procurement of recent Council projects, costs have risen significantly. This action programme has reflected these increases in order to more accurately quantify the cost to developers (through proportionate contributions) and the Council. Each business case as it is developed will be as

transparent as possible on the details of the overall cost increase. However, a summary of the reasons for recent cost increases are:

4.22.1 Inflation in the construction sector and this potentially being greater than the indexation used for developers contributions;

4.22.2 General construction project cost increases and shortages for materials and labour resulting in further delays to projects once on site;

4.22.3 The increased costs of enhanced technical requirements now required by building standards to improve the performance and efficiency of buildings;

4.22.4 Enhanced procurement and quality procedures required for the construction of new buildings; and

4.22.5 PassivHaus requirements for new learning estate buildings in order to meet the Council's objective of being net zero by 2030 and reducing future revenue costs burden, and required to meet planning policy (NPF4 Policy 1 and 2).

4.23 The Business Cases are ongoing work and will set out the detail of costings, funding options and whole life cost benefits. The Action Programme itself does not set out the delivery or funding mechanism, nor include a contribution rate for development to contribute towards mitigating its impact. Reporting of the impact of the action programme on the Council's capital budget follows the approval of each iteration (see links Finance and Resources reports in Background reading) where, for various reasons, the full cost of LDP infrastructure has not been borne by developer contributions. The non-statutory planning guideline on developer contributions and individual assessments for applications at the stage of submission/decision will have to address how developer contributions will have to increase to reflect the cost increase, while still according with planning circular tests on need and proportionality amongst others.

Transport infrastructure

4.24 Since the last action programme, work has progressed on a number of transport actions. As reported at the last update, the 'Development of Prioritised LDPAP Transport Actions project' is being progressed by three consultancies and the majority have completed RIBA Stages 0 – 2 design work, including public consultation in the Summer of 2022. The Queensferry, Burdiehouse and Leith Connections projects have successfully been awarded funding for all pre-construction stages (up to RIBA 3 – 4) and 70% of construction costs from Sustrans 'Places for Everyone' funds.

4.25 As a result of the consultancy design work, some actions have been **amended** to reflect the recommendations of feasibility studies and/or clarified the scope of the actions. This is the case for seven actions in the ['Walk, Wheel, Cycle Burdiehouse'](#) project covering the Broomhills, Burdiehouse and East of Burdiehouse housing sites; ten actions in the [Queensferry Improvements Project](#) covering the Buileyon

Road and South Scotstoun housing sites; two actions in the 'Barnton Junction' project covering Maybury and Cammo.

- 4.26 In some cases, the design work has identified actions that it does not consider feasible to deliver within the scope of the LDP AP projects. This includes an additional pedestrian bridge at Lochend, a new connection to the Burdiehouse Burn, path widening at Burdiehouse Burn and a path connection in South Queensferry. It is proposed that these actions are not taken forward for delivery as part of the LDPAP 2023. These actions and the detailed reasoning for their removal is in Appendix 2 of this report.
- 4.27 11 other items have been **removed** from LDPAP 2023 including planning informatives relating to the Queensferry Crossing; a bridge over the A9000 from Buileyon Road site to Ferrymuir no longer to be progressed following a clause in the legal agreement of the PPP (results of a feasibility study); an action in Leith to relay a cobbled street to cycle friendly setts, where an alternative route remains an LDPAP action; removing Ocean Drive as a distinct action while it remains an LDP road alignment safeguard and will be delivered through development; three actions in Balerno relating to off-site works that have not been funded or secured in legal agreements and are best delivered as part of future cycle network projects; two bus service infrastructure actions now best considered as part of the Public Transport Action Plan; and one footpath whose delivery would result in significant tree loss and dropped kerbs to existing footpath are in place.
- 4.28 In the rest of the Urban Area – north east locality area – a number of actions will be progressed through phases of the 'Leith Connections' active travel project.
- 4.29 All remaining actions, not currently within a project to progress their design and delivery, have been identified in the accompanying maps as 'outstanding actions' for clarity and/or identified as actions that could be taken forward as part of the Council's active travel network as set out in its Active Travel Action Plan (ATAP).
- 4.30 With the approval of a consultative draft Active Travel Action Plan 2023 – Delivering the City Mobility Plan at the Transport and Environment Committee on [2 February 2023](#), there is a commitment to increase funding and resources to deliver the active travel infrastructure included in the LDP action programme (ATAP action J19).
- 4.31 Other updates to the transport actions include:
- 4.31.1 12 actions have been **completed** including two at Granton Waterfront, one active travel route associated with a junction in a contribution zone, one confirmation of bridge strengthening works, one road safety action, and seven site specific actions delivered with housing developments;
- 4.31.2 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 2022 Housing Land Audit and Completions Programme;
- 4.31.3 As with the previous action programme, a level of contingency is applied to the base construction costs (at Quarter 1 (Q1) 2016 unless otherwise

indicated). 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

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

4.32.1 Dalry Community Park is being progressed as part of an active travel project Roseburn to Union Canal (see action TR-CZ-RUC-1 in the transport contributions zone), and further updates on progress and funding at Little France Park. Leith Western Harbour Central Park now has planning permission.

Primary healthcare infrastructure capacity

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

4.33.1 The extension at Parkgrove was completed in 2020.

4.33.2 Costs have been updated to take account of increased costs.

4.34 The costs of the Healthcare actions have been updated to Q4 2022/2023. As reflected across the construction sector and procurement of recent Healthcare projects, costs have risen significantly. This action programme has reflected these increases in order to more accurately quantify the cost to developers (through proportionate contributions) and the NHS. Each business case, as it is developed, will be as transparent as possible on the details of the overall cost increase. However, a summary of the reasons for recent cost increases are:

4.34.1 Inflation in the construction sector and this potentially being greater than the indexation used for developer contributions.

4.34.2 General construction project costs increases and shortages for materials and labour resulting in further delays to projects once on site.

4.34.3 The increased costs of enhanced technical requirements now required by building standards to improve the performance and efficiency of buildings.

4.34.4 Enhanced procurement and quality procedures required for construction of new buildings.

LDP Policies, including the preparation of Supplementary Guidance

4.35 The Action Programme also sets out the LDP policies and other relevant supplementary guidance and provides an update on the status of their preparation.

4.36 LDP Policy Del 1 Developer Contributions and Infrastructure Delivery refers to statutory supplementary guidance. As reported to this committee, on [23 February 2022](#), it is now the intention to prepare and consult on a non-statutory guideline on

Developer Contributions and Infrastructure Delivery. This will set out how the costs of the actions can be apportioned to developments. This is progressing and will follow on from the publication of this action programme.

- 4.37 The Town Centre actions section of the Action Programme has had minor updates to include phasing of the City Centre Transformation and work progressing as part of the '20 Minute Neighbourhood' project.

5. Next Steps

- 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 2023 Action Programme will be reported to a future Finance and Resources Committee.

6. Financial impact

- 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 a risk on both 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.
- 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 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.

7. Stakeholder/Community Impact

- 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

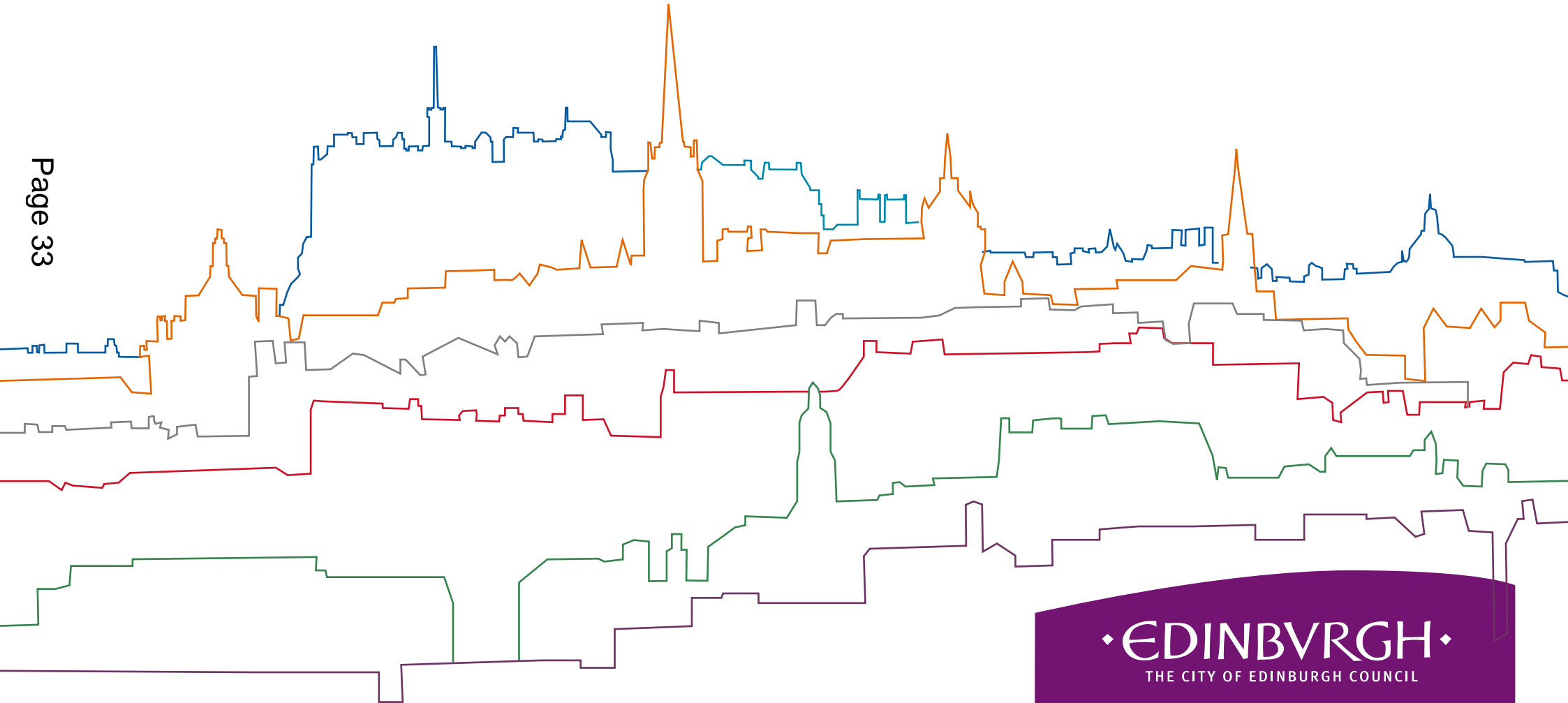
- 8.1 Edinburgh Local Development Plan: Action Programme – Financial Assessment, Finance and Resources Committee, [9 December 2021](#).
- 8.2 Non-Statutory Guideline on Developer Contributions and Infrastructure Delivery – approval for preparation and consultation of draft guideline, [23 February 2022](#).
- 8.3 Sustainable Capital Budget Strategy 2023-2033 – referral from Finance and Resources Committee, [23 February 2023](#).
- 8.4 Active Travel Action Plan 2023 – Delivering the City Mobility Plan, Transport and Environment Committee, [2 February 2023](#).
- 8.5 Annual Review of Guidance, Planning Committee, [23 February 2022](#) and [24 March 2023](#).
- 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

- 9.1 Appendix 1 - LDP Action Programme 2023 – for adoption.
- 9.2 Appendix 2 – Actions removed from LDP Action Programme.

EDINBURGH LOCAL DEVELOPMENT PLAN
ACTION PROGRAMME
APRIL 2023

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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
www.edinburgh.gov.uk/supplementaryguidance

Adopted 24 November 2016



Published in 2011



Published in 2013



Published in 2014



Edinburgh Local Development Plan

Action Programme

April 2023

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INTRODUCTION

This is the Action Programme which accompanies the adopted Edinburgh Local Development Plan (LDP) 2016. 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. Transport costs were costed in Q1 2016. Some costs have been updated following completion of concept designs to RIBA Stage 2 and these costs are from Q2 2022 (indicated with purple-coloured cells). Granton Framework costs are from Q3 2021. The level of contingency applied to the base construction costs (at Q1 2016 or 2022) 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. Healthcare costs are from Q4 2022. Education costs are from Q4 2022.

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.

This action programme includes maps to aid understand, please note these are indicative. Always refer to the full description of the action and the 'further details' column in the most up to date Action Programme.

1. Education

LDP Contribution Zone(s)	Sub Zone	Action Ref No.	Education Actions	School	%	Secondary Places	Estimated Capital Cost (Q4 2022) £	Delivery Timescale	Owner	Status
Boroughmuir / James Gillespie's	BJ-1, BJ-2	ED-SSBJ-S	Additional Secondary School Capacity	Boroughmuir High School		47	£3,240,274	2023	CEC	Under construction
Boroughmuir / James Gillespie's	BJ-2	ED-SSBJ-P	24% of new 14 Class Primary School	Canaan Lane Primary School	26%		£6,231,501		CEC	Delivered
Boroughmuir / James Gillespie's	BJ-1, BJ-2	ED-SSBJ-S	Additional Secondary School Capacity	James Gillespie's High School		55	£3,791,810		CEC	Delivered
Boroughmuir / James Gillespie's	BJ-1, BJ-2	ED-SSBJ-S	Additional Secondary School Capacity	St Thomas of Aquin's RC High School		7	£482,594	2028	CEC	Monitoring - project to be commissioned at the appropriate time.
Castlebrae	C-1, C-2	ED-SSC-SS1	Additional Secondary School Capacity	Castlebrae High School		530	£36,539,260	2027	CEC	New school opened in 2022 and was designed with an expansion strategy. Project to be commissioned at the appropriate time.
Castlebrae	C-1	ED-SSC-P3- P5	New 14 Class Primary School	Greendykes			£23,967,312	2027	CEC	Engagement with communities in the Craigmillar area is underway to identify the preferred location for a new primary school. Business case required
Castlebrae	C-1	ED-SSC-P3- P5	Servicing and remediation costs	Greendykes			£4,609,771	2027	CEC	

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1. Education

LDP Contribution Zone(s)	Sub Zone	Action Ref No.	Education Actions	School	%	Secondary Places	Estimated Capital Cost (Q4 2022) £	Delivery Timescale	Owner	Status
Castlebrae	C-1, C-2	ED-SSC-SS2	Additional Secondary School Capacity	Holy Rood RC High School		80	£5,515,360	2028	CEC	Monitoring - project to be commissioned at the appropriate time. Prioritisation of Roman Catholic pupils into the school may be applied if necessary. Business case required.
Castlebrae	C-2	ED-SSC-P6	New 21 Class Primary School	Newcraighall			£29,481,024	2025	CEC	Proposal of Application Notice submitted November 2022. Application for planning permission to be submitted in 2023
Castlebrae	C-2	ED-SSC-P6	Servicing and remediation costs	Newcraighall			£5,923,376	2025	CEC	
Castlebrae	C-1	ED-SSC-P3-P7	3 PS Classes	St Francis' RC Primary School	52%		£1,400,630	2026	CEC	Monitoring - project to be commissioned at the appropriate time. Prioritisation of Roman Catholic pupils into the school may be applied if necessary. Business case required.

1. Education

LDP Contribution Zone(s)	Sub Zone	Action Ref No.	Education Actions	School	%	Secondary Places	Estimated Capital Cost (Q4 2022) £	Delivery Timescale	Owner	Status
Castlebrae	C-2	ED-SSC-P3-P7	3 PS Classes	St Francis' RC Primary School	19%		£511,769	2026	CEC	Monitoring - project to be commissioned at the appropriate time. Prioritisation of Roman Catholic pupils into the school may be applied if necessary. Business case required.
Castlebrae	C-1	ED-SSC-P3- P8	4 PS Classes	St John Vianney RC Primary School	17%		£656,847	2027	CEC	Monitoring - project to be commissioned at the appropriate time.
Craigroyston / Broughton	CB-1, CB-2, CB-3	ED-SSCB-S1	Additional Secondary School Capacity	Broughton High School		205	£14,133,110	2026	CEC	Monitoring - project to be commissioned at the appropriate time. Early stages of consultation with the school. Business case required.
Craigroyston / Broughton	CB-1, CB-2, CB-3	ED-SSCB-S1	Additional Secondary School Capacity	Craigroyston High School		205	£14,133,110	2026	CEC	Monitoring - project to be commissioned at the appropriate time. Early stages of consultation with the school. Business case required.
Craigroyston / Broughton	CB-1	ED-SSCB-P4	1 PS Class	Granton Primary School			£975,240	2027	CEC	Monitoring - project to be commissioned at the appropriate time. Business case required.

1. Education

LDP Contribution Zone(s)	Sub Zone	Action Ref No.	Education Actions	School	%	Secondary Places	Estimated Capital Cost (Q4 2022) £	Delivery Timescale	Owner	Status
Craigroyston / Broughton	CB-1	ED-SSCB-P1- 3	New 17 Class Primary School	Granton Waterfront			£26,620,152	2026	CEC	Engagement with communities in the Granton and Pilton areas to establish the catchment area for the new primary school scheduled for September 2023. Business case required.
Craigroyston / Broughton	CB-2	ED-SSCB-P1- 3	Servicing and remediation costs	Granton Waterfront			£4,031,553	2026	CEC	
Craigroyston / Broughton	CB-1	ED-SSCB-P4	2 PS Classes	Holy Cross RC Primary School	36%		£712,204	2026	CEC	Monitoring - project to be commissioned at the appropriate time. Prioritisation of Roman Catholic pupils into the school may be applied if necessary. Business case required.
Craigroyston / Broughton	CB-1, CB-2, CB-3	ED-SSCD-S2	Additional Secondary School Capacity	St Augustine's RC High School		39	£2,688,738	2028	CEC	Monitoring - project to be commissioned at the appropriate time. Prioritisation of Roman Catholic pupils into the school may be applied if necessary. Business case required.

1. Education

LDP Contribution Zone(s)	Sub Zone	Action Ref No.	Education Actions	School	%	Secondary Places	Estimated Capital Cost (Q4 2022) £	Delivery Timescale	Owner	Status
Craigroyston / Broughton	CB-1	ED-SSCBRCP	1 PS Class	St David's RC Primary School	71%		£692,420	2025	CEC	Monitoring - project to be commissioned at the appropriate time. Prioritisation of Roman Catholic pupils into the school may be applied if necessary. Business case required.
Craigroyston / Broughton	CB-2	ED-SSCBRCP	1 PS Class	St David's RC Primary School	20%		£195,048	2025	CEC	Monitoring - project to be commissioned at the appropriate time. Prioritisation of Roman Catholic pupils into the school may be applied if necessary. Business case required.
Craigroyston / Broughton	CB-1, CB-2, CB-3	ED-SSCB-S1	Additional Secondary School Capacity	St Thomas of Aquin's RC High School		21	£1,447,782	2028	CEC	Monitoring - project to be commissioned at the appropriate time. Prioritisation of Roman Catholic pupils into the school may be applied if necessary. Business case required.
Firrhill	F-1	ED-SSF-S1	Additional Secondary School Capacity	Firrhill High School		25	£1,723,550	2024	CEC	Early stages feasibility and design development. Business case required.

1. Education

LDP Contribution Zone(s)	Sub Zone	Action Ref No.	Education Actions	School	%	Secondary Places	Estimated Capital Cost (Q4 2022) £	Delivery Timescale	Owner	Status
Liberton / Gracemount	LG-2	ED-SSLB-P7	3 PS Class	Craigour Park Primary School			£2,693,520	2025	CEC	Early stages feasibility and design development. Business case required.
Liberton / Gracemount	LG-1	ED-SSLG-P4-6	New 14 Class Primary School	Gilmerton Station Road			£23,967,312	2026	CEC	Engagement with communities in the Gilmerton and Gracemount areas to establish the catchment area for the new primary school scheduled for May 2023. Business case required.
Liberton / Gracemount	LG-1	ED-SSLG-P4-6	Servicing and remediation costs	Gilmerton Station Road			£5,923,376	2026	CEC	
Liberton / Gracemount	LG-1, LG-2, LG-3	ED-SSLG-S1	Additional Secondary School Capacity	Gracemount High School		205	£14,133,110	2027	CEC	Engagement with communities in the Gilmerton and Gracemount areas to establish the catchment area for the new primary school scheduled for May 2023 will also consider future accommodation pressure at Gracemount High School. Business case required.

1. Education

LDP Contribution Zone(s)	Sub Zone	Action Ref No.	Education Actions	School	%	Secondary Places	Estimated Capital Cost (Q4 2022) £	Delivery Timescale	Owner	Status
Liberton / Gracemount	LG-1, LG-2, LG-3	ED-SSLG-S1	Additional Secondary School Capacity	Holy Rood RC High School		90	£6,204,780	2028	CEC	Monitoring - project to be commissioned at the appropriate time. Prioritisation of Roman Catholic pupils into the school may be applied if necessary. Business case required.
Liberton / Gracemount	LG-1, LG-2, LG-3	ED-SSLG-S1	Additional Secondary School Capacity	Liberton High School		389	£26,818,438	2025	CEC	Construction on a replacement and extended Liberton High School to commence in May 2023
Liberton / Gracemount	LG-1	ED-SSLGRCP	4 PS Classes + 1 GP Class	St Catherine's RC Primary School			£4,839,048	2026	CEC	Engagement with communities in the Gilmerton and Gracemount areas to establish the catchment area for the new primary school scheduled for May 2023. Business case required.

1. Education

LDP Contribution Zone(s)	Sub Zone	Action Ref No.	Education Actions	School	%	Secondary Places	Estimated Capital Cost (Q4 2022) £	Delivery Timescale	Owner	Status
Liberton / Gracemount	LG-1	ED-SSLGRCP	4 PS Classes	St John Vianney RC Primary School	57%		£2,202,371	2027	CEC	Monitoring - project to be commissioned at the appropriate time. Prioritisation of Roman Catholic pupils into the school may be applied if necessary. Business case required.
Liberton / Gracemount	LG-1	ED-SSLGRCP	4 PS Classes	St John Vianney RC Primary School	26%		£1,004,590	2027	CEC	Monitoring - project to be commissioned at the appropriate time. Prioritisation of Roman Catholic pupils into the school may be applied if necessary. Business case required.
North East	NE-1	ED-SSNE-P1	New 14 Class Primary School	Bonnington			£23,967,312	2028	CEC	Monitoring - project to be commissioned at the appropriate time. Site to be identified and, if necessary, procured.
North East	NE-2	ED-SSNE-P1	Servicing and remediation costs	Bonnington			£4,609,771	2028	CEC	Business case required.

1. Education

LDP Contribution Zone(s)	Sub Zone	Action Ref No.	Education Actions	School	%	Secondary Places	Estimated Capital Cost (Q4 2022) £	Delivery Timescale	Owner	Status
North East	NE-1	ED-SSD-P1	4 PS Classes	Broughton Primary School			£3,863,808	2025	CEC	Refurbishment of existing classrooms created by replacement new nursery expected to be complete in 2024. The requirement for the project will be monitored and commissioned at the appropriate time.
North East	NE-1, NE-2, NE-3, NE-4	ED-SSD-S1	Additional Secondary School Capacity	Drummond High School		170	£11,720,140	2028	CEC	Monitoring - project to be commissioned at the appropriate time. Business case required.
North East	NE-1	ED-SSNE-P2	2 PS Classes	Holy Cross RC Primary School	17%		£336,318	2026	CEC	Monitoring - project to be commissioned at the appropriate time. Prioritisation of Roman Catholic pupils into the school may be applied if necessary. Business case required.

1. Education

LDP Contribution Zone(s)	Sub Zone	Action Ref No.	Education Actions	School	%	Secondary Places	Estimated Capital Cost (Q4 2022) £	Delivery Timescale	Owner	Status
North East	NE-2	ED-SSNE-P2	2 PS Classes	Holy Cross RC Primary School	47%		£929,822	2026	CEC	Monitoring - project to be commissioned at the appropriate time. Prioritisation of Roman Catholic pupils into the school may be applied if necessary. Business case required.
North East	NE-1, NE-2, NE-3, NE-4	ED-SSD-S1	Additional Secondary School Capacity	Holy Rood RC High School		58	£3,998,636	2028	CEC	Monitoring - project to be commissioned at the appropriate time. Prioritisation of Roman Catholic pupils into the school may be applied if necessary. Business case required.
North East	NE-1, NE-2, NE-3, NE-4	ED-SSLT-S1	Additional Secondary School Capacity	Leith Academy		226	£15,580,892	2028	CEC	Monitoring - project to be commissioned at the appropriate time. Prioritisation of Roman Catholic pupils into the school may be applied if necessary. Business case required.

1. Education

LDP Contribution Zone(s)	Sub Zone	Action Ref No.	Education Actions	School	%	Secondary Places	Estimated Capital Cost (Q4 2022) £	Delivery Timescale	Owner	Status
North East	NE-1	ED-SSNE-P3	4 PS Classes	Leith Primary School			£3,863,808	2028	CEC	Monitoring - project to be commissioned at the appropriate time. Business case required. Significant housing development at Leith Waterfront may require a new primary school.
North East	NE-1, NE-2, NE-3, NE-4	ED-SSD-S1; ED-SSLT-S1	Additional Secondary School Capacity	St Thomas of Aquin's RC High School		49	£3,378,158	2028	CEC	Monitoring - project to be commissioned at the appropriate time. Prioritisation of Roman Catholic pupils into the school may be applied if necessary. Business case required.
North East	NE-1, NE-2, NE-3, NE-4	ED-SSLT-S1	Additional Secondary School Capacity	Trinity Academy		285	£19,648,470	2026	CEC	Phased extension work underway at Trinity Academy. Sports facilities at Bangholm Outdoor Centre delivered in 2022.
North East	NE-2	ED-SSNE-P4	7 PS Classes + 1 GP Class	Victoria Primary School			£8,257,032	2029	CEC	Monitoring - project to be commissioned at the appropriate time. Business case required.

1. Education

LDP Contribution Zone(s)	Sub Zone	Action Ref No.	Education Actions	School	%	Secondary Places	Estimated Capital Cost (Q4 2022) £	Delivery Timescale	Owner	Status
Portobello	P-1, P-2	ED-SSLT-S1; ED-SSP-S1	Additional Secondary School Capacity	Holy Rood RC High School		7	£482,594	2028	CEC	Monitoring - project to be commissioned at the appropriate time. Prioritisation of Roman Catholic pupils into the school may be applied if necessary. Business case required.
Portobello	P-1, P-2	ED-SSP-S1	Additional Secondary School Capacity	Portobello High School		60	£4,136,520	2023	CEC	Internal configuration works carried out. Review of school's notional capacity to be carried out.
Portobello	P-2	ED-SSP-P1	2 PS Classes + 1 GP Class	The Royal High Primary School			£2,693,520	2026	CEC	Monitoring - project to be commissioned at the appropriate time. Business case required.
Queensferry	Q-1	ED-SSQ-P2-4	New 14 Class Primary School	Builyeon Road			£23,967,312	2026	CEC	Engagement with Queensferry community to establish the catchment area for the new primary school scheduled for May 2023. Business case required.
Queensferry	Q-2	ED-SSQ-P2-4	Servicing and remediation costs	Builyeon Road			£2,685,904	2026	CEC	

1. Education

LDP Contribution Zone(s)	Sub Zone	Action Ref No.	Education Actions	School	%	Secondary Places	Estimated Capital Cost (Q4 2022) £	Delivery Timescale	Owner	Status
Queensferry	Q-1	ED-SSQ-P5	2 PS Classes + 1 GP Class	Echline Primary School			£2,693,520	2026	CEC	Temporary classes delivered in 2022. Engagement with Queensferry community to establish the catchment area for the new primary school scheduled for May 2023 and will consider whether Echline PS should be extended permanently to accommodate pupils from the Springfield site. Business case required.
Queensferry	Q-2	ED-SSQ-P1	4 PS Classes + 1 GP Class	Kirkliston Primary School			£4,839,048	2023	CEC	Construction of an annexe to Kirkliston PS is on site, once complete temporary units at the school will be removed.

1. Education

LDP Contribution Zone(s)	Sub Zone	Action Ref No.	Education Actions	School	%	Secondary Places	Estimated Capital Cost (Q4 2022) £	Delivery Timescale	Owner	Status
Queensferry	Q-1, Q-2	ED-SSQ-S1	Additional Secondary School Capacity	Queensferry High School		337	£23,233,454	2026	CEC	Outcome of the engagement with the Kirkliston and Queensferry community to be reported to Education, Children and Families Committee in April 2023 and will inform the strategy to address accommodation pressure at Queensferry High School. Business case required.
South West	SW-1	ED-SSSW-S1	Additional Secondary School Capacity	Balerno High School		20	£1,378,840	2027	CEC	Refurbishment and internal configuration to increase the school's notional capacity. Business case required.
South West	SW-3	ED-SSSW-P2	2 PS Classes + 1 GP Class	Canal View Primary School			£2,693,520	2025	CEC	Monitoring - project to be commissioned at the appropriate time. Business case required.

1. Education

LDP Contribution Zone(s)	Sub Zone	Action Ref No.	Education Actions	School	%	Secondary Places	Estimated Capital Cost (Q4 2022) £	Delivery Timescale	Owner	Status
South West	SW-1	ED-SSSW-P1	2 PS Classes	Dean Park Primary School			£1,978,344	2024	CEC	Construction to extend the school scheduled to commence in October 2023
South West	SW-3	ED-SSSW-P3	3 PS Classes	Sighthill Primary School			£2,693,520	2025	CEC	Monitoring - project to be commissioned at the appropriate time. Business case required.
South West	SW-3	ED-SSCB-S1	Additional Secondary School Capacity	St Augustine's RC High School		18	£1,240,956	2028	CEC	Monitoring - project to be commissioned at the appropriate time. Prioritisation of Roman Catholic pupils into the school may be applied if necessary. Business case required.
South West	SW-3	ED-SSSWRCP	1 PS Class	St Joseph's RC Primary School	62%		£604,649	2027	CEC	Monitoring - project to be commissioned at the appropriate time. Prioritisation of Roman Catholic pupils into the school may be applied if necessary. Business case required.

1. Education

LDP Contribution Zone(s)	Sub Zone	Action Ref No.	Education Actions	School	%	Secondary Places	Estimated Capital Cost (Q4 2022) £	Delivery Timescale	Owner	Status
Tynecastle	T-2	ED-SST-P1	5 PS Classes + 1 GP Class	Balgreen Primary School			£6,278,688	2028	CEC	Monitoring - project to be commissioned at the appropriate time. Business case required.
Tynecastle	T-1, T-2	ED-SST-S1	Additional Secondary School Capacity	St Augustine's RC High School			£896,246	2028	CEC	Monitoring - project to be commissioned at the appropriate time. Prioritisation of Roman Catholic pupils into the school may be applied if necessary. Business case required.
Tynecastle	T-1	ED-SST-RCP	1 PS Class	St Joseph's RC Primary School			£78,019	2027	CEC	Monitoring - project to be commissioned at the appropriate time. Prioritisation of Roman Catholic pupils into the school may be applied if necessary. Business case required.
West	W-4	ED-SSW-S1	1 PS Class	Broomhouse Primary School			£975,240	2027	CEC	Monitoring - project to be commissioned at the appropriate time. Business case required.

1. Education

LDP Contribution Zone(s)	Sub Zone	Action Ref No.	Education Actions	School	%	Secondary Places	Estimated Capital Cost (Q4 2022) £	Delivery Timescale	Owner	Status
West	W-1, W-2	ED-SSW-S2	Additional Secondary School Capacity	Craigmount High School		769	£53,016,398	2026	CEC	Engagement with the Craigmount community scheduled for May 2023. Timescales for a new West Edinburgh High School are uncertain. Business case required.
West	W-3	ED-SSWE-P1	2 PS Classes	Gylemuir Primary School	40.50%		£801,229	2028	CEC	Monitoring - project to be commissioned at the appropriate time. Business case required.
West	W-1	ED-SSWE-P5	3 PS Classes	Hillwood Primary School			£2,693,520	2026	CEC	Monitoring - project to be commissioned at the appropriate time. Business case required.
West	W-1	ED-SSWE-P2- 4	New 21 Class Primary School	Maybury			£29,481,024	2024	CEC	Construction to build the school scheduled to commence in April 2023
West	W-1	ED-SSWE-P2- 4	Servicing and remediation costs	Maybury			£3,749,256	2024	CEC	

1. Education

LDP Contribution Zone(s)	Sub Zone	Action Ref No.	Education Actions	School	%	Secondary Places	Estimated Capital Cost (Q4 2022) £	Delivery Timescale	Owner	Status
West	W-1	ED-SSW-P7	New 14 Class Primary School	Millburn Tower			£23,967,312	2028	CEC	Housing completions forecast to start in 2025, requirement for when the new primary school will be required will be monitored. Business case required.
West	W-1	ED-SSW-P7	Servicing and remediation costs	Millburn Tower			£4,609,771	2028	CEC	
West	W-1, W-2, W-3, W-4	ED-SSWE-S1	Additional Secondary School Capacity	St Augustine's RC High School			£689,420	2028	CEC	Monitoring - project to be commissioned at the appropriate time. Prioritisation of Roman Catholic pupils into the school may be applied if necessary. Business case required.
West	W-4	ED-SSWERCP	1 PS Class	St Joseph's RC Primary School	30%		£292,572	2027	CEC	Monitoring - project to be commissioned at the appropriate time. Prioritisation of Roman Catholic pupils into the school may be applied if necessary. Business case required.

1. Education

LDP Contribution Zone(s)	Sub Zone	Action Ref No.	Education Actions	School	%	Secondary Places	Estimated Capital Cost (Q4 2022) £	Delivery Timescale	Owner	Status
West	W-2	ED-SSWE-S1	Additional Secondary School Capacity	The Royal High Secondary School			£275,768	2023	CEC	Programme of archaeological work has delayed commencement of an extension.

2. Transport Actions
a. Strategic transport actions

LDP ACTION - Strategic transport actions and safeguards	FURTHER DETAILS	FUNDING	OWNER	DELIVERY
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	Line 1a complete. Trams to Newhaven under construction due to be operational Summer 2023.
Edinburgh Glasgow Improvement Project (EGIP) (T2)	The Edinburgh Glasgow Improvement Programme (EGIP) is a comprehensive package of improvements to Scotland's railway infrastructure.	National funding	Network Rail / Transport Scotland	2019 onwards. Transport Scotland Safeguarding still in place for those not already delivered as part of EGIP.
Rail Halts at: Portobello, Piershill and Meadowbank (T3)	LDP Safeguard. Required to ensure development does not prejudice future re-use of existing abandoned halts. Re-introduction of passenger services is not currently considered viable by the rail authority but this may change.	No funding identified	CEC	Network Rail Long-term safeguard
South Suburban Halts (T4)	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. <i>The consultation draft Public Transport Action Plan (Feb 2023) includes a policy commitment to: 'Consider future use of South Suburban Rail Line - Review previous South Suburban Rail Line studies and changes in policy and demand since these were undertaken.</i>	No funding identified	CEC	Network Rail Long-term safeguard
Orbital Bus Route (T5)	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. <i>In 2018 Sustrans funded and delivered the railway's conversion to a cycle/footpath.</i>		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.
Newcraighall to QMUC public transport link (T6)	Development led improvement associated with housing development on Newcraighall East (HSG 27) and bus route through HSG 29 Brunstane.		Developer/CEC	With development, development layout allows for bus access.

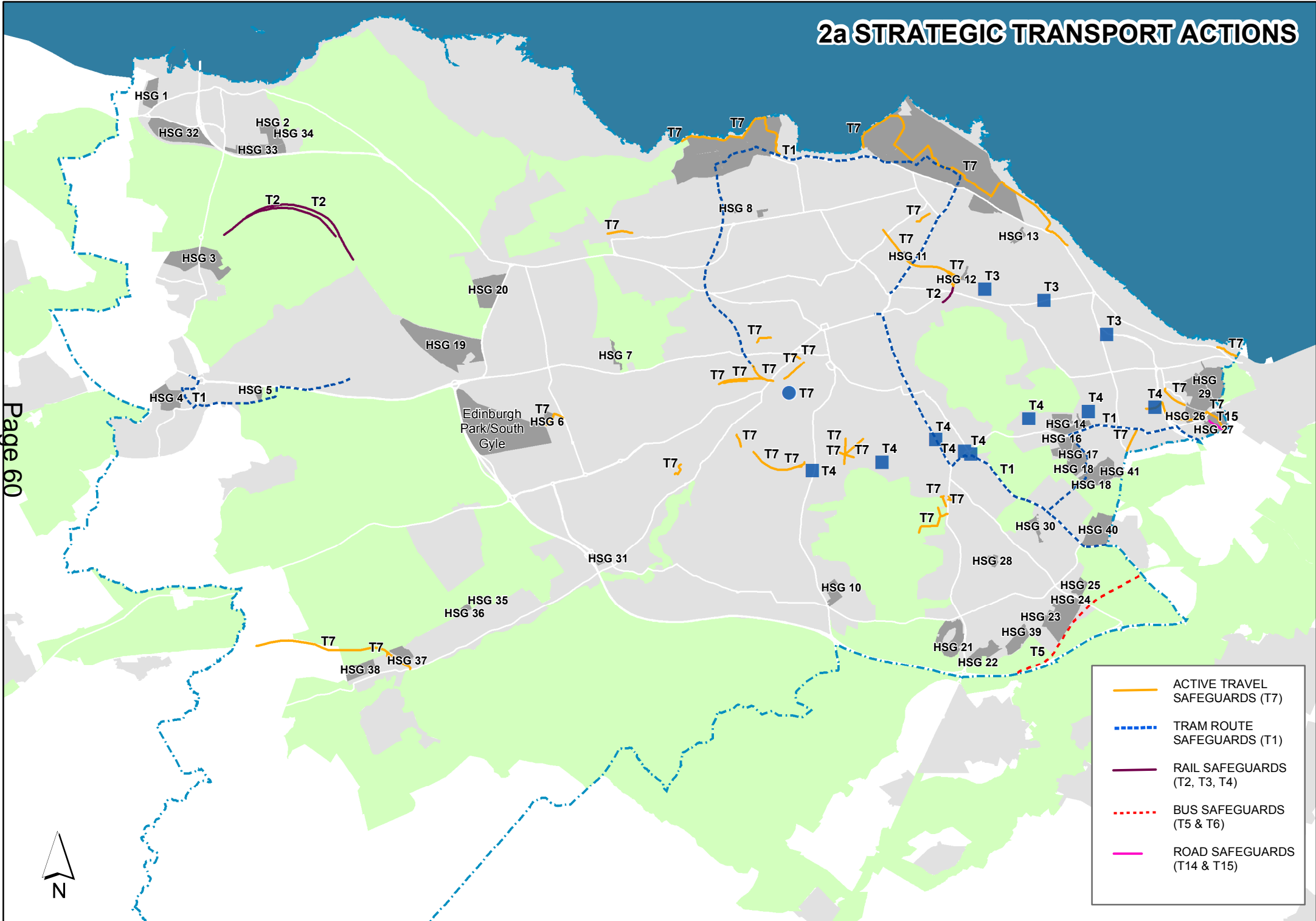
2. Transport Actions
a. Strategic transport actions

LDP ACTION - Strategic transport actions and safeguards	FURTHER DETAILS	FUNDING	OWNER	DELIVERY
East Craigs Estate Junction	Junction at Maybury Drive / Maybury Road. Not related to impact of development.		CEC	To be designed and costed.
West of Fort Kinnaird (T15)	LDP Safeguard for new link road between The Wisp and Newcraighall Road		Developer/CEC	Safeguarded in Plan
Various off-road cycle footpath links (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).		Developer/CEC	Safeguarded in Plan
Morningside - Union Canal link (T7)	Route is QR 23 - Maxwell Street - Colinton Rd new path and safeguarded in proposed City Plan (ATSG 14).		Developer/CEC	Safeguarded in Plan
Wisp - Fort Kinnard link (T7)	Expected to be delivered with development. Application 22/03291/PPP is under consideration and indicative framework shows potential active travel route. Safeguarded in proposed City Plan (ATSG 25).		Developer/CEC	Safeguarded in Plan
Gillberstoun link (T7)	Route is QR 23 Gilberstoun Path and in the ATAP as a future network plan (23 off road). Safeguarded in proposed City Plan (ATSG 7).		Developer/CEC	Safeguarded in Plan
Fort Kinnard - Queen Margaret University (T7)	Newcraighall - Jewel path QR Part of this is expected to be delivered with development. 22/06227/PAN was submitted Dec 2022. Safeguarded in proposed City Plan (ATSG 6).		Developer/CEC	Safeguarded in Plan
West Approach cycle link (T7)	In the ATAP as a future network plan (23 on road) and is West Approach Road and West Approach Road QR. Safeguarded in proposed City Plan (ATSG 24).		Developer/CEC	Safeguarded in Plan
Forrester High cycle link (T7)	Completed with high school development.		Developer/CEC	Safeguarded in Plan
Family Cycle Network Link along railway viaduct (T7)	Alternative named: Link along rail viaduct Gorgie/Dalry to Roseburn. In the ATAP as a future network plan (off-road). Safeguarded in proposed City Plan (ATSG 10).		Developer/CEC	Safeguarded in Plan
North Meggetland - Shandon link (T7)	Safeguarded in proposed City Plan (ATSG 16). Not in ATAP.		Developer/CEC	Safeguarded in Plan
Pitlochry Place - Lochend Butterfly (T7)	Extension of Lochend Butterfly cycle link with new bridge. Safeguarded in proposed City Plan (ATSG 18). Not in ATAP.		Developer/CEC	Safeguarded in Plan
Donaldson cycle link (T7)	Completed with development.		Developer/CEC	Safeguarded in Plan
Round the Forth cycle route (T7)	Safeguarded in proposed City Plan (ATSG 21). Not in ATAP but could potentially connect with the QR network on Musselburgh Road.		Developer/CEC	Safeguarded in Plan
Inglis Green cycle link, new Water of Leith Bridge (T7)	Not in the draft ATAP 2023, but Intersects with off-road QR ID 773 . Safeguarded in proposed City Plan (ATSG 8).		Developer/CEC	Safeguarded in Plan

2. Transport Actions
a. Strategic transport actions

LDP ACTION - Strategic transport actions and safeguards	FURTHER DETAILS	FUNDING	OWNER	DELIVERY
Mcleod Street/Westfield Road (T7)	Partly in the draft ATAP 2023 - Future Network Plan West Approach Road. Safeguarded in proposed City Plan (ATSG 13).		Developer/CEC	Safeguarded in Plan
Westfield Road - City Centre (T7)	In draft ATAP - future network plan (23 on- road) West Approach Road and West Approach Road QR. Safeguarded in proposed City Plan (ATSG 24).		Developer/CEC	Safeguarded in Plan
Gordon Terrace - Robert Burns Drive link path (T7)	Not within draft ATAP but intersects with off-road Future Network Plan and Liberton Road Quiet Cycle Network. Safeguarded in proposed City Plan (ATSG 9 - alt name: Liberton - Robert Burns Drive link path).		Developer/CEC	Safeguarded in Plan
Barnton Avenue crossing (T7)	In draft ATAP - Quiet Route Silverknowes - Barnton Avenue path - new alignment for NCN. Safeguarded in proposed City Plan (ATSG 1).		Developer/CEC	Safeguarded in Plan
Family Network Link via Liberton Tower (T7)	In draft ATAP - QR on road and Future network plan (existing) through green belt land. Safeguarded in proposed City Plan (ATSG 20 - alt name: Quiet Route via Liberton Tower).		Developer/CEC	Safeguarded in Plan
Link to Blackford Glen Road (T7)	In draft ATAP - Quiet Route proposed on-road FID 695. Safeguarded in proposed City Plan (ATSG 19 - alt name: Quiet Route link to Blackford Glen).		Developer/CEC	Safeguarded in Plan
Astley Ainslie Hospital (T7)	This safeguard is now shown in City Plan 2030 as an active travel proposal related to development. Not in the draft ATAP but intersects with South Oswald Road QR 30 and Canaan Lane on-road QR.		Developer/CEC	To be delivered as part of development.
Pilrig Park - Pirrie Street (T7)	This safeguard is now shown in City Plan 2030 as an active travel proposal related to development. In draft ATAP QR 3 Henderson Street/Pirrie Road/ Pilrig Park.		Developer/CEC	ATAP/with development
Edinburgh Waterfront Promenade (T7)	Partly within draft ATAP - Western harbour route (existing as a path) is shown as a proposed QR and part of Future Network Plan		Developer/CEC	ATAP/with development
Morrison Crescent - Dalry Road (T7)	Not within draft ATAP but intersects with Future Network Plan and Dalry Town Centre ATInP 34/35. To be delivered as part of the development layout of Haymarket Goods Yards (19/02623/FUL under construction) – link creates between Dalry Road and Morrison Crescent.		Developer/CEC	To be delivered as part of development.
Off road alternative NCNR 75 (T7)	Within draft ATAP - QR Bonaly - Dalmahoy path shared path on disused rail alignment. Small section delivered as new path upgrade in open space in housing development HSG 37 Newmills Road (see also actions Removed from LDPAP 2023: TR-SA-HSG37-3 and TR-SA-HSG38-4).		Developer/CEC	ATAP/ partly being delivered as part of development.
To King's Buildings & Mayfield Road (T7)			Developer/CEC	Safeguarded in Plan
Lochend Powderhall (T7)	Within draft ATAP - QR and off-road future network plan. 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.		Developer/CEC	ATAP/Safeguarded in Plan
Ramped access from Canal to Yeoman Place (T7)			Developer/CEC	Safeguard in the Plan/ to be delivered as part of development.
New Street in Leith Docks (T14)	Route for extension of Ocean Drive to support port development.			

2a STRATEGIC TRANSPORT ACTIONS



- ACTIVE TRAVEL SAFEGUARDS (T7)
- TRAM ROUTE SAFEGUARDS (T1)
- RAIL SAFEGUARDS (T2, T3, T4)
- BUS SAFEGUARDS (T5 & T6)
- ROAD SAFEGUARDS (T14 & T15)

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 project status	Type	Owner	Estimated delivery date
WEST EDINBURGH TRANSPORT APPRAISAL (WETA)	TR-CZ-WETA-1	A8 North side missing link	New active travel route north of the A8 between Eastfield Road and Gogar roundabout following close to the carriageway but separate to the roadside.	£537,500	£774,000	Action included in West Edinburgh Transport Improvements Programme but also the potential to be delivered directly with development	Active Travel	CEC/ developers/WETIP Board	2022/23
	TR-CZ-WETA-2	Broxburn to Newbridge Roundabout bus lane	Broxburn to Newbridge public transport interventions (part of WETIP package being appraised)	£3,124,700	£4,499,568	Has been partly implemented as a temporary measure via the Covid Bus Rapid Recovery Fund	Public Transport	CEC/ developers/WETIP Board	2022/23
	TR-CZ-WETA-3	Bus Lane under Gogar Roundabout	Make permanent the bus priority lane.	£64,100	£92,304	Temporary measure was in place via the Covid Bus Rapid Recovery Fund for this action.	Public Transport	CEC/ developers/WETIP Board	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	Bus Partnership Fund Strategy strategic appraisal to assess route options.	Public Transport and Active Travel	CEC/ developers/WETIP Board	2025/26
	TR-CZ-WETA-5	Cycle Connection from A8 along Eastfield Road into Airport	High quality, Cycling by Design standard, active travel route offline to the north of A8, linking to Eastfield Road dumbbells	£481,500	£693,360	Action included in West Edinburgh Transport Improvements Programme	Active Travel	CEC/ developers/WETIP Board	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 project status	Type	Owner	Estimated delivery date
	TR-CZ-WETA-6	Development Link Road Main Street Carriageway	Main Street with bus route serving the development sites.	£5,634,900	£8,114,256		Roads	CEC/ developers/WET IP Board	2022/23
	TR-CZ-WETA-7	Dualling of Eastfield Road Phase 1	Eastfield Road to Airport	£1,802,900	£2,596,176		Roads	CEC/ developers/WET IP Board	2023/24
	TR-CZ-WETA-8	Dualling of Eastfield Road Phase 2	Eastfield Road (from dumbbells)	£1,143,000	£1,645,920		Roads	CEC/ developers/WET IP Board	2024/25
	TR-CZ-WETA-9	Dumbbells Roundabout Improvement (T8)	A8 Dumbbells includes: High quality, Cycling by Design standard, active travel route offline to the north of A8, linking to Eastfield Road dumbbells.	£1,203,000	£1,732,320	Part of the WETIP package being appraised.	Roads	CEC/ developers/WET IP Board	2023/24
	TR-CZ-WETA-10	Dumbbells westbound off slip		£865,200	£1,245,888		Roads	CEC/ developers/WET IP Board	2023/24
	TR-CZ-WETA-11	Gogar to Maybury additional eastbound traffic lane		£20,833,300	£29,999,952	Initial concept design, further study being carried out to understand impact of this on segregated cycle lane.	Roads	CEC/ developers/WET IP Board	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 project status	Type	Owner	Estimated delivery date
	TR-CZ-WETA-12	Improved access between Ratho Station and A8 along Station Road. Glasgow Road / Ratho Station improved crossing	Wider intervention for active travel. Part of the WETIP package being appraised.	£458,200	£659,808		Active Travel	CEC/ developers/WETIP Board	2021/22
	TR-CZ-WETA-13	Improved Crossings at Turnhouse Road and Maybury Road for designated cycle path	Anticipated that this will be progressed with the redesign of Maybury Junction (T16) (see separate action TR-CZ-MB-3). Cost elements to be attributed to relevant developments as per CZs.	£110,000	£158,400	Likely to progress in parallel with other actions (such as WETIP) looking holistically at the Gogar - Maybury corridor.	Active Travel	CEC/ developers/WETIP Board	2024
	TR-CZ-WETA-14	Improved Station Road/A8 bridge access for cyclists	Possibility to replace bridge by signal crossing, being investigated.	£440,800	£634,752	Part of the WETIP package being appraised.	Active Travel	CEC/ developers/WETIP Board	2021/22
	TR-CZ-WETA-15	Improvements to gravel path (old railway line) from A8/M9 interchange north to Kirkliston (incl. lighting)	Required to provide improved active travel connections to proposed high schools in West Edinburgh and Kirkliston.	£317,600	£457,344	Part of the WETIP package being appraised.	Active Travel	CEC/ developers/WETIP Board	2022/23
	TR-CZ-WETA-16	Kilpult Park and Ride		£5,500,000	£7,920,000	Part of the WETIP package being appraised.	Public Transport	CEC/ developers/WETIP Board	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 project status	Type	Owner	Estimated delivery date
	TR-CZ-WETA-17	Link Road Part 1 Dual Carriageway (T9)	Part of Gogar Link Road	£6,301,000	£9,073,440		Roads	CEC/ developers/WETIP Board	2022/23
	TR-CZ-WETA-18	Link Road Part 2 Single Carriageway	Part of Gogar Link Road	£2,813,900	£4,052,016		Roads	CEC/ developers/WETIP Board	2021/22
	TR-CZ-WETA-19	Link Road Segregated cycle route	Part of Gogar Link Road	£1,115,000	£1,605,600		Roads	CEC/ developers/WETIP Board	2021/22
	TR-CZ-WETA-20	Maybury Road Approach to Maybury Junction	<p>Anticipated that this will be progressed with the redesign of Maybury Junction (T16) (see separate action TR-CZ-MB-3) and the Maybury Road feasibility study. Also to be considered as part of the strategic appraisal of the Orbital Bus (in proposed City Plan 2030) route as part of the Bus Partnership Fund.</p> <p>Cost elements to be attributed to relevant developments as per CZs.</p>	£2,140,400	£3,082,176	Likely to progress in parallel with other actions (such as WETIP) looking holistically at the Gogar - Maybury corridor.	Public Transport	CEC/ developers/WETIP Board	2024+

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 project status	Type	Owner	Estimated delivery date
	TR-CZ-WETA-21	MOVA improvements at Newbridge/Dumbbells Gogar/Maybury	Intelligent traffic signal interventions at roundabout at Gogar (R5).	£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/ developers/WETIP Board	2021/22
	TR-CZ-WETA-22	New Tram Stop		£1,000,000	£1,440,000		Public Transport	CEC/ developers/WETIP Board	2022/23
	TR-CZ-WETA-23	Newbridge additional lane from M9 onto A8 (T12)		£581,300	£837,072		Roads	CEC/ developers/WETIP Board	2021/22
	TR-CZ-WETA-24	Station Road to Newbridge Interchange bus lane		£1,112,700	£1,602,288		Public Transport	CEC/ developers/WETIP Board	2022/23
	TR-CZ-WETA-25	Upgraded Bus interchange facility at Ingliston P+R	To be appraised as part of WETIP. Potentially to be superseded by bus interchange improvements at Edinburgh Gateway. (proposal in Proposed City Plan 2030)	£3,000,000	£4,320,000		Public Transport	CEC/ developers/WETIP Board	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 project status	Type	Owner	Estimated delivery date
	TR-CZ-WETA-26	A8 Eastbound Bus Lane from Dumbbells to Maybury Junction		£2,567,700	£3,697,488	Being appraised as part of WETIP Core Package.	Public Transport	CEC/ developers/WETIP Board	2026/27
	TR-CZ-WETA-27	A8 Gogar Roundabout – 4 Lane Northern Circulatory Improvement	Required to facilitate access the Gogar Link Road	£1,699,200	£2,446,848		Roads	CEC/ developers/WETIP Board	2021/22
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 project status	Type	Owner	Estimated delivery date
SESplan Cumulative Impact Cross Boundary and Land Use Appraisal (2017)	TR-CZ-CH-1;TR-CZ-GJ-1; TR-CZ-STJ-1	Various A720 junctions (Calder, Hermiston, Straiton)	Edinburgh & South East Scotland City Region Deal	TBC	TBC	TBC - ESES CRD Commitment		ESES partners/Transport Scotland	By end of City Region Deal timescale
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 elements of this are in scope of Barnton Junction project. Option development and public and stakeholder engagement to continue in 2023.	Traffic Signals	CEC	2026/2027

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 project status	Type	Owner	Estimated delivery date
	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
Maybury/ Barnton TCZ contin.	TR-CZ-MB-3	Maybury Road Approach to Maybury Junction	A design was drawn up to improve Maybury Junction ready for the various developments. Design now likely to be superseded to integrate with WETIP improvements which may include designs 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	No longer progressing within the scope of the Barnton junction project (including actions associated with Maybury and Cammo sites). Likely to progress in parallel with other actions (such as WETIP) looking holistically at the Gogar - Maybury corridor.	Junctions	CEC	2024+

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 project status	Type	Owner	Estimated delivery date
Burdiehouse Junction TCZ	TR-CZ-BJ-1	Burdiehouse Junction (T20)	Upgrade of junction (Kaimies 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 design being progressed, wtih concept designs produced Autumn 2022, as part of the Walk, Wheel, Cycle Burdiehouse project.	Traffic Signals	CEC	2024/25
Gilmerton Crossroads TCZ	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

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 project status	Type	Owner	Estimated delivery date
Gilmerton Station Rd / Drum Street TCZ	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
Lasswade Road / Gilmerton Dykes Street / Captain's Road TCZ	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	Signal design complete. Carriageway resurfacing (Spring 23) will put in ducting and prepare for the junction upgrade. Further discussions required regarding stopping up orders side roads are on-going.	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 project status	Type	Owner	Estimated delivery date
Sheriffhall Junction TCZ	TR-CZ-SHJ-1	Sheriffhall 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.

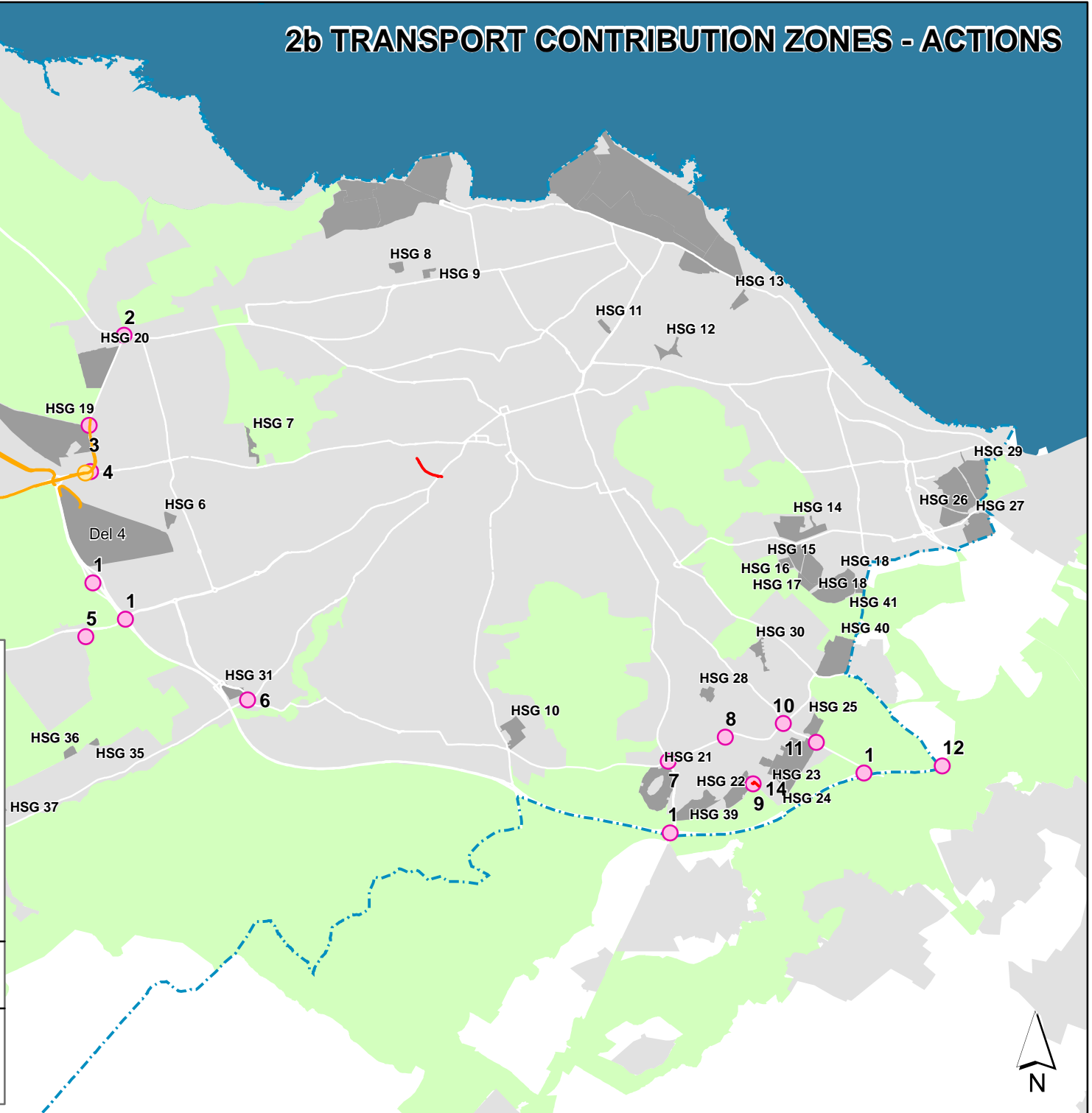
2. Transport Actions

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 project status	Type	Owner	Estimated delivery date
Hermiston TCZ	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	Calder Roundabout is within Council's responsibility, full refurbishment & MOVA required, awaiting funding to design and take forward.	Junctions	CEC/Transport Scotland	TBC.
Gillespie Crossroads TCZ	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	2023/24
Hermiston Park & Ride TCZ	TR-CZ-HPR-X	Hermiston Park & Ride	Extension to Hermiston Park & Ride. There is planning permission for the extension. Hermiston Park and Ride is within the A71 corridor that is within scope of a Strategic Appraisal for the Scottish Government's Bus Partnership Fund (BPF).	£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

2b TRANSPORT CONTRIBUTION ZONES - ACTIONS

TRAFFIC SIGNAL/ JUNCTIONS/ PUBLIC TRANSPORT IMPROVEMENTS 	1 A720 JCTS 2 BARTON JCT 3 CRAIGS ROAD JCT 4 MAYBURY JCT 5 HERMISTON P&R 6 GILLESPIE CROSSROADS 7 BURDIEHOUSE JCT (KAIMES) 8 LASSWADE RD/ GILMERTON DYKES ST/ CAPTAIN'S ROAD 9 LASSWADE RD/LANG LOAN 10 GILMERTON CROSSROADS 11 GILMERTON STATION RD/DRUM ST 12 SHERIFFHALL JCT 13 DALMENY STATION P&R
ACTIVE TRAVEL IMPROVEMENTS 	14 LASSWADE RD/LANG LOAN UPGRADE 15 ROSEBURN TO UNION CANAL
WETA ACTIONS 	



2. Transport Actions
c. Site specific actions

LDP SITE	Action Ref. no.	Action	Further Details	Baseline Constructi on Cost	Total Base Capital Cost	Planning and legal agreements references and project status updates	Type	Owner	Estimated delivery date
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	HSG 5 Hillwood	Transport requirements to be established through cumulative transport appraisal and planning permission.	£0	£0		TBC	CEC	2025/26
HSG 7	TR-SA-HSG7-1	HSG 7 Edinburgh Zoo	Transport requirements to be established through cumulative transport appraisal and planning permission.				TBC	CEC	

2. Transport Actions
c. Site specific actions

LDP SITE	Action Ref. no.	Action	Further Details	Baseline Constructi on Cost	Total Base Capital Cost	Planning and legal agreements references and project status updates	Type	Owner	Estimated delivery date
HSG 12 Lochend Butterfly						12/03574/FUL; 11/01708/FUL Development completed.			
	TR-SA-HSG12-1	B. At-grade link to Moray Park Terrace.	This was done as part of the application, however, improved external connections are required.			£45,000 secured in legal agreement towards improvements to public transport and footways in the vicinity of the development. Action included in scope of Lochend/Easter Road Walking/Wheeling/Cycle Improvements projects. Concept designs and updated cost estimates produced end 2022.	Active Travel	CEC	2023+
	TR-SA-HSG12-1	D. Car club spaces	Contribution for provision of 6 car club spaces. (£34,500) and TRO for disabled parking (£2,500)	£37,000		12/03574/FUL legal agreement: car club and TRO for disabled parking	Parking	CEC	2023+
HSG 19 MAYBURY						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.			2027/28
	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	Develo per	2027/28

2. Transport Actions
c. Site specific actions

LDP SITE	Action Ref. no.	Action	Further Details	Baseline Constructi on Cost	Total Base Capital Cost	Planning and legal agreements references and project status updates	Type	Owner	Estimated delivery date
	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. Crossing facilities on Turnhouse Road installed.	Active Travel	Develo per	2023
	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. Awaiting design of Maybury junction - likely to be delivered as part of a holistic corridor design.	Active Travel	CEC	2027/28
	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	Develo per/CE C	2027/28

2. Transport Actions
c. Site specific actions

LDP SITE	Action Ref. no.	Action	Further Details	Baseline Constructi on Cost	Total Base Capital Cost	Planning and legal agreements references and project status updates	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). Under construction.	Active Travel	Develo per	2027/28
	TR-SA-HSG19-8	TRO for lower speed limit along Turnhouse Road	Coordinated by Development Control Team.	£2,000	£2,450	Financial contribution agreed.	Roads Safety	CEC	2027/28
HSG 20 CAMMO									
						18/01755/FUL s.75 signed.			2026/27
	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.	Public Transport	CEC	2026/27
	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, off-site connections to be included in scope of Barnton Junction project. Option development and public and stakeholder engagement to continue in 2023.	Active Travel	CEC	2026/27

2. Transport Actions
c. Site specific actions

LDP SITE	Action Ref. no.	Action	Further Details	Baseline Constructi on Cost	Total Base Capital Cost	Planning and legal agreements references and project status updates	Type	Owner	Estimated delivery date
	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 Barnton Junction project. Option development and public and stakeholder engagement to continue in 2023.	Active Travel	CEC	2026/27
	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	2026/27
	TR-SA-HSG20-7	Cammo to Maybury cycle path	Bridge/decking over Bughtlin 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 Barnton Junction project. Option development and public and stakeholder engagement to continue in 2023.	Active Travel	CEC	2026/27
	TR-SA-HSG20-8	Pedestrian /cycle connections to East of site.	Pedestrian crossing facilites 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; toucan crossing installed but not yet operational.	Active Travel	Develo per	Partially complete. Junctions at north and south of the site were installed in 2020/21;

2. Transport Actions
c. Site specific actions

LDP SITE	Action Ref. no.	Action	Further Details	Baseline Constructi on Cost	Total Base Capital Cost	Planning and legal agreements references and project status updates	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 Barnton Junction project. Option development and public and stakeholder engagement to continue in 2023.	Active Travel	CEC	2026/27
HSG 21 BROOMHILLS						14/04860/FUL Partly delivered/under construction. 19/00869/FUL& 19/00871/FUL additional units with £5,096 for site specific or TCZ			2023/24
	TR-SA-HSG21-2	Cycle path at Broomhills - Connection between Dunkier Way and Broomhills Road.	Improvements for connection between Broomhills Road and the farm track: Connection to existing informal path at Dunnikier Way/ Broomhills Road.	£150,000		Not funded through signed s.75. Connection to existing informal path at Dunnikier Way/ Broomhills Road to be taken forward for development as per deliverables and scope of Walk, Wheel, Cycle Burdiehouse project.	Active Travel	CEC	2023/24
	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.	£50,000	£61,250	Concept designs and updated cost estimates produced Autumn 2022. Proceeding as part of Walk, Wheel, Cycle Burdiehouse project.	Active Travel	CEC	2023/24
	TR-SA-HSG21-4	Pedestrian/cycle way from Old Burdiehouse Road to Burdiehouse Burn (Broomhills Road)							

2. Transport Actions
c. Site specific actions

LDP SITE	Action Ref. no.	Action	Further Details	Baseline Constructi on Cost	Total Base Capital Cost	Planning and legal agreements references and project status updates	Type	Owner	Estimated delivery date
	TR-SA-HSG21-4	A. Pedestrian/cycle Crossings	Upgrade pedestrian crossings to 2x new two stage crossings over A701 at Greenwell Wynd has been delivered by RCC. However, it will be upgraded to a toucan crossing when the streetscape improvements are made - TR-SA-HSG21-6.	£80,000	£98,000	Part delivered as integral part of development/RCC. Concept designs and updated cost estimates produced Autumn 2022. Proceeding as part of Walk, Wheel, Cycle Burdiehouse project.	Active Travel	Develo per/CE C	2023/24
	TR-SA-HSG21-4	B. Pedestrian/cycle way from development/Old Burdiehouse Road to Burdiehouse Road	Short section of new path (10m) and path widening to 4m (30m). New path (30m) to link from crossing to site (may require land preparation and acquisition).	£100,000	£122,500	New path is not funded through signed s.75. Concept designs and updated cost estimates produced Autumn 2022. Proceeding as part of Walk, Wheel, Cycle Burdiehouse project.	Active Travel	CEC	2023/24
	TR-SA-HSG21-4	C. Improvements to connections between Burdiehouse Road bus stop and Burdiehouse Terrace.	Widen existing path to 4m (100m) from Burdiehouse Terrace to bus stop at A701.			Potential to be within scope of 'Walk, Wheel, Cycle Burdiehouse' or within scope of TR-SA-HSG21-6	Active Travel	CEC	2023/24
	TR-SA-HSG21-5	Link to Old Burdiehouse Road from development	Paths within development that link to external connections of TR-SA-HSG21-4 (B)	£0	£0	To be delivered as integral part of development. Concept design developed for complaint path.	Active Travel	Develo per/CE C	2023/24
	TR-SA-HSG21-6	Street Improvements to Burdiehouse Road	Provision of pedestrian improvements such as new footway and improved crossings, safe high quality cycling infrastructure. Associated SuDS features and landscaping improvements to be scoped and developed.	£1,300,000	£1,592,500	Not funded through signed s.75. Concept designs and updated cost estimates produced Autumn 2022. Proceeding as part of Walk, Wheel, Cycle Burdiehouse project.	Active travel/Roads Safety	CEC	2023/24
	TR-SA-HSG21-7	Upgrade Bus Stops on Burdiehouse Road		£0	£0	Upgrades and location of bus stops will be addressed as part of TR-SA-HSG21-6 streetscape improvements. To date, two new bus shelters have been provided in 2016.	Public Transport/Active Travel	CEC	2023/24 / part completed.

2. Transport Actions
c. Site specific actions

LDP SITE	Action Ref. no.	Action	Further Details	Baseline Constructi on Cost	Total Base Capital Cost	Planning and legal agreements references and project status updates	Type	Owner	Estimated delivery date
HSG 22 BURDIEHOUSE						10/01185/PPP 14/04880/FUL			Housing construction completed.
	TR-SA-HSG22-1	Bus infrastructure improvements	Upgrade Bus Stops on Burdiehouse Rd and Frogston Rd East.			To be delivered within the scope of the streetscape improvements 'Walk, Wheel, Cycle Burdiehouse' or within scope of TR-SA-HSG21-6	Public Transport	CEC	2023/2024+
	TR-SA-HSG22-3	Cycleway connections off-site (A720 underpass - Burdiehouse Burn path link)	Four parts to deliver various off-site multi user path connections 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 Straiton. Links to TR-SA-EBH-3	£200,000	£245,000	Not funded through signed s.75. Concept designs and updated cost estimates produced Autumn 2022. Proceeding as part of Walk, Wheel, Cycle Burdiehouse project.	Active Travel	CEC	2023/2024+
	TR-SA-HSG22-3	A. Off-site connections along Lang Loan	Shared use path along Lang Loan			To be delivered by RCC of East of Burdiehouse development (see TR-SA-EBH-3 below). Designs in signed RCC (May 2022) for East of Burdiehouse site shows a footpath along Lang Loan until the crossing point (B below) but not wide enough for shared use.			2023/2024+
	TR-SA-HSG22-3	B. Lang Loan crossing.	D island crossing on Lang Loan - relates to delivery by developer of path along Lang Loan (see - TR-SA-EBH-3).			Concept designs and updated cost estimates produced Autumn 2022. Proceeding as part of Walk, Wheel, Cycle Burdiehouse project.			2023/2024+

2. Transport Actions
c. Site specific actions

LDP SITE	Action Ref. no.	Action	Further Details	Baseline Constructi on Cost	Total Base Capital Cost	Planning and legal agreements references and project status updates	Type	Owner	Estimated delivery date
	TR-SA-HSG22-3	C. New path surface upgrade and path construction 3.5m to underpass of A720.	High quality landscape treatment required (4m wide landscape treatment to the west across open ground, including verge, hedgerow and hedgerow trees for approximately 200m). Land purchase required. NB this is not crossing the underpass at Straiton Junction - improvements to that junction is a Transport Scotland/Midlothian project and TR-SA-HSG21-6 can allow for its continuation and integration in these improvements, as appropriate.			Within scope of 'Wheel, walk, cycle Burdiehouse'. Route options across field have been investigated, most suitable for direct access is to upgrade existing path to the west, connecting to D-island crossing of Lang Loan.			2023/2024+
	TR-SA-HSG22-3	D. Street improvements and pedestrian crossing on Burdiehouse Road.	Within scope of 'Walk, wheel, cycle Burdiehouse.' Link to TR-SA-HSG21-6			Within scope of 'Wheel, walk, cycle Burdiehouse'			2023/2024+
	TR-SA-HSG22-4	New access point and shared use path to Murrays	20m to link to existing path (land ownership of greenspace for 10m of path). Initial design scope allows for the addition of future infrastructure to allow the introduction of a bus service to route through Burdiehouse 2, linking with The Murrays.	£50,000	£61,250	Not funded through signed s.75. Concept designs and updated cost estimates prepared Autumn 2022. Requies land/access acquisition. Within scope of Walk, Wheel, Cycle Burdiehouse.	Active Travel	CEC	2023/2024+

2. Transport Actions
c. Site specific actions

LDP SITE	Action Ref. no.	Action	Further Details	Baseline Constructi on Cost	Total Base Capital Cost	Planning and legal agreements references and project status updates	Type	Owner	Estimated delivery date
EAST OF BURDIEHOUSE (urban area)						19/02616/FUL s.75 signed April 2020. Under construction.		CEC	
	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.	£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	2023/24
	TR-SA-EBH-3	Provide high quality pedestrian/cycle connections outwith the site	<p>1. Link to Straiton Ponds - to be delivered by the RCC to adoptable standard (signed RCC is for pedestrian path on Lang Loan).</p> <p>2. Link to the Murrays (103m) - to be delivered as integrated road layout of the development layout and connection via new connection (see TR-SA-HSG22-4).</p> <p>3. Link to Burdiehouse Burn/Bus Stop (594m) to delivered by RCC (4m asphalt cycle path)</p>	£0	£0	<p>1. RCC plans (approved May 2022) and in legal agreement wording for developer to deliver. However, RCC is for a 2m wide footpath only along Lang Loan.</p> <p>2. To be directly delivered by the street layout.</p> <p>3. To be delivered directly by the developer.</p>	Active Travel	Developer	2023/24
	TR-SA-EBH-4	Provide high quality pedestrian/cycle routes through the site to connect eastwards to HSG 39.	Link to North of Lang Loan (HSG 39) and Gilmerton. Connecting development and neighbouring residential areas (ie from Jane Smeal Cres to Dameselfly Road). Continue active travel route delivered up to its boundary with a connection across third party land.	£295,260	£361,694	£151,538 secured in legal agreement for 'Provision of pedestrian and cycle routes to the east of the Development'	Active Travel	Developer/CEC	2023/24

2. Transport Actions
c. Site specific actions

LDP SITE	Action Ref. no.	Action	Further Details	Baseline Constructi on Cost	Total Base Capital Cost	Planning and legal agreements references and project status updates	Type	Owner	Estimated delivery date
HSG 23 GILMERTON DYKES ROAD						14/01446/FUL. Signed S75.			Housing constructed.
	TR-SA-HSG23-2	Cycle path from Lasswade Road to HSG 23 and HSG 24	Cycle link 500m – Gilmerton Road to Lasswade Road.	£0	£0	Part delivered as integral part of development. A path link has been delivered within HSG23 as part of its open space. However, path connections to adjacent development HSG 24 has not been made as yet and this is required to complete this connection. This is a requirement of the HSG24 Gilmerton Station Road Masterplan (16_03299_AMC) and the connection paths are shown in adopted footpaths on the adoption plan in 18/02540/AMC.	Active Travel	Develo per s.75	Part delivered.
	TR-SA-HSG23-4	New footway along Gilmerton Dykes Road	500m Footway on South-Eastern side of the road.	£0	£0	Part delivered as integral part of development. Delivered only in front of development. Not part of layout of HSG 24 (below) 18/02540/AMC although layout masterplan shows footpath connections from HSG 24 onto Gilmerton Dykes Road.	Active Travel	Develo per 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 Development	

2. Transport Actions
c. Site specific actions

LDP SITE	Action Ref. no.	Action	Further Details	Baseline Constructi on Cost	Total Base Capital Cost	Planning and legal agreements references and project status updates	Type	Owner	Estimated delivery date
HSG 24 GILMERTON STATION ROAD						Under Construction. Planning permission granted for 14/01649/PPP and the following application for matters specified in conditions: 16/04382/AMC 16/03299/AMC 17/04164/AMC 18/02540/AMC 21/06680/AMC - Phase 4			2025/26 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 crossing and path connection to the former railway path. Exact location to be determined - this is one of two crossings to be delivered on Gilmerton Station Road. This one relates to a crossing somewhere mid-way or towards the Lasswade Road junction. Ramps up or down to the railway path may be needed.	£57,500	£70,438	No funding secured for this crossing.	Active Travel	CEC	2025/26
	TR-SA-HSG24-4	1. Drum Street Pedestrian & Cycle crossing	1. Toucan crossing and shared use footway. See also TR-SA-HSG25-5 The Drum HSG 25 action.	£0	£0	1. Not yet delivered - potentially delivered as part of Gilmerton Station Road and Drum Street junction upgrade and parking strategy.	Active Travel	Develo per	2025/26
	TR-SA-HSG24-4	2. Path through site to multi-user path to Straiton	2. Part of first phase of development.			2. To be delivered as integral part of development and crossing points to the Straiton multi-user path relates to actions: TR-SA-HSG24-3 and TR-SA-HSG24-6		Develo per	2025/26

2. Transport Actions
c. Site specific actions

LDP SITE	Action Ref. no.	Action	Further Details	Baseline Constructi on Cost	Total Base Capital Cost	Planning and legal agreements references and project status updates	Type	Owner	Estimated delivery date
	TR-SA-HSG24-5	New footway along Gilmerton Station Rd		£112,400	£137,690	£122,400 secured in signed s.75. AMC for Phase 4 to deliver a seciton, and new application for the site on corner of Gilmerton Station Road and Lasswade Road (22/02912/FUL) if approved, will complete the path along Gilmerton Station Road.	Active Travel	CEC/D evelope r	2025/26
	TR-SA-HSG24-6	Pedestrian crossing facilities on Gilmerton Rd		£15,000	£18,825	£15,000 secured in signed s.75. Potentially delivered as part of development to the south of Gilmerton Station Road - toucan crossing conditioned in 19/02122/PPP	Active Travel	CEC/D evelope r	2025/26
	TR-SA-HSG24-8	Upgrade bus stops Gilmerton Road	Upgrade of bus stop infrastructure.	£9,290	£11,659	£9,290 secured in signed s.75	Public Transport	CEC	2025/26
HSG 25 THE DRUM									
						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) via Ferniehill Drive (B701) - exact route to be established.	£250,000	£306,250	Not funded through signed s.75. Potential to form part of the cycle network in the Active Travel Action Plan.	Active Travel	CEC	2022/2023+

2. Transport Actions
c. Site specific actions

LDP SITE	Action Ref. no.	Action	Further Details	Baseline Constructi on Cost	Total Base Capital Cost	Planning and legal agreements references and project status updates	Type	Owner	Estimated delivery date
	TR-SA-HSG25-3	Cycle link - Gilmerton Road to Lasswade Road	Path (1000m).	£250,000	£306,250	This action has been delivered in part through development layout to HSG 24 Gilmerton Station Road (a shared use pathway runs on the southern development edge) with later phases expected to complete this – see also TR-SA-HSG24-5 above.	Active Travel	Develo per	2022/2023+
	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.	£20,000	£24,500	Legal agreement secured £15,000 for footpath links from Drum through open space to Candlemakers Park, and £4,000 for TRO. May require land purchase to deliver. Current development layout levels and landscaping as constructed does not facilitate the creation of this route as was planned for in LDP and will require feasibility study to look at route options.	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. Currently only a D-island on this stretch. Links to TR-CZ-GS-1 Gilmerton Station Rd / Drum Street Junction upgrade and access and parking strategy and TR-SA-HSG24-4 Drum Street Pedestrian & Cycle crossing	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	Action Ref. no.	Action	Further Details	Baseline Constructi on Cost	Total Base Capital Cost	Planning and legal agreements references and project status updates	Type	Owner	Estimated delivery date
HSG 39 NORTH OF LANG LOAN						14/05145/PPP signed s.75 17/02494/AMC S.75 under construction			2022/23
	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. A new bus stop has re-sited on Lasswade Road. There are dropped kerbs as part of the new pavement delivered on Lasswade Road, but no crossing at this location linking to Gilmerton Dykes Road / bus stop on other side of the road.	Public Transport	CEC	2022/23 Part completed
	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 linking with The Murrays to the north, and the benefits of providing appropriate walking and cycling links.	£0	£0	1. Connection to the Murrays - legal agreement secures this to be delivered as integral part of layout and link constructed by developer once Council has secured legal rights over third party land (this has still to be progressed). 2. Connection to HSG23 on Gilmerton Dykes Road - crossing Lasswade Road to Quiet Route along Gilmerton Dykes Road - dropped kerbs only delivered, no crossing to fit desire line (see also action TR-SA-HSG39-2 re access to bus stops on Lasswade Road).	Active Travel	Developer/CEC	2022/23+

2. Transport Actions
c. Site specific actions

LDP SITE	Action Ref. no.	Action	Further Details	Baseline Constructi on Cost	Total Base Capital Cost	Planning and legal agreements references and project status updates	Type	Owner	Estimated delivery date
	TR-SA-HSG39-4	New footway	2. New footway/cycleway along south frontage boundary with Lang Loan to provide potential in the future to connect with links to the west.			<p>PPP planning application shows this to be delivered as integral part of development secured through s.75 and planning condition(s).</p> <p>Short section of footway has been delivered west from the Lasswade Road/Lang Loan junction. Pumping station on Lang Loan prohibits footpath to continue in this location. An active travel route has been delivered as a central spine in the development layout, with paths up to site's western boundary for future connections to East of Burdiehouse (The Limes) see action TR-SA-EBH-4.</p> <p>Feasibility study will have to establish if continuous footpath can be delivered in the future as part of any changes to Lang Loan.</p>	Active Travel	CEC	2022/23+
	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.

2. Transport Actions
c. Site specific actions

LDP SITE	Action Ref. no.	Action	Further Details	Baseline Constructi on Cost	Total Base Capital Cost	Planning and legal agreements references and project status updates	Type	Owner	Estimated delivery date
HSG 26 NEWCRAIGHALL NORTH						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	Develo per s.75	
HSG 27 NEWCRAIGHALL EAST						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	Develo per s.75	2022/23+
HSG 28 ELLEN'S GLEN ROAD						No permissions or s.75s yet issued.			
	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	Develo per/CE C	
	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	Develo per	

2. Transport Actions
c. Site specific actions

LDP SITE	Action Ref. no.	Action	Further Details	Baseline Constructi on Cost	Total Base Capital Cost	Planning and legal agreements references and project status updates	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	Develo per	
	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	Develo per	
	TR-SA-HSG28-6	Widening and upgrade of existing footway along Ellen's Glen Road		£0	£0		Active Travel	Develo per	
HSG 29 BRUNSTANE						16/04122/PPP s.75 signed 2020 22/03945/AMC and 22/03946/AMC awaiting assessment.			2027+
	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+
	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	Develo per s.75	2027+
	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.	Junction s	Develo per s.75	2027+

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c. Site specific actions

LDP SITE	Action Ref. no.	Action	Further Details	Baseline Constructi on Cost	Total Base Capital Cost	Planning and legal agreements references and project status updates	Type	Owner	Estimated delivery date
	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	Develo per 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+
	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	Develo per s.75	2027+
	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	Develo per 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+

2. Transport Actions
c. Site specific actions

LDP SITE	Action Ref. no.	Action	Further Details	Baseline Constructi on Cost	Total Base Capital Cost	Planning and legal agreements references and project status updates	Type	Owner	Estimated delivery date
	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	Develo per s.75	2027+
HSG 30 MOREDUNVALE ROAD						Site allocated, but no planning permissions submitted or issued. 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	Develo per/ CEC	2027+
HSG 31 CURRIEMUIREND						Site allocated, but no planning permissions submitted or issued. Transport requirements to be established through cumulative transport appraisal and planning permission.			2027+
HSG 32 BUILYEON ROAD						16/01797/PPP and s.75 signed June 2021.			
	TR-SA-HSG32-3	Builyeon Road East/West Works Builyeon Road: New footway and cycle path along frontage of site	Development of segregated cycleway and/or shared use footway (approx 975m) along both the new road and the remaining sections of the A904 Builyeon Road. Potential for bus priority measures.	£200,000	£245,000	New road to be delivered as an integral part of road layout of new development. Tie in with action below (TR-SA-HSG32-4).	Active Travel	Develo per/ CEC	2024/25

2. Transport Actions
c. Site specific actions

LDP SITE	Action Ref. no.	Action	Further Details	Baseline Constructi on Cost	Total Base Capital Cost	Planning and legal agreements references and project status updates	Type	Owner	Estimated delivery date
	TR-SA-HSG32-4	Buileyon Road East/West Works Buileyon Road: Street design and upgrade links	Changing the character of former alignment of Buileyon Road (A904), developing it as a high quality pedestrian/cycle route and linear park, realignment and provision of high quality crossings through Echline Junction. Continuation via external links from site to provide high quality pedestrian/cycle routes towards Dalmeny Station, high school, Ferrymuir retail park and town centre.	£900,000	£1,102,500	East/West Works with financial contribution secured in s.75. Concept designs and updated cost estimates produced autumn 2022. Proceeding as Queensferry walking, wheeling and cycling improvements project.	Active Travel	Develo per/CEC	2027
	TR-SA-HSG32-5	Bus Improvement Works Upgrade existing bus infrastructure	Additional bus capacity needed and support commercial operation. Increased frequency of direct city centre service and also to key local facilities, to achieve public transport mode share. Upgrade of the existing facilities and provision of new high quality bus stops on remaining Buileyon Road.	£400,000	£490,000	Bus Improvement Works financial contribution secured in s.75. Bus route and stops being delivered into the new link road as shown in RCC drawings. Potential for location of bus infrastrucutre on Buileyon Road (other than in 'civic' area within development site) to be addressed in action TR-SA-HSG32-4 Buileyon Road East/West Works Buileyon Road and/or through future AMC detailed layouts. Street design and upgrade links and in the scope of Queensferry Walking, Wheeling, Cycling Improvements project.	Public Transport	CEC	2027
	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. To be delivered as part of site layout.			To be determined through AMC detailed site layout. Queensferry Walking and Cycling Improvements Project will ensure tie in with these connections.	Active Travel	Develo per/CEC	2027

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LDP SITE	Action Ref. no.	Action	Further Details	Baseline Constructi on Cost	Total Base Capital Cost	Planning and legal agreements references and project status updates	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, as a minimum, new Toucan crossings and upgrading of the existing crossings to Toucan crossings.	£750,000	£918,750	Echline Junction & East contribution financial contribution secured in s.75 Concept designs and updated cost estimates to be produced by autumn 2022. Proceeding as Queensferry walking, wheeling and cycling improvements project.	Active Travel	CEC	2027
	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 or cycle segregation. Provision of, as a minimum, Toucan crossing on Kirkliston Road (B907) at it junction with Ferrymuir Lane. The continuation of this infrastrucutre to Dalmeny is through HSG 33 actions.	£318,250	£389,856	Echline Junction & East contribution financial contribution secured in s.75. Concept designs and updated cost estimates to be produced by autumn 2022. Proceeding as Queensferry walking, wheeling and cycling improvements project.	Active Travel	CEC	2027

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LDP SITE	Action Ref. no.	Action	Further Details	Baseline Constructi on Cost	Total Base Capital Cost	Planning and legal agreements references and project status updates	Type	Owner	Estimated delivery date
	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	Former Builyeon Road alignment to be developed as pedestrian/ cycle route and linear park, enabling links to existing paths in the Echline housing estate e.g. footpath at Long Crook and the footpath to Echline Avenue (passing the rear of the properties at Echline Park). Tarmac resurface of 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/Hopetoun Road. 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.	£800,000	£980,000	Financial contribution required and/or to be delivered by applicant through conditions/s.75 Builyeon Road action included in scope of Development of Prioritised LDPAP Transport Actions project. Concept designs and updated cost estimates produced autumn 2022. To be delivered through Queensferry walking, wheeling and cycling improvements project. Confirmation of paths upgrades required to clarify extent of scope.	Active Travel	CEC	2027
	TR-SA-HSG32-12	TRO Builyeon Road	Implement and physical measures for reduced speed limit (20MPH) on Builyeon Road as part of opportunity to change the character of Builyeon Road (A904) - see TR-SA-HSG32-4 action above. 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 towards TRO in legal agreement. Existing alignment conversion is part of Queensferry Walking, Wheeling and Cycling Improvements project. Concept designs and updated cost estimates produced autumn 2022. TRO to be coordinated through the same traffic order/redetermination order required for action TR-SA-HSG32-4 (Queensferry Walking, Wheeling and Cycling Improvements Project).	Active Travel	CEC	2027

2. Transport Actions
c. Site specific actions

LDP SITE	Action Ref. no.	Action	Further Details	Baseline Constructi on Cost	Total Base Capital Cost	Planning and legal agreements references and project status updates	Type	Owner	Estimated delivery date
HSG 33 SOUTH SCOTSTOUN						16/06280/FUL; s.75 signed. Under construction.			
	TR-SA-HSG33-2	Traffic Calming on Scotstoun Ave	Appropriate traffic calming measures for Scotstoun Avenue to be installed as first part of improvements. Cycle route along Scotstoun Avenue as part of route from HSG32 will fully deliver outcome.	£150,000	£183,750	Road safety team to deliver initial traffic calming and pedestrian improvements in 2023. Cycle improvements will be delivered as part of TR-SA-HSG32-9 - Echline Junction and East Works.	Roads Safety	CEC	2026/27
	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	£42,452 secured in s.75. Concept designs and updated cost estimates produced Autumn 2022. To be delivered through Queensferry walking, wheeling and cycling improvements project.	Active Travel	CEC	2026/27
	TR-SA-HSG33-4	A: Bus infrastructure - service capacity	Increased frequency of direct city centre service and also to key local facilities, to acheive Public Transport mode share.	£318,500	£390,163	£245,000 secured through s.75.	Public Transport	CEC	2026/27
	TR-SA-HSG33-4	B: Bus infrastructure - provide new facilities on internal roads	The upgrade of four bus stops on Scotstoun Avenue to provide the following facilities: the provision of new shelters and associated improvement works to surrounding public footway.	£80,000	£98,000	£73,500 secured in s.75. Relates to, and will be delivered with traffic calming on Scotsoun Avenue TR-SA-HSG33-2 and cycle infrastructure from HSG 32 (see TR-SA-HSG32-9 - Echline Junction and East Works). To be delivered through Queensferry walking, wheeling and cycling improvements project.		Develo per s.75	2026/27

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LDP SITE	Action Ref. no.	Action	Further Details	Baseline Constructi on Cost	Total Base Capital Cost	Planning and legal agreements references and project status updates	Type	Owner	Estimated delivery date
	TR-SA-HSG33-5	Road Crossing	Single stage Toucan crossing of B800 to retail site path	£30,000	£36,750	£30,000 secured in s.75. Concept designs and updated cost estimates produced Autumn 2022. To be delivered through Queensferry walking, wheeling and cycling improvements project.	Active Travel	Develo per s.75	2026/27
	TR-SA-HSG33-6	Give due consideration to the opportunity to change the character of the B800 through street design.	Reconfiguring the entrance junction, including raised junction and tightening of the radii. Shared path along the east side of the B800, approximately 400m. 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. Pedestrian/ cycle crossings of the B907 at the junction with Lovers Lane/Scotstoun Avenue.	£454,000	£556,150	£556,150 secured through s.75. Concept designs and updated cost estimates produced Autumn 2022. To be delivered through Queensferry walking, wheeling and cycling improvements project.	Active Travel	CEC	2026/27
	TR-SA-HSG33-7	High quality pedestrian/cycle routes through site	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).	£40,000	£49,000	£70,000 secured through s.75 for this and action below. Connection into Agilent site completed.	Active Travel	Develo per s.75	2026/27
	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	£70,000 secured through s.75 for this and action above (TR-SA-HGS33-7).	Active Travel	CEC	2026/27

2. Transport Actions
c. Site specific actions

LDP SITE	Action Ref. no.	Action	Further Details	Baseline Constructi on Cost	Total Base Capital Cost	Planning and legal agreements references and project status updates	Type	Owner	Estimated delivery date
HSG 36 CURRIEHILL ROAD						16/01515/FUL. S.75 signed. Construction completed.			Construction completed.
	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	
	TR-SA-HSG36-5	Provide additional cycle parking at Curriehill Station		£1,000	£1,225	£500 secured in s.75	Active Travel	CEC	

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HSG 37 NEWMILLS, BALERNO						15/05100/FUL. S.75 signed.			All remaining units completed in 2022.
	TR-SA-HSG37-2	Bus infrastructure	Provide new bus stop facilities on A70, and improve the pedestrian access between these and the proposed site. Need for bus stop facilities to be confirmed in context of wider bus corridor work.	£0	£0	Secured by s.75 agreement	Public Transport	Develo per s.75	2022/23+
	TR-SA-HSG37-7	Provide additional cycle parking at Curriehill Station		£0	£0	£500 secured in s.75	Active Travel	CEC	2022/23+
	TR-SA-HSG37-8	Provide extended car park at Curriehill Station		£0	£0	£28,340 financial contribution secured by signed s.75	Roads	CEC	2022/23+

2. Transport Actions
c. Site specific actions

LDP SITE	Action Ref. no.	Action	Further Details	Baseline Constructi on Cost	Total Base Capital Cost	Planning and legal agreements references and project status updates	Type	Owner	Estimated delivery date
	TR-SA-HSG37-9	Upgrade cycle routes between Newmills Road and Curriehill Station	Detailed route to be confirmed and established through feasibility work. (Current cost is based on alternative route using NCN75, including toucan crossing of A70 and ramp to NCN75, and/or to reopen tunnel mouth to link with NCN75). Links to TR-SA-HSG38-6	£250,000	£306,250	£32,000 secured through s.75 agreement for upgrading cycle routes to Currie Station.	Active Travel	CEC	2022/23+
HSG 38 RAVELRIG ROAD						14/02806/PPP 16/05744/AMC; s.75 signed. Underway.			HLACP 22 estimates all units completed in year 22/23.
	TR-SA-HSG38-3	Improved pedestrian/cycle crossing facilities on A70 and Ravelrig Road	Layout to be determined, but to incorporate appropriate dropped kerb and tactile paving arrangements to current standards. Cost is for 6 x dropped kerbs.	£1,500	£1,838	Not funded through signed s.75.	Active Travel	CEC	2022/23+
	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 including: 1. New 3.5m shared use path along the northern boundary of the site, approximately 500m	£0	£0	To be delivered as integral part of development secured through planning conditions.	Active Travel	Develo per	2022/23+
	TR-SA-HSG38-6	Upgrade cycle routes between site and Curriehill Station	Detailed route to be confirmed. Focus on Dalmahoy Crescent and link to TR-SA-HSG37-9 Curriehill Castle Drive/Currievale Drive.	£420,000	£514,500	£55,040 (indexed) secured for Curriehill Station improvements which address extension of car park and cycle parking.	Active Travel	CEC	2022/23+

2. Transport Actions
c. Site specific actions

LDP SITE	Action Ref. no.	Action	Further Details	Baseline Constructi on Cost	Total Base Capital Cost	Planning and legal agreements references and project status updates	Type	Owner	Estimated delivery date
HSG 40 SOUTH EAST WEDGE - EDMONSTONE						14/01057/PPP granted. 21/06751/AMC granted July 2022. 21/05968/AMC May 2022.			
	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	Develo per	2027+
	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 (Old Dalkeith Road with Ferniehill Road).	£550,000	£673,750	Not funded by signed s.75.	Active Travel	CEC	2027+
	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	Develo per/CE C	2027+

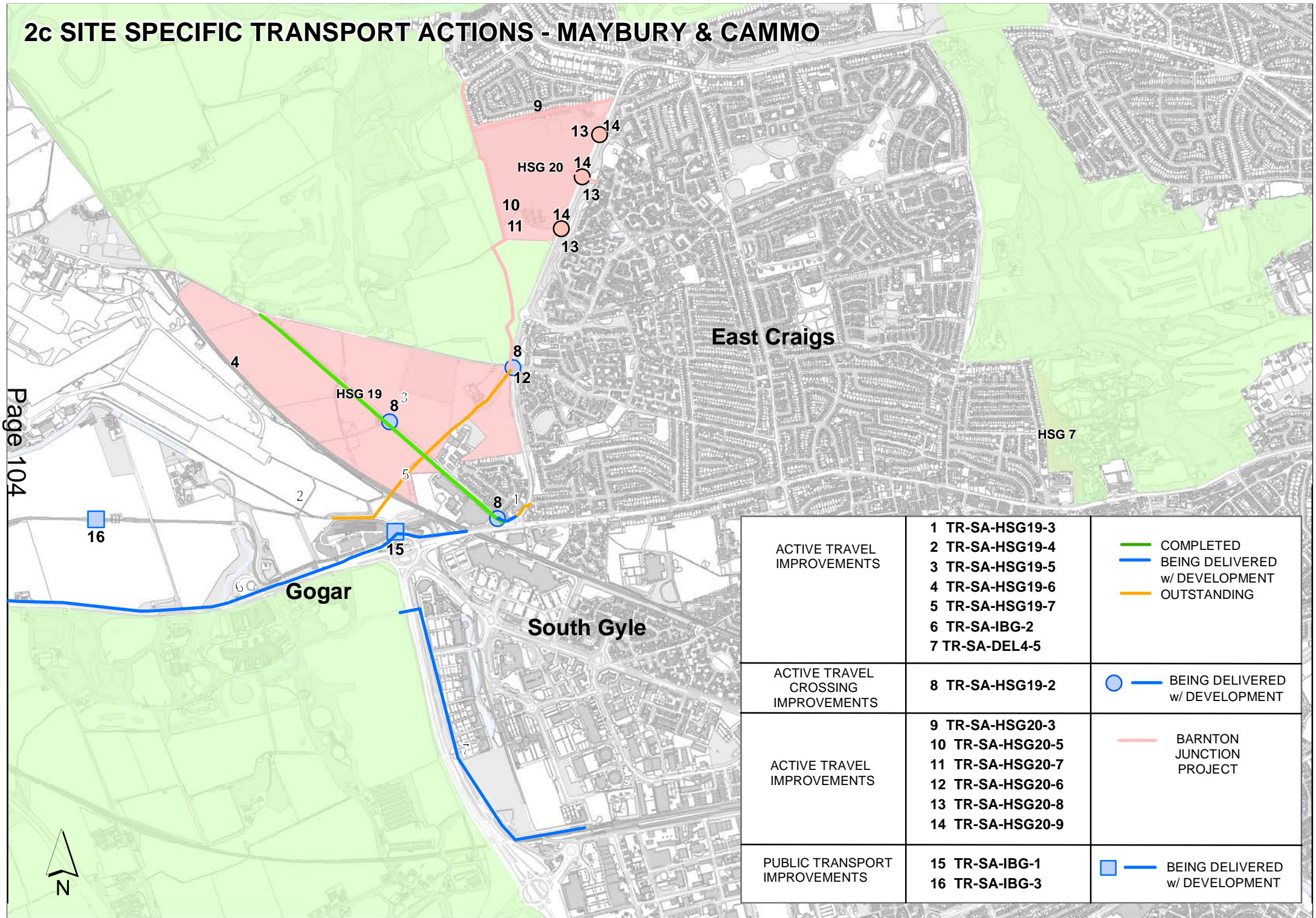
2. Transport Actions
c. Site specific actions

LDP SITE	Action Ref. no.	Action	Further Details	Baseline Constructi on Cost	Total Base Capital Cost	Planning and legal agreements references and project status updates	Type	Owner	Estimated delivery date
HSG 41 SOUTH EAST WEDGE NORTH - THE WISP						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
INTERNATIONAL BUSINESS GATEWAY (IBG) (Emp 6)						No permissions or s.75s yet issued This site is part of wider West Edinburgh plans in forthcoming City Plan.			
	TR-SA-IBG-1	Bus only access via Edinburgh Gateway Station, tram interchange	Potential relationship to West Edinburgh Transport Contribution Zone actions.	£0	£0		Public Transport	CEC/ Develo per	
	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 This site is part of wider West Edinburgh plans in forthcoming City Plan.	Active Travel	CEC/ Develo per	
	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 This site is part of wider West Edinburgh plans in forthcoming City Plan.	Public Transport	CEC/ Develo per	
	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	CEC/ Develo per	

2. Transport Actions
c. Site specific actions

LDP SITE	Action Ref. no.	Action	Further Details	Baseline Constructi on Cost	Total Base Capital Cost	Planning and legal agreements references and project status updates	Type	Owner	Estimated delivery date
DEL 4 EDINBURGH PARK/SOUTH GYLE						13/04966/PPP, 14/03098/AMC for part of site. 20/02068/FUL minded to grant subject to legal agreement.			
	TR-SA-DEL4-2	Note – also required to contribute to Gogar roundabout.						CEC	2027+
	TR-SA-DEL4-3	Adoptable roads to be brought up to standard		£0	£0	To be delivered as integral part of development and/or to be secured through s.75	Roads Safety	Develo per	2027+
	TR-SA-DEL4-4	Bus infrastructure - provide new facilities on internal roads		£0	£0	To be delivered as integral part of development and/or to be secured through s.75	Public Transport	CEC	2027+
	TR-SA-DEL4-5	Edinburgh Park - Gogarburn pedestrian cycle link	Paths (1650m)	£0	£0	To be delivered as integral part of development and/or to be secured through s.75	Active Travel	CEC/ Develo per	2027+
	TR-SA-DEL4-6	Internal CPZ, integrated parking/traffic management. Enhance cycle parking at Edinburgh Park Station		£0	£0	To be delivered as integral part of development and/or to be secured through s.75	Parking	Develo per	2027+
	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	To be delivered as integral part of development and/or to be secured through s.75	Active Travel	Develo per	2027+

2c SITE SPECIFIC TRANSPORT ACTIONS - MAYBURY & CAMMO



ACTIVE TRAVEL IMPROVEMENTS	<ul style="list-style-type: none"> 1 TR-SA-HSG19-3 2 TR-SA-HSG19-4 3 TR-SA-HSG19-5 4 TR-SA-HSG19-6 5 TR-SA-HSG19-7 6 TR-SA-IBG-2 7 TR-SA-DEL4-5 	<ul style="list-style-type: none"> — COMPLETED — BEING DELIVERED w/ DEVELOPMENT — OUTSTANDING
ACTIVE TRAVEL CROSSING IMPROVEMENTS	<ul style="list-style-type: none"> 8 TR-SA-HSG19-2 	<ul style="list-style-type: none"> ○ — BEING DELIVERED w/ DEVELOPMENT
ACTIVE TRAVEL IMPROVEMENTS	<ul style="list-style-type: none"> 9 TR-SA-HSG20-3 10 TR-SA-HSG20-5 11 TR-SA-HSG20-7 12 TR-SA-HSG20-6 13 TR-SA-HSG20-8 14 TR-SA-HSG20-9 	<ul style="list-style-type: none"> — BARNTON JUNCTION PROJECT
PUBLIC TRANSPORT IMPROVEMENTS	<ul style="list-style-type: none"> 15 TR-SA-IBG-1 16 TR-SA-IBG-3 	<ul style="list-style-type: none"> □ — BEING DELIVERED w/ DEVELOPMENT



2c SITE SPECIFIC TRANSPORT ACTIONS - SOUTH EAST

ACTIVE TRAVEL IMPROVEMENTS

- 1 TR-SA-HSG22-3(A)
- 2 TR-SA-HSG22-5
- 3 TR-SA-HSG22-6
- 4 TR-SA-HSG23-2
- 5 TR-SA-HSG23-4
- 6 TR-SA-HSG24-2
- 7 TR-SA-HSG24-3
- 8 TR-SA-HSG24-3
- 9 TR-SA-HSG24-4
- 10 TR-SA-HSG24-4
- 11 TR-SA-HSG24-5
- 12 TR-SA-HSG24-6
- 13 TR-SA-HSG25-2
- 14 TR-SA-HSG25-3
- 15 TR-SA-HSG25-4
- 16 TR-SA-HSG25-5
- 17 TR-SA-HSG25-5
- 18 TR-SA-HSG25-7
- 19 TR-SA-HSG39-3
- 20 TR-SA-HSG39-3
- 21 TR-SA-HSG39-4
- 22 TR-SA-HSG39-4
- 23 TR-SA-HSG39-4
- 24 TR-SA-EBH-3(1)
- 25 TR-SA-EBH-3(2)
- 26 TR-SA-EBH-3(3)
- 27 TR-SA-EBH-4

- COMPLETED
- REMOVED
- OUTSTANDING
- BEING DELIVERED AS PART OF DEVELOPMENT

ACTIVE TRAVEL IMPROVEMENTS

- 28 TR-SA-HSG21-2
- 29 TR-SA-HSG21-3
- 30 TR-SA-HSG21-4
- 31 TR-SA-HSG21-4
- 32 TR-SA-HSG21-6
- 33 TR-SA-HSG22-3
- 34 TR-SA-HSG22-3(B)
- 35 TR-SA-HSG22-3(C)
- 36 TR-SA-HSG22-4

- WALK, WHEEL, CYCLE BURDIEHOUSE

ROAD SAFETY

- 37 TR-SA-HSG24-7

- △ COMPLETED

PUBLIC TRANSPORT

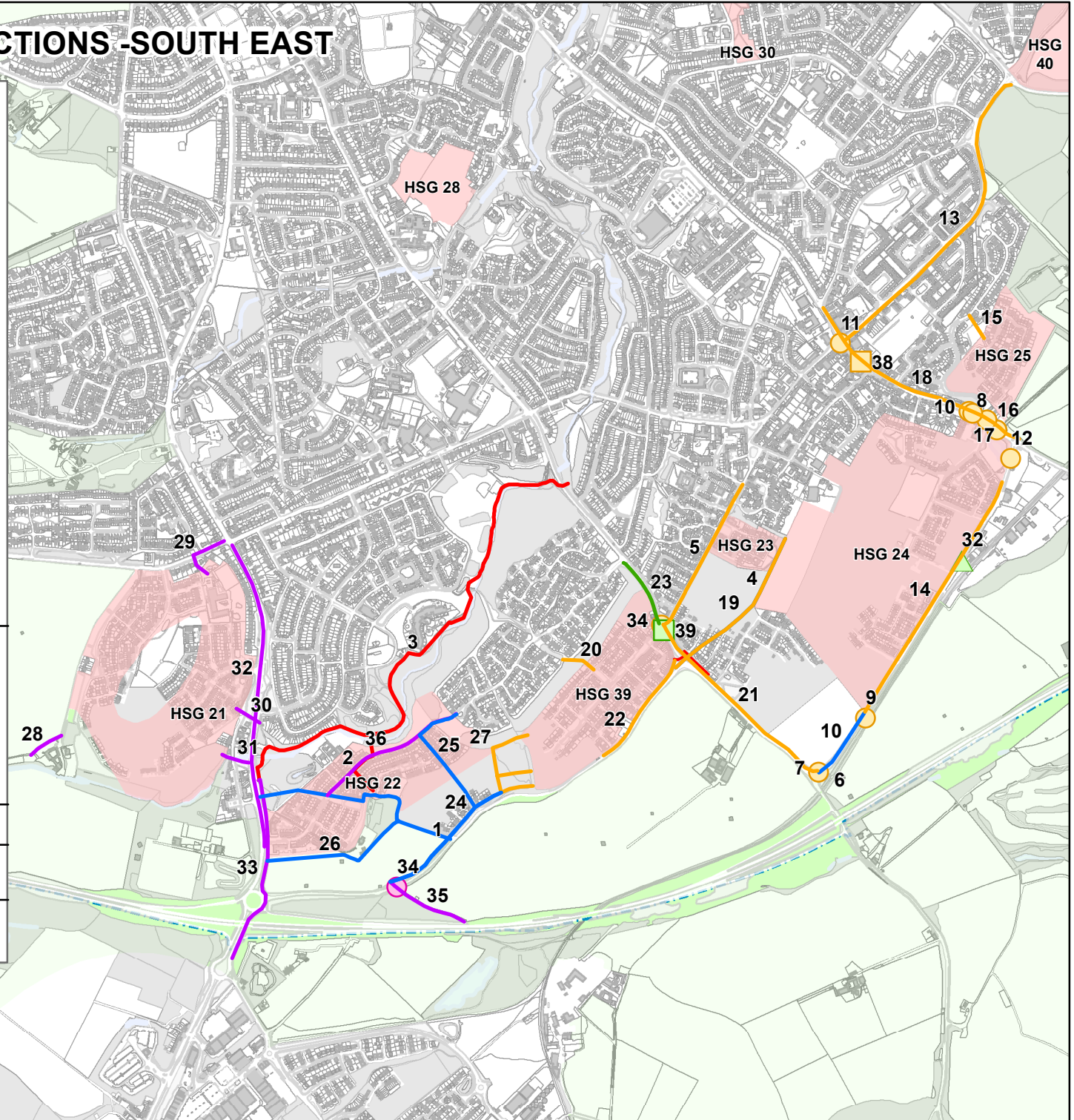
- 38 TR-SA-HSG24-8
- 39 TR-SA-HSG39-2

- COMPLETED
- OUTSTANDING

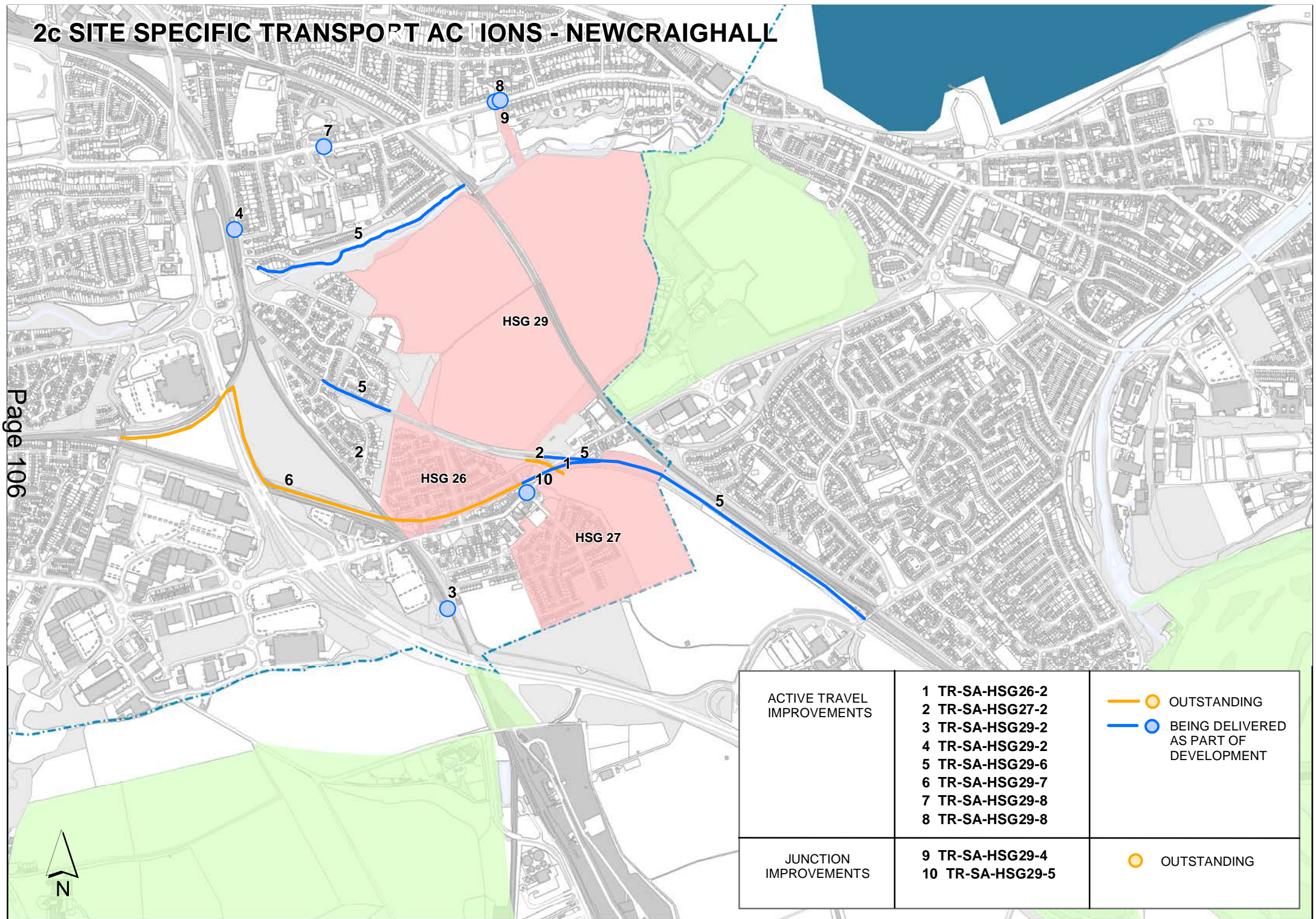
TRAFFIC SIGNALS

- 40 TR-CZ-LL-2

- BEING DELIVERED AS PART OF DEVELOPMENT

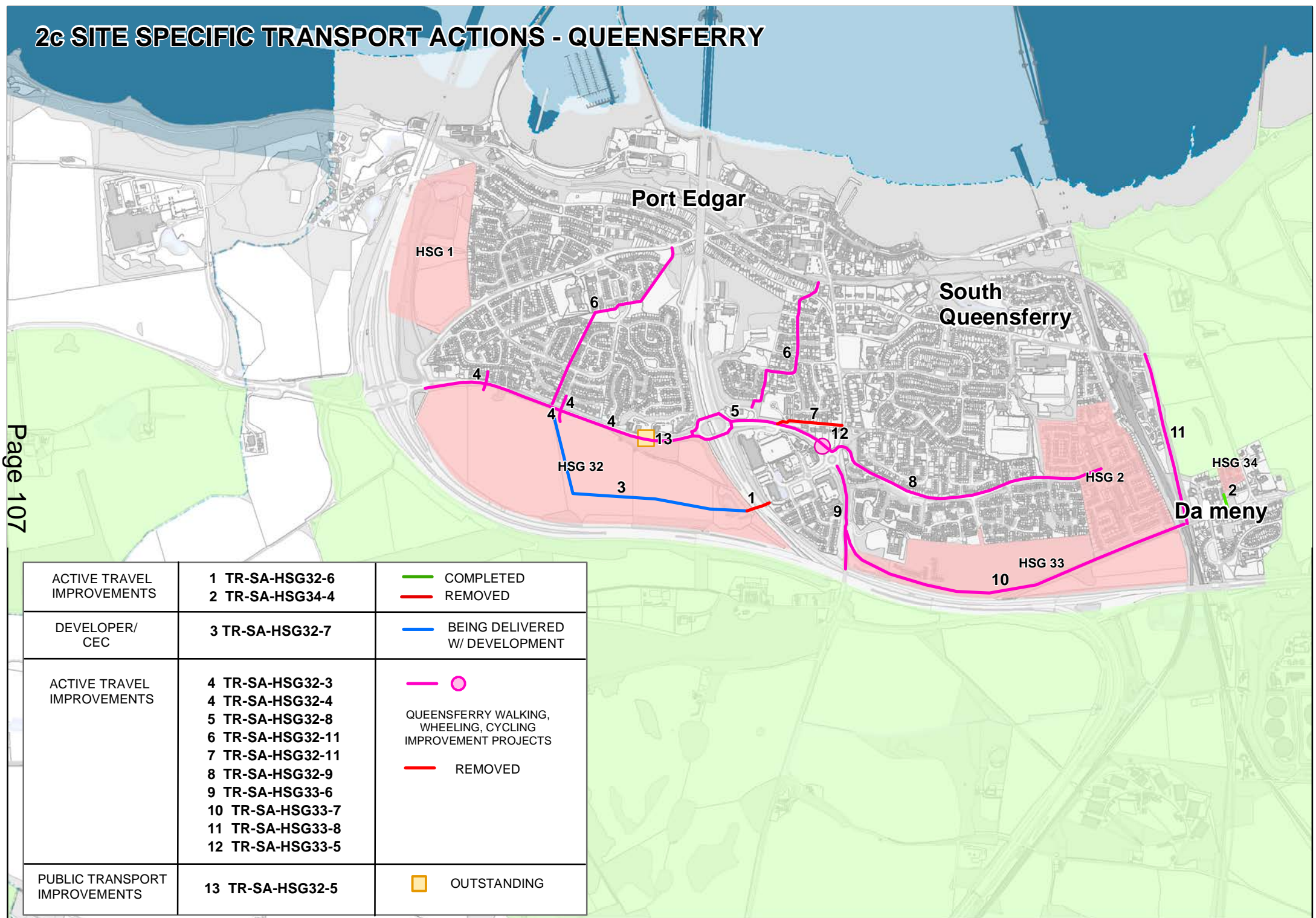


2c SITE SPECIFIC TRANSPORT ACTIONS - NEWCRAIGHALL



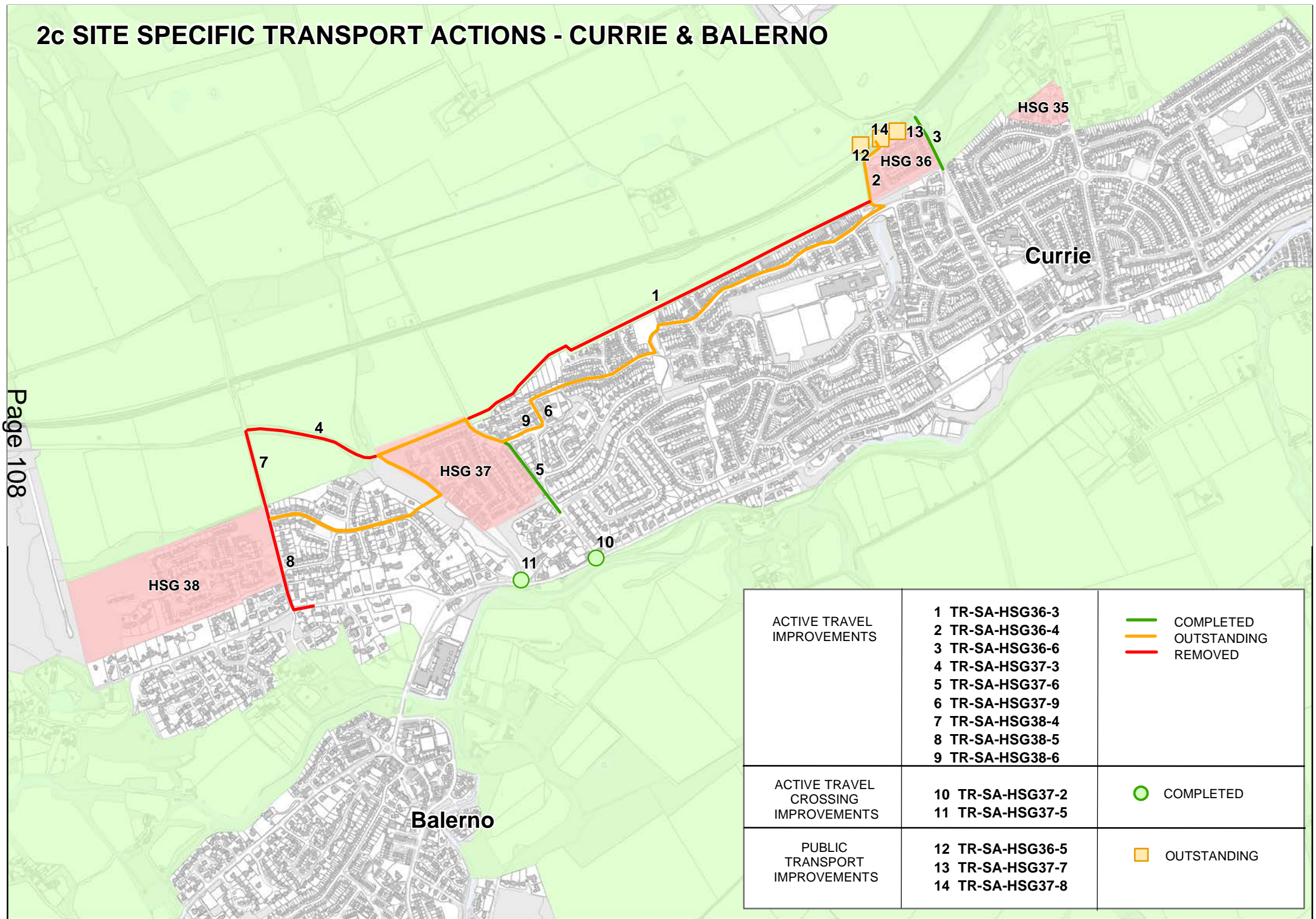
<p>ACTIVE TRAVEL IMPROVEMENTS</p>	<p>1 TR-SA-HSG26-2 2 TR-SA-HSG27-2 3 TR-SA-HSG29-2 4 TR-SA-HSG29-2 5 TR-SA-HSG29-6 6 TR-SA-HSG29-7 7 TR-SA-HSG29-8 8 TR-SA-HSG29-8</p>	<p>—○— OUTSTANDING —●— BEING DELIVERED AS PART OF DEVELOPMENT</p>
<p>JUNCTION IMPROVEMENTS</p>	<p>9 TR-SA-HSG29-4 10 TR-SA-HSG29-5</p>	<p>—○— OUTSTANDING</p>

2c SITE SPECIFIC TRANSPORT ACTIONS - QUEENSFERRY



ACTIVE TRAVEL IMPROVEMENTS	1 TR-SA-HSG32-6 2 TR-SA-HSG34-4	<ul style="list-style-type: none"> COMPLETED REMOVED
DEVELOPER/CEC	3 TR-SA-HSG32-7	<ul style="list-style-type: none"> BEING DELIVERED W/ DEVELOPMENT
ACTIVE TRAVEL IMPROVEMENTS	4 TR-SA-HSG32-3 4 TR-SA-HSG32-4 5 TR-SA-HSG32-8 6 TR-SA-HSG32-11 7 TR-SA-HSG32-11 8 TR-SA-HSG32-9 9 TR-SA-HSG33-6 10 TR-SA-HSG33-7 11 TR-SA-HSG33-8 12 TR-SA-HSG33-5	<ul style="list-style-type: none"> QUEENSFERRY WALKING, WHEELING, CYCLING IMPROVEMENT PROJECTS REMOVED
PUBLIC TRANSPORT IMPROVEMENTS	13 TR-SA-HSG32-5	<ul style="list-style-type: none"> OUTSTANDING

2c SITE SPECIFIC TRANSPORT ACTIONS - CURRIE & BALERNO



ACTIVE TRAVEL IMPROVEMENTS	<ul style="list-style-type: none"> 1 TR-SA-HSG36-3 2 TR-SA-HSG36-4 3 TR-SA-HSG36-6 4 TR-SA-HSG37-3 5 TR-SA-HSG37-6 6 TR-SA-HSG37-9 7 TR-SA-HSG38-4 8 TR-SA-HSG38-5 9 TR-SA-HSG38-6 	<ul style="list-style-type: none"> — COMPLETED — OUTSTANDING — REMOVED
ACTIVE TRAVEL CROSSING IMPROVEMENTS	<ul style="list-style-type: none"> 10 TR-SA-HSG37-2 11 TR-SA-HSG37-5 	<ul style="list-style-type: none"> ○ COMPLETED
PUBLIC TRANSPORT IMPROVEMENTS	<ul style="list-style-type: none"> 12 TR-SA-HSG36-5 13 TR-SA-HSG37-7 14 TR-SA-HSG37-8 	<ul style="list-style-type: none"> □ OUTSTANDING

2. Transport Actions

d. Rest of urban areas (North East)

Area	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references & project status updates	Type	Owner	Estimated delivery date
North East	TR-SA-NELOC-1	Bernard St/Salamander Street active travel and public realm project (to Seafield Place)	<p>Consultation taken place on this action under project title: 'Leith Connections Phase 3: Hawthornvale to Seafield cycle route'.</p> <p>Whole Length: Segregated cycle track (1650m) 2.5 - 3m wide + 0.5m separation strip (pinch to 2m wide in some sections).</p> <p>Seafield PI to Constitution St: Continuous footways. 6x Zebra crossings (every 200m). Salamander St to Elbe St:</p> <p>Timber Bush to Shore: Shared use street – widen footway, setted street, trees, seating.</p> <p>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.</p> <p>Constitution St to Timber Bush: Tighten junctions, new road surfacing materials, seating, planters, widen footways, new crossings.</p>	£5,000,000	£6,125,000	<p>Concept designs and updated cost estimates produced Autumn 2022, to be delivered as Leith Connections Phase 3.</p> <p>Relates to: TR-SA-NELOC-2; TR-SA-NELOC-10 (part); TR-SA-NELOC-17 (part); TR-SA-NELOC-18; TR-SA-NELOC-23.</p>	Active Travel	CEC	2025/26

2. Transport Actions

d. Rest of urban areas (North East)

Area	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references & project status updates	Type	Owner	Estimated delivery date
	TR-SA-NELOC-2	Bernard Street / The Shore junction	Close The Shore to general traffic (bus route maintained), full junction refurbishment.	£200,000	£245,000	Leith Connections will deliver this action. Shore closure planned for Spring 2023. Junction refurbishment planned as part of Phase 3 works TR-SA-NELOC-1	Roads Safety	CEC	2024/25
	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	Ferry Road junction not part of Leith Connections scope.	Junctions	CEC	2021/22
	TR-SA-NELOC-10	Hawthornvale off-road cycle path to Lindsay Road and into Western Harbour	<p>1. Junction improvement associated with tram scheme.</p> <p>2. Upgrade existing Hawthornvale path's connection with and on Lindsay Road.</p> <p>Linked to TR-SA-NELOC-1</p>	£0	£0	<p>1. Being delivered as part of the Trams to Newhaven project</p> <p>2. Part of Leith Connections Phase 3: Hawthornvale to Seafield route design - see TR-SA-NELOC-1 above.</p>	Active Travel	CEC	<p>1. Delivered</p> <p>2. 2025/26</p>

2. Transport Actions

d. Rest of urban areas (North East)

Area	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references & project status updates	Type	Owner	Estimated delivery date
Page 111	TR-SA-NELOC-11	Henderson Street / Great Junction Street junction	Close Henderson Street to general traffic.	£200,000	£245,000	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	2024/25
	TR-SA-NELOC-12	Bus priority improvement on Henderson Street; The Shore; Commercial Street	Bus priority route improvements.	£0	£0	Leith Connections proposals will deliver on this by removal of through traffic on The Shore/ Henderson but not Commercial St. Commercial St proposals are part of Leith Connections Phase 3.	Public Transport	CEC	2024/25
	TR-SA-NELOC-13	Jane St/Tenant St connections	Routes to be determined with development and/or as shown in Proposed City Plan. Opportunity to connect with other safeguarded routes.	£0	£0	The routes and connections in this area are now set out in City Plan, and mainly to be delivered through development layout. Pilrig Park - Pirrie Street remains a safeguard.	Active Travel	CEC	2024/2025.
	TR-SA-NELOC-14 (A)	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.	Active Travel	CEC	2024/25

2. Transport Actions

d. Rest of urban areas (North East)

Area	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references & project status updates	Type	Owner	Estimated delivery date
Page 112	TR-SA-NELOC-14 (B) (part)	Kirkgate	Public realm project. Upgrade route, new controlled crossing points, cycle parking.	£0	£0	Linksvie House application for public realm improvements and Coalfield Lane and Giles Street regeneration will deliver public realm improvements around the Kirkgate.	Active Travel	Developer	2024/26
	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	£750,000	£918,750	Leith Connections Phase 1 includes segregated cycle track on Henderson Street and should enable safe movement to Pirrie Street. The rest of this route to be determined through the Active Travel Action Plan.	Active Travel	CEC	2024/25 /TBC

2. Transport Actions

d. Rest of urban areas (North East)

Area	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references & project status updates	Type	Owner	Estimated delivery date
Page 113	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 & 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	<p>Most of these will be delivered by the following projects:</p> <ul style="list-style-type: none"> •Trams to Newhaven •Leith Connections Phase 2 (Low Traffic Neighbourhood) •Leith Links Masterplan (consultative draft 2022) with the exact path improvements and crossing to be determined. <p>Easter Road roundabout has been reconfigured to a junction as part of the Trams to Newhaven project.</p>	Active Travel	CEC	2023/TBC

2. Transport Actions

d. Rest of urban areas (North East)

Area	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references & project status updates	Type	Owner	Estimated delivery date
North East	TR-SA-NELOC-17	Leith Links (west) to Bath Road	1. Widen east-side footway for segregated footway/cycleway on Salamander Place & Bath Rd.	£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 Spring 2023, impacting on traffic movement in the area. Layout of pavement of new development has not facilitated its delivery and would be a long-term aspiration for its delivery.	Active Travel	CEC	TBC
	TR-SA-NELOC-17		2. Toucan crossing Salamander St. Linked to TR-SA-NELOC-1			To be delivered as a component of the Leith Connections Phase 3 project (Hawthornvale to Seafield).			2025/26
	TR-SA-NELOC-18	Lindsay Road / Commercial Street	Junction improvement. Linked to TR-SA-NELOC-1	£610,000	£747,250	A Concept designs and updated cost estimates produced Autumn 2022, to be delivered as Leith Connections Phase 3.	Junctions	CEC	2025/26
	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	Toucan crossing at junction has been delivered as part of a completed LDPAP action. Potential to be included within scope of the Hawthornvale to Seafield segregated cycle route (Leith Connections Phase 3) and /or with development (cf City Plan 2030 sites).	Active Travel	CEC	TBC

2. Transport Actions

d. Rest of urban areas (North East)

Area	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references & project status updates	Type	Owner	Estimated delivery date
	TR-SA-NELOC-21	Salamander Cycle Link T7	Southern section of the Edinburgh Waterfront T7 safeguard.	£0	£0		Active Travel	CEC	Safeguard
Page 115	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. Linked to TR-SA-NELOC-1	£150,000	£183,750		Active Travel	CEC	2025/26
	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 Thorntreeside to Gordon St. Resurface Gordon St including relaying cobbles with smooth/even cycle friendly cobbles. Gordon Street traffic calming.	£450,000	£551,250	An alternative active travel route that connects Easter Road with Leith Walk will be delivered through the Halmyre Place development, with potential connection to Manderston Street in the longer term. However, this route is more direct and connects to the Manderston Street/Leith Walk junction with integrated cycle infrastructure. Route remains a route in the cycle network (see Active Travel Action Plan).	Active Travel	CEC	TBC
	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	Requires scope definition.	Active Travel	CEC	TBC

2. Transport Actions

d. Rest of urban areas (North East)

Area	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references & project status updates	Type	Owner	Estimated delivery date
	TR-SA-NELOC-27	West end of Victoria Quay building to Water of Leith Path via Citadel	Potential new route.	£250,000	£306,250	<p>Leith Connections Phase 1 route includes segregated cycle track on Dock St and filtering of Coburg Street and this can deliver this route's southern section leading to Water of Leith.</p> <p>Route across Scottish Government's Victoria Quay car park still to be determined.</p>	Active Travel	CEC	2024/25 / TBC

ACTIVE TRAVEL IMPROVEMENTS

- 1 TR-SA-NELOC-1
- 2 TR-SA-NELOC-5
- 3 TR-SA-NELOC-6
- 4 TR-SA-NELOC-10
- 5 TR-SA-NELOC-10
- 6 TR-SA-NELOC-14A
- 7 TR-SA-NELOC-14B
- 8 TR-SA-NELOC-15
- 9 TR-SA-NELOC-16
- 10 TR-SA-NELOC-17
- 11 TR-SA-NELOC-19
- 12 TR-SA-NELOC-19
- 13 TR-SA-NELOC-21
- 14 TR-SA-NELOC-22
- 15 TR-SA-NELOC-23
- 16 TR-SA-NELOC-24
- 17 TR-SA-NELOC-25
- 18 TR-SA-NELOC-25
- 19 TR-SA-NELOC-26
- 20 TR-SA-NELOC-27

- REMOVED
- OUTSTANDING
- ATAP
- TO BE DELIVERED AS PART OF DEVT
- LEITH CONNECTIONS
- LEITH LINKS MP/ LEITH CONNECTIONS
- TRAMS TO NEWHAVEN
- ⋯ T7 SAFEGUARD

- 21 TR-SA-NELOC-3
- 22 TR-SA-NELOC-4
- 23 TR-SA-NELOC-7
- 24 TR-SA-NELOC-7
- 25 TR-SA-NELOC-8
- 26 TR-SA-NELOC-9
- 27 TR-SA-NELOC-18
- 28 TR-SA-NELOC-20

- COMPLETED
- LEITH CONNECTIONS
- ATAP
- ATAP/DEVELOPERS CP DEVELOPERS CONTRIBUTION
- REMOVED

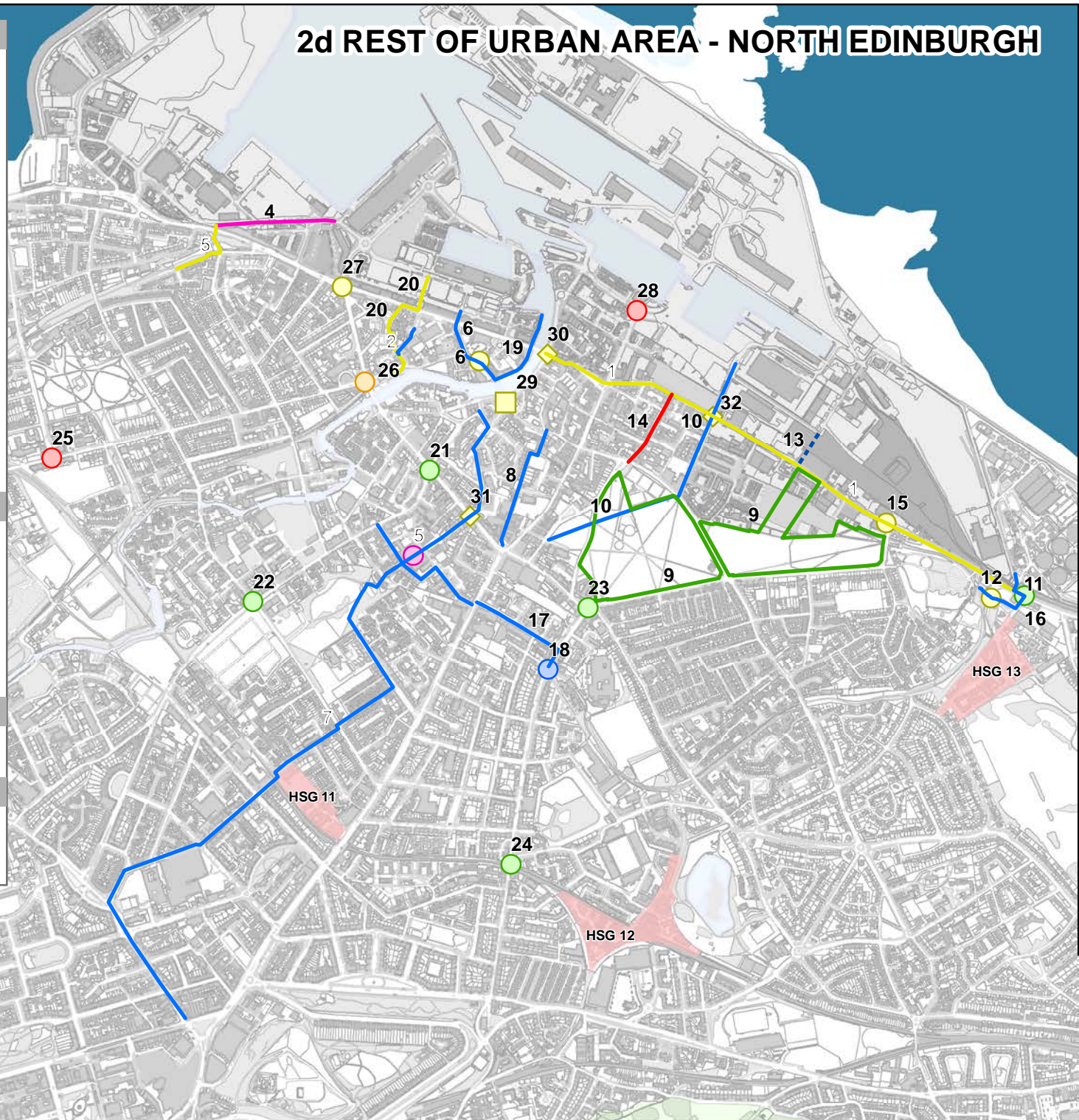
- 29 TR-SA-NELOC-12

- LEITH CONNECTIONS

- 30 TR-SA-NELOC-2
- 31 TR-SA-NELOC-11
- 32 TR-SA-NELOC-17

- ◇ LEITH CONNECTIONS

2d REST OF URBAN AREA - NORTH EDINBURGH



2. Transport Actions

d. Rest of urban area (Granton)

Area	Action Ref. no.	Action	Further Details	Baseline Constructi on Cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
Granton Development Framework	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
	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 / Developer	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	
Granton Development Framework	TR-SA-NWLOC-8	Muirhouse Parkway / Pennywell Road Roundabaout	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

2. Transport Actions

d. Rest of urban area (Granton)

	TR-SA-NWLOC-9	Promenade link to Granton Harbour	<p>Upgrade path to 6m tarmac path and sea wall in 4 sections.</p> <p>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.</p>	£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	
	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+

2. Transport Actions

d. Rest of urban area (Granton)

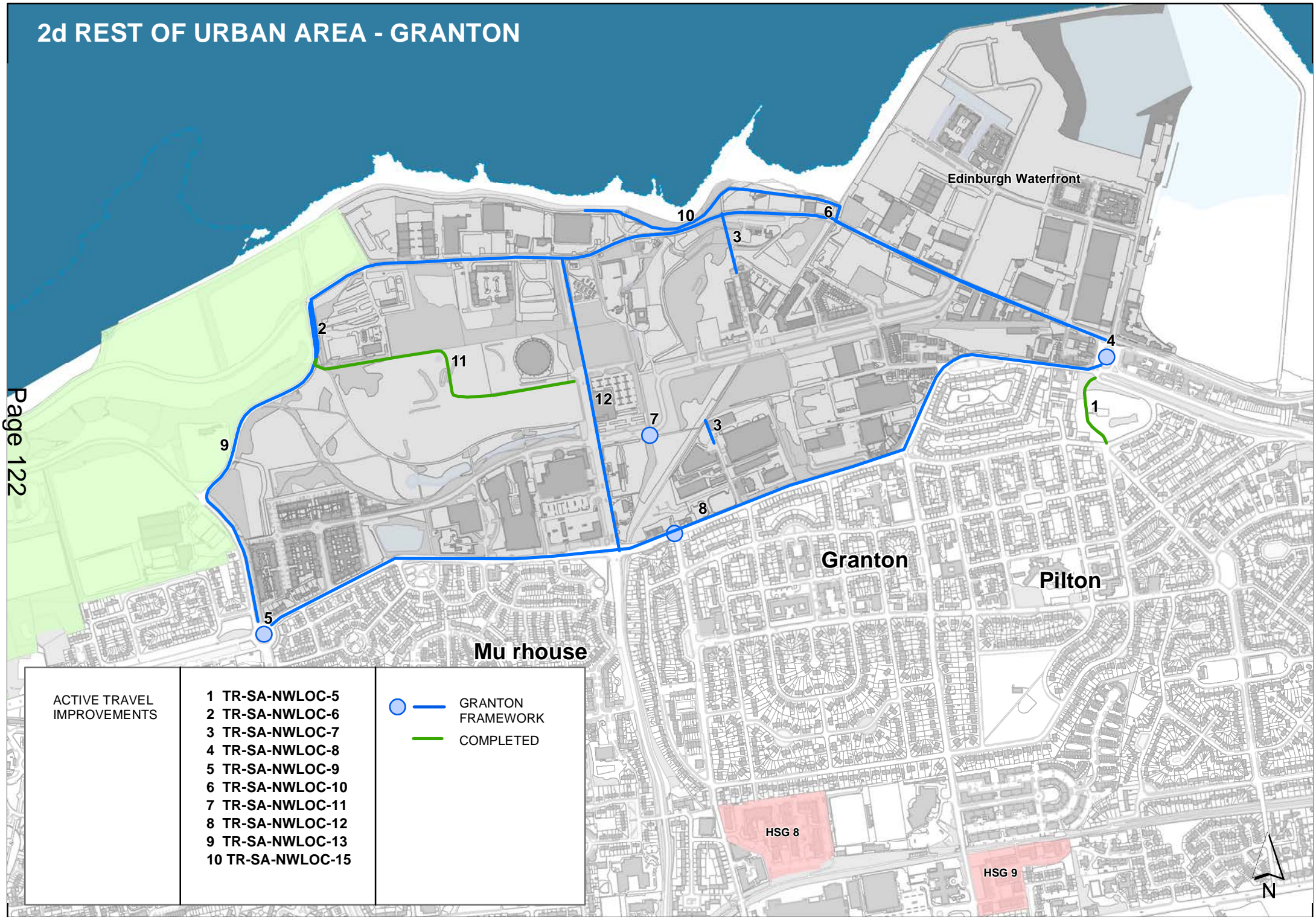
	TR-SA-NWLOC-12	Marine Drive - West Shore Road Cycle Route	Segregated cycle route between the Marine Drive / Pennywell Road Roundabout and where West Shore Road meets the Gipsy Brae Recreation Ground. Linking Pennywell Road and Roundabout active travel improvements to The Promenade. 3.0m wide fully segregated 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.		£1.8m now at higher level design and increase specification including AT and SUDS.	Granton Framework approved Feb 2020 and identified in the Active Travel Action Plan.	Active Travel	CEC	2023/24
	TR-SA-NWLOC-13	West Shore Road - West Harbour Road Corridor Improvements	West Shore Road - 1.1km Corridor upgrade with a focus towards sustainable and active travel modes to create a coastal boulevard to define the southern edge of the proposed coastal park and link the Promenade and West Harbour Road. West Harbour Road - 0.6km Corridor upgrade with a focus towards sustainable and active travel modes to create an urban street between strategic development sites linking West Shore Road and Granton Square / Lower Granton Road. Improvements will incorporate future proofing for MRT/Tram Safeguard. To be delivered in three phases:		£3.73m *Optimism bias at 42%, design costs at 12% and contingency at 10%	Granton Framework approved Feb 2020. Section of the route identified in Active Travel Action Plan as a longer term proposal.	Active Travel	CEC	2024/25
		Phase one	190m of WSR between the Social Bite Access / Unnamed Road to 20 West Shore Road. Currently being progressed as part of the Promenade project to provide a strategic link with Phase 1		£634,000				Winter 2024/25



2. Transport Actions

d. Rest of urban area (Granton)

		Phase two	440m of WSR between 20 West Shore Road and West Harbour Road. Will likely be progressed as part of Phase 2 of the development and this section could be combined with the West Harbour Road Project as that will be taken forward at the same time.		£1,490,000					2026-2031
		Phase three	470m section of WSR between Social Bite Access / Unnamed Road and Gipsy Brae. This section will be progressed alongside Phase 3		£1,606,000					2028-2033
	TR-SA-NWLOC-15	Waterfront Broadway Corridor improvements	0.8km Corridor upgrade with a focus towards sustainable and active travel modes on main north-south route that will link West Granton Road to West Shore Road. Improvements will incorporate future proofing for MRT/Tram Safeguard		£3,090,000 *Optimism bias at 42%, design costs at 12% and contingency at 10%	Granton Framework approved Feb 2020 and identified in the Action Travel Action Plan.	Active Travel	CEC		Currently Programmed as part of Phase Q2 2027

2d REST OF URBAN AREA - GRANTON



ACTIVE TRAVEL IMPROVEMENTS	1	TR-SA-NWLOC-5	 GRANTON FRAMEWORK  COMPLETED
	2	TR-SA-NWLOC-6	
	3	TR-SA-NWLOC-7	
	4	TR-SA-NWLOC-8	
	5	TR-SA-NWLOC-9	
	6	TR-SA-NWLOC-10	
	7	TR-SA-NWLOC-11	
	8	TR-SA-NWLOC-12	
	9	TR-SA-NWLOC-13	
	10	TR-SA-NWLOC-15	

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: £12,510,520)</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	<p>Wider development in progress to south of site.</p> <p>Approval for the park was issued under 19/01040/AMC - work commenced at the end of 2021.</p>

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	Planning Permission in Principle approved for site including open space. Development phased with park and path links expected in later phases

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 designated a Local Nature Reserve (LNR).</p> <p>Biodiversity Challenge Fund (BCF) from NatureScot now complete with a commitment to manage the enriched grassland areas through cut and lift for proceeding 10 year period.</p> <p>RBGE/Butterfly Conservation Scotland/CEC/ ELGT with Nature.Scot funding delivered "Square Metre for Butterflies project" - now being maintained/supplemented as required.</p> <p>S.75 funds secured and administered through ELGT to fund path works (completed); arboretum, specimen tree planting and orchard planting (completed with some failures currently getting replaced); community garden design and build; and wetland improvement work (near Tobias Street) – initial site scoping exercise complete. Volunteer conservation programme continues (majority now delivered by ELGT).</p>

3. Greenspace Actions

LDP Ref	Action Ref. no.	Greenspace Action	Further details	Estimated Cost	Funding	Owner	Delivery timescale	Status	
Page 126	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	Works underway	Phase 1 Niddrie burn restoration is completed. Nature Restoration funding providing specimen and riparian tree planting along burn corridor. 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, Emp 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. Concept Masterplan completed for the whole park in 2021 with proposals for depot area once decisions are made for its future. Work is now in progress to develop detailed plans for the playground area, and for water retention for the Inverleith area (as in high risk flood zone).
GS9, HSG 21	GS-CZ-BP-X	Broomhills Park (HSG 21)	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.

3. Greenspace Actions

LDP Ref	Action Ref. no.	Greenspace Action	Further details	Estimated Cost	Funding	Owner	Delivery timescale	Status
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
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 costs Feb 23	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.	£6-7m	Developers	Mid - late 2020s	Strategic Assessment completed Part of Programme of Initial Agreements to be submitted to Scottish Government in 2023
Leith Waterfront (OT)	HC-CZ-LW-X	New medical practice	New Practice to mitigate impact of new residential development in Leith Waterfront.	£6-7m	Developers	Mid 2020s	Strategic Assessment completed Part of Programme of Initial Agreements to be submitted to Scottish Government in 2023.
West Edinburgh (Maybury)	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.	£6-7m	Developers	Mid 2020s	Initial Agreement completed and submitted to Scottish Government Strategic Business Case agreed NHS Lothian Finance & Resourse 03/21
Gilmerton	HC-CZ-GI-X	New medical practice	New healthcare infrastrucutre to mitigate impact of new residential development in South East Edinburgh (HSG 21-40).	£12-14m	Developers	Mid - late 2020s	Initial Agreement completed and submitted to Scottish Government Intention was 1 building to house 2 x practices. Requirement now is 2 practices in 2 locations Liberton Campus - Initial Agreements approved and SBC under consideration. Gilmerton Initial Agreement currently in governance
Pentlands	HC-CZ-PL-X	Expansion	Expansion to medical practice to mitigate impact of development in South West Edinburgh	£1m	Developers	tbc	Exploring Options

4. Healthcare and Community Facilities

LDP Contribution Zone	Action Ref. no.	Healthcare Action	Detailed Action	Estimated costs Feb 23	Delivered by/ funding	Timescale	Status
Niddrie	HC-CZ-NI-X	Expansion	Expansion to medical practice to mitigate the impact of new residential development in Craigmillar.	£6-7m (new Build) £2m (Extension)) TBC	EHSCP/ Developer	tbc	Exploring Options. New build may be required long term, however short-term extension.
Leith Links	HC-CZ-LL-X	Expansion	Re-provision of medical services to mitigate impact of population growth in the zone.	£6-7m	EHSCP/ Developer	tbc	Exploring Options
Meadows	HC-CZ-ME-X	New medical practice	Expansion to medical practice to mitigate impact of population growth in the zone.	£20m (new Build) TBC	EHSCP/ Developer	Mid - late 2020s	Exploring Options as expansion of existing premises is now no longer viable. New built in this area will be combined with other practices.
Brunton	HC-CZ-BT-X	Expansion	Re-provision of medical services to mitigate impact of Meadowbank	£6-7m	EHSCP/ Developer	Mid 2020s	Business case in development await costs from CEC Initial Agreements agreed.

5. Utilities

Utilities Action	Further details	Estimated Cost	Funding	Owner	Delivery date	Status
SGN (gas network provider): Reinforce local and 2bar Medium Pressure system in South East Edinburgh	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
SGN: Reinforce Edinburgh - Borders Local Transmission System	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
SGN: Localised specific reinforcements	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

5. Utilities

Utilities Action	Further details	Estimated Cost	Funding	Owner	Delivery date	Status
Scottish Water	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.
SP Energy Networks	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		
OpenReach	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. Phase 1 – projects in varying stages of funding and development:</p> <p>City Centre West-East Link construction commenced in January 2022, and is expected to complete in Autumn 2023.</p> <p>Meadows to George Street at Stage 3 Developed Design, traffic orders to be advertised Q1 2023 thereafter Stage 4 Technical Design.</p> <p>George St New Town 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. Phase 2: £1m Sustrans Places for Everyone 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 Develop proposals 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	Trams to Newhaven project under construction / nearing completion Spring 2023 with associated public realm and cycling infrastructure.	As per whole Trams to Newhaven project cost as reported.	To be determined	CEC	Spring 2023	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. The Council's 20 Minute Neighbourhood project team is consulting on initiatives in Portobello.	To be determined	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.	CEC	Concept (0-1) Dec 22- Mar 23 Design (3-4) Jan 24- Mar 25 Construction (5-7) Apr 25-Mar 28	Public Life Street Assessment completed.

6. City Centre and Town Centre Actions

LDP Ref	Town Centre Action	Further details	Estimated Cost	Funding	Owner	Delivery timescale	Status
Ret1 & Ret3	Gorgie/Dalry Town Centre	<p>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.</p> <p>The Council's 20 Minute Neighbourhood project team is consulting on initiatives in Gorgie/Dalry.</p>	To be determined	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.	CEC	<p>Concept (0-1) Dec 22- Mar 23</p> <p>Design (3-4) Jan 24-Mar 25</p> <p>Construction (5-7) Apr 25-Mar 28</p>	Public Life Street Assessment completed

7. LDP Policies and Supplementary Guidance

LDP Ref	Action	Owner	Delivery
Del 1 and Hou 1	<p>Prepare supplementary guidance infrastrucutre and developer contributions. Potentially undertake direct intervention on specific housing site to accelerate delivery of housing completions, as informed by HLADP.</p>	Place Development	<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"> - notes the Scottish Ministers' direction not to adopt and issue the Council's Supplementary Guidance (SG) on Developer Contributions and Infrastructure Delivery; - 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 - agrees that officers review the evidence used for education and transport contribution calculations and assess what needs to done to establish an agreed methodology and outputs in collaboration with Scottish Government planners, to inform the Council's response the Scottish Ministers' decision. This could include for the preparation of new statutory SG on education and transport contributions. <p>Work is ongoing to publish a non-statutory planning guideline on developer contributions and infrastructure delivery for consultation (Summer 2023).</p>
Del 2, 3, 4	Implement through LDP and planning consents	Place Development	

7. LDP Policies and Supplementary Guidance

LDP Ref	Action	Owner	Delivery
Des 1 - 5, and 7 - 13 Hou 2 -9 Des 6 and RS 1	Maintain and update non-statutory planning guidance: •Edinburgh Design Guidance •Guidance for Householders •Guidance for Businesses •Student Housing •Maintain and update Sustainability Form (S1) in line with current Scottish Building Standards and other relevant policy and legislation.	Place Development	Guidance kept under review.
Env 1 – 9	Maintain and update non-statutory planning guidance: •Listed Buildings and Conservation Areas	Place Development	Guidance kept under review.
Env 10 – 22	Maintain and update non-statutory guidance: •Countryside and Green Belt development	Place Development	Guidance kept under review.
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	

Healthcare and Community Facilities Completed Actions							
LDP Contribution Zone	Action Ref. no.	Healthcare Action	Detailed Action	Estimated Cost	Delivered by/funding	Timescale	Status
NWEPC	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
Bruntstane	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	Developers	Complete	Completed March 2018
Ratho	HC-CZ-RA-X	Expansion	Re- provision to medical practice to mitigate impact of development in Ratho	£1.2m sunk cost	EHSCP/ Developer	Complete	Completed April 2018
Polwarth	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/ Developer	Complete	Completed February 2018
Allermuir	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
South Queensferry	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
Pargrove	HC-CZ-PG-X	Expansion	Expansion to medical practice to mitigate impact of HSG 20 Cammo.	£0.1m	Developers	Complete	Completed 2020

Transport Completed Actions - from 2c Site Specific Action									
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 12 Lochend Butterfly	TR-SA-HSG12-1	Bridge works	Permanent strengthening of the existing rail bridge on Easter Road at the junction of Easter Road and Albion Road. Rail crossing contribution. (£227,000 financial contributions secured and action completed).	£306,250	£375,156	12/03574/FUL; 11/01708/FUL	Roads	CEC	2021/22
HSG 24 Gilmerton Station Road	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	Speed limit reduced.
Lasswade Road / Lang Loan TCZ	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 Road.	£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	Developer	Completed with development of HSG 24 Gilmerton Station Road and delivery of the junction at Lang Loan/Lasswade Road.
HSG 36 Curriehill Road	TR-SA-HSG36-6	Provide new footway along east boundary frontage (Curriehill Road) to link with existing footway network.		£0	£0	Condition of planning permission to deliver this footpath.	Active Travel	CEC	Footpath in front of site's eastern frontage has been delivered with drop kerb to link with existing footway on east side of Curriehill Road.

8. Completed Action 2023

HSG 37 Newmills Road	TR-SA- HSG37-2	Bus infrastructure	Crossing point required.	£0	£0	Secured by s.75 agreement	Public Transport	Development per s.75	Improvement to junction carried out with dropped kerbs. Note bus stops have not been delivered. See removed action 2021.
HSG 37 Newmills Road	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	Development per s.75	2019/20
HSG 37 Newmills Road	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	Toucan crossing completed.	Active Travel	Development per s.75	2019
HSG 37 Newmills Road	TR-SA- HSG37-6	New footway along east frontage boundary, linking into Newmills Road footways		£0	£0	Delivered as integral part of development secured through planning conditions.	Active Travel	Development per s.75	2019
HSG 39 Lang Loan	TR-SA- HSG39-2	Bus infrastructure	Upgrade existing bus stop facilities on Lasswade Road.	£10,000	£12,250	£10,000 secured through s.75. A new bus stop has re-sited on Lasswade Road. There are dropped kerbs as part of the new pavement delivered on	Public Transport	CEC	2022 - bus stops and drop kerbs delivered.

8. Completed Action 2023

HSG 39 Lang Loan	TR-SA- HSG39-4	New footway Lasswade Road	1. New footway/cycleway along east frontage boundary with Lasswade Road.	£0	£0	To be delivered as integral part of development secured through s.75 and planning condition(s).	Active Travel	Develo per	2022/23
Granton Framework	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	Granton Framework approved Feb 2022	Active Travel	CEC	Completed Nov 2022 as part of Granton Waterfront Early Actions
Granton Framework	TR-SA- NWLOC- 14	Gas Holder Development Cycle Route	Primary development street that will link Waterfront Broadway to West Shore Road. Infrastructure will prioritise sustainable and active travel modes and coordinate with landscaping and SUDs proposals for the development.			Granton Framework approved Feb 2022	Active Travel	CEC	Delivered as part of development street layout

8. Completed Action 2023

HSG 19 Maybury	TR-SA- HSG19-7	Shared use cycleway along Turnhouse Road (1.5km) or on-road segregated cycleway		£0	£0	<p>Shared use path delivered in 2022 as integral part of development along Turnhouse Road until its connection with the path linking to the railway bridge (see TR-SA-HSG19-5).</p> <p>The remaining southern section towards Maybury junction has delivered a footpath only. The continuation of the shared use path is expected to be routed through land at Turnhouse Road (Saica) and delivered as part of its development layout (Proposed City Plan 2030 site).</p>	Active Travel	Develo per	2027/28
HSG 19 Maybury	TR-SA- HSG19-6	New footway cycleway along south side of Turnhouse Road	Paths (100m). Constrained widths - may be preferable to route continuation of Turnhouse Road AT route through the site instead of on Turnhouse Road carriageway/frontage.	£0	£0	Footpath delivered with development in 2022.	Active Travel	Develo per	2022

online - www.edinburgh.gov.uk/localdevelopmentplan

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Edinburgh Local Development Plan: Action Programme 2023 – adoption

Appendix 2: Actions removed from LDP Action Programme

Appendix 2: Actions removed from LDP Action Programme

LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and project status	Type	Owner
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 granted.	Roads	CEC
Reason for removal			This link road was included as part of the consultation on the LDP, but was not part of the mitigation measures in the LDP Transport Appraisal. This was looked at during the planning application stage, but did not form part of the approved layout.					

Appendix 2: Actions removed from LDP Action Programme

LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and project status	Type	Owner
HSG 12 Lochend Butterfly	TR-SA-HSG12-1	C. Option to assist 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.					Active Travel	
Reason for removal			<p>The part of the action regarding a new pedestrian bridge over the railway has been discounted as a viable action during the scoping works (work up to RIBA Stage 1 and 2) for actions associated with this housing development. This part of the action did not receive any developer contributions, and since this housing development is fully constructed, there is no prospect of future contributions.</p> <p>Instead, pedestrian access improvements are proposed at the link to Moray Park Terrace (see TR-SA-HSG12-1 B) and concept designs were produced at the end of 2022.</p> <p>Removing this action from the LDPAP, and associating it with one housing development, does not preclude or prejudice its potential delivery in the future. Long-term potential for ramps or bridge in this location for example can be explored with when the Powderhall railway project develops (see Lochend Powderhall T7) or as part of a future active travel network plan.</p> <p>Recommend that this part of this action is removed from the LDPAP 2023.</p>					

Appendix 2: Actions removed from LDP Action Programme

LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and project status	Type	Owner
HSG 22 Burdiehouse	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.	Active Travel	CEC
Reason for removal			<p>This action was discounted as viable to progress within the scope of works in the Walk, Wheel, Cycle Burdiehouse actions being progressed to RIBA Stage 2. The scoping exercise (feasibility report at Stage 1) concluded that a connection from the path alongside the Burdiehouse Burn to The Limes/The Murrays residential developments is not feasible due to the significant level difference between the two and that it would not be feasible to attempt to connect the two, especially to meet accessibility compliance.</p> <p>This is in the context that this action did not secure any developer contributions or obligations in the legal agreement, and since this housing development is fully constructed, there is no prospect of future contributions. The estimated cost in previous published action programmes is £153,125.</p> <p>While not as direct a route as envisaged through this action, paths have been delivered as part of the internal layout of HSG 22 and are being delivered as part of East of Burdiehouse development to connect both sites (see actions TR-SA-EBH-3 and TR-SA-EBH-4) to Burdiehouse Road and across to the Burn with future connections to the Straiton Ponds.</p> <p>It is proposed that this action is not taken forward for delivery as part of the LDP Action Programme 2023.</p>					

Appendix 2: Actions removed from LDP Action Programme

LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and project status	Type	Owner
HSG22 Burdiehouse	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.	Active Travel	CEC
Reason for removal			<p>This action was discounted as viable to progress within the scope of works in the Walk, Wheel, Cycle Burdiehouse actions (now progressed to RIBA Stage 2). The scoping exercise (feasibility report at Stage 1) concluded that there was not the available space to deliver path widening.</p> <p>The recommended removal of this action would not prejudice path improvements as part of future active travel or greenspace projects. It is noted that the Pentlands to Portobello active travel route project (currently at feasibility stage) will be assessing options to improve existing paths, alternative routes and generally improve access to the Burdiehouse Burn greenspace as part of this route development.</p> <p>This is in the context that this action did not secure any developer contributions or obligations in the legal agreement, and since this housing development is fully constructed, there is no prospect of future contributions.</p> <p>It is proposed that this action is not taken forward for delivery as part of the LDP Action Programme 2023.</p>					

Appendix 2: Actions removed from LDP Action Programme

LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and project status	Type	Owner
HSG24 Gilmerton Station Road	TR-SA-HSG24-8	Upgrade bus stops and peak capacity on Gilmerton Road	Upgrade of peak capacity not pursued					
Reason for removal			<p>Funding for this action has not been secured in the legal agreement, 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 in February 2023 a draft Public Transport Action Plan (PTAP) was published. It will be in the context of the policies in the PTAP and the emerging Street Space Allocation Framework that the bus network will be reviewed (see PG1) and that public transport serves new developments (see PG2).</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 (PTAP and the Circulation Plan).</p> <p>It is now proposed that this action is not taken forward for delivery as part of the LDP Action Programme 2023.</p> <p>Planning will continue to share with bus operators the housing completions programme to assist in predicting future bus service demand.</p>					

LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and project status	Type	Owner
HSG32 Buileyon Road	TR-SA-HSG32-6	Cycle and Path Routes Works Bridge link over A9000	<p>Bridge over the A900 in south-east corner of the site.</p> <p>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.</p>	£3,000,000	£3,675,000	Cost and actions to be determined in Feasibility Study as per s.75	Active Travel	CEC
Reason for removal			<p>A condition of the PPP application was to prepare a design feasibility study to assess the provision of a bridge at this location (study funded by the developers and commissioned by the Council).</p> <p>The feasibility study concluded that the delivery of a bridge would not be feasible to achieve with the level differences crossing the A9000 and other constraints such as the SUDS ponds associated with the A90.</p> <p>The alternative East – West active travel route will be delivered as part of other actions in this LDPAP 2023 namely:</p> <ul style="list-style-type: none"> •TR-SA-HSG32-4 Buileyon Road East/West Works Buileyon Road: Street design and upgrade links; •TR-SA-HSG32-8 Echline Junction & East Works Echline Junction: pedestrian/Cycle routes through roundabout; and •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 <p>It is proposed to remove this action from the LDPAP 2023 based on the conclusions of the feasibility study</p>					

Appendix 2: Actions removed from LDP Action Programme

LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and project status	Type	Owner
HSG32 Buileyon Road	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
Reason for removal			This is not a specific action for delivery by a housing site, and it was not requested in Transport Scotland consultee response and all relevant applications have now been granted permission. It is proposed that this is therefore removed from LDPAP 2023.					
HSG33 South Scotstoun	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
Reason for removal			This is not a specific action for delivery by a housing site, and it was not requested in Transport Scotland consultee response and all relevant applications have now been granted permission. It is proposed that this is therefore removed from LDPAP 2023.					

LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and project status	Type	Owner
HSG36 Curriehill Road	TR-SA-HSG36-3	Connections to be made to the Kirknewton Core Path to the west boundary of the site		£0	£0	No section s.75 or legal agreement secured for this off-site connection.	Active Travel	CEC
Reason for removal			<p>The development layout of HSG 36 created two path links that connect with the core path on its western edge (Riccarton CEC 17).</p> <p>Connections to the Kirknewton core path (adjacent to HSG 37 Newmills) via an existing rough path along the northern extent of the urban area (field edge, to rear/back gardens of Currievale Drive) provides little natural surveillance, requires land ownership and functions as a recreational route. To deliver this action would require this to be upgraded to current standards. This action has not secured any funding in legal agreements and is not within a current delivery programme to scope, design and cost its delivery. Instead, connections from HSG 36 westwards to the Kirknewton Core Path will be achieved through active travel improvements along Currievale Drive/Curriehill Castle Drive - see separate Actions:</p> <ul style="list-style-type: none"> •TR-SA-HSG37-9 Upgrade cycle routes between Newmills Road and Curriehill Station •TR-SA-HSG38-6 Upgrade cycle routes between site and Curriehill Station <p>It is proposed that this action is not progressed as part of LDPAP 2023.</p>					

Appendix 2: Actions removed from LDP Action Programme

LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and project status	Type	Owner
HSG 37 Newmills Road	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
Reason for removal			<p>This action relates to a significant new additional route to connect with the National Cycle Network. It has been indicatively costed in previous action programmes at £551,250. This can potentially be delivered as part of future NCN project work and/or ATAP, at present is considered a long-term aspirational leisure route.</p> <p>Active travel improvements in the vicinity to improve links between new housing sites, and new housing and Curriehill Station in particular are captured in TR-SA-HSG37-9 and action in Ravelrig Road site: TR-SA-HSG38-6.</p> <p>All relevant applications have now been granted permission, and the housing site is fully constructed. This action did not secure any developer contributions or obligations in the legal agreement, and there is no prospect of future contributions. It is not included in any current delivery project.</p> <p>It is proposed that this action is not progressed as part of LDPAP 2023.</p>					

Appendix 2: Actions removed from LDP Action Programme

LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and project status	Type	Owner
HSG 38 Ravelrig Road	TR-SA-HSG38-4	New cycle path along Ravelrig Road	2. New 4m wide 1km long path along part of Ravelrig Road (NCN75) to join up with the re-routed/off-road NCN75 proposal see TR-SA-HSG37-3.			Not funded through signed s.75.	Active Travel	CEC
Reason for removal			<p>This is part of the action relates to a significant addition to the national cycle network by segregating a length of Ravelrig Road, and relates and relies on the delivery of a separate action TR-SA-HSG37-3 for new off-road section of NCN75. This action has been costed at £286,720 in previous action programmes. This can potentially be delivered as part of future NCN project work and/or ATAP, at present is considered a long-term aspirational leisure route.</p> <p>Active travel improvements in the vicinity to improve links between new housing sites, and new housing and Curriehill Station in particular are captured in TR-SA-HSG37-9 and action in Ravelrig Road site: TR-SA-HSG38-6.</p> <p>All relevant applications have now been granted permission, and the housing site is fully constructed. This action did not secure any developer contributions or obligations in the legal agreement, and there is no prospect of future contributions. It is not included in any current delivery project.</p> <p>It is proposed that this action is not progressed as part of LDPAP 2023.</p>					

Appendix 2: Actions removed from LDP Action Programme

LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and project status	Type	Owner
HSG 38 Ravelrig Road	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
Reason for removal			<p>Ravelrig Road housing site is nearing completion. This footway has not been delivered by the developer, as was the intention of the planning condition. To construct a new footpath on the west side of Ravelrig Road requires the removal of a significant row of mature trees. Dropped kerb crossing point has been delivered to access the existing footpath on the eastern side of Ravelrig Road.</p> <p>It is proposed that this action is removed from the LDPAP 2023.</p>					

Appendix 2: Actions removed from LDP Action Programme

LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and project status	Type	Owner
HSG 40 South East Wedge South Edmonstone.	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
Reason for removal			<p>Funding for this action has not been secured in the legal agreement, 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 in February 2023 a draft Public Transport Action Plan (PTAP) was published. It will be in the context of the policies in the PTAP and the emerging Street Space Allocation Framework that the bus network will be reviewed (see PG1) and that public transport serves new developments (see PG2).</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 (PTAP and the Circulation Plan). Planning will continue to share with bus operators the housing completions programme to assist in predicting future bus service demand.</p> <p>It is proposed that this action is not taken forward for delivery as part of the LDP Action Programme 2023.</p>					

Appendix 2: Actions removed from LDP Action Programme

LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and project status	Type	Owner
North East	TR-SA-NELOC-22	Salamander St to Foot of the Walk (and beyond)	Elbe Street - relay cobbles with smooth/cycle friendly cobbles.	£360,000	£441,000		Active Travel	CEC
Reason for removal			<p>Through traffic from Salamander Street proposed as part of the LTN project will impact traffic movement in the area. The action to widen footway for footpath cycle way on Salamander Place see TR-SA-NELOC-17 will create a link between Salamander Street/Bath Road and Leith Links. Currently this is not within a delivery programme, and little developer contributions secured towards what would be a costly action to deliver. This action has been costed at £441,000 in previous action programmes. The proposed removal as an action within the LDPAP does not preclude its delivery in the future. It is proposed that this action is not progressed as part of LDPAP 2023.</p>					
North East	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.	DD	DD			CEC
Reason for removal			<p>New roads infrastructure of the alignment in LDP safeguard T16 is likely to be delivered with development, as it comes forward, and therefore a separate action is not necessary. It is proposed that this action is not progressed as part of LDPAP 2023.</p>					

Planning Committee

2.00pm, Wednesday, 19 April 2023

Proposed Changes to Short Term Let Guidance in the Non-Statutory Guidance for Businesses

Executive/routine Wards Council Commitments	Executive All
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1. Recommendations

- 1.1 It is recommended that Committee:
 - 1.1.1 Note that the Council has now concluded the consultation on the proposed changes to the Short Term Let guidance in the non-statutory Guidance for Businesses;
 - 1.1.2 Note the level of response to, and the key findings of, the consultation as summarised in this report and set out in Appendix 1;
 - 1.1.3 Acknowledge that analysis and consideration of feedback from the consultation has informed the amended proposed guidance; and
 - 1.1.4 Agree the proposed amended guidance detailed in 4.29 and Appendix 2.

Paul Lawrence

Executive Director of Place

Contact: David Givan, Chief Planning Officer and Head of Building Standards

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Proposed Changes to Short Term Let Guidance in the Non-Statutory Guidance for Businesses

2. Executive Summary

- 2.1 The purpose of this report is to set out responses to the consultation on proposed changes to existing non-statutory Guidance for Businesses to augment and further clarify the guidance with respect to Short Term Lets (STLs) in relation to assessing proposals against Local Development Plan policy Hou 7 – Inappropriate Uses in Residential Areas.
- 2.2 The analysis of responses and data indicated that the proposed further guidance update is broadly supported by most respondents. However, there is opposition to the guidance primarily from operators/hosts and those organisations which have a level of reliance upon or are directly involved in STL accommodation.
- 2.3 A full analysis of the consultation is contained within Appendix 1 – Report of Consultation. Findings from the consultation analysis have informed amendments to the proposed guidance, these are detailed in table 4.30 of this report.

3. Background

- 3.1 The provision of STL accommodation in Edinburgh has grown significantly in the last 10 years. Edinburgh is recognised as an area that has been subject to far greater pressures than other parts of the country. This has resulted in a loss of residential and societal cohesion, particularly within areas such as the Old Town and locations on the periphery of the city centre.
- 3.2 The change of residential units to STL has created issues for residents and the Council. In respect of STL use, the Council received an increasing number of complaints between 2016 – 2019 (pre-Covid), and the number of complaints being received since lockdown measures ended has been on the increase. Members of the public are concerned at the loss of amenity and security for long term residents.
- 3.3 Experience from enforcement investigations has shown that people on holiday display different behaviours to those who live in an area, and whilst not intentionally behaving in an anti-social manner, they often create problems through noise and disturbance, particularly late at night. Enforcement notices have been served on

properties where it has been demonstrated that the use has adversely affected neighbouring residential amenity.

- 3.4 On [23 February 2022](#), Planning Committee agreed, under the Town and Country Planning (STL Control Areas) (Scotland) Regulations 2021 (the Regulations), to the establishment of a STL Control Area over the Council's entire geographical area. Following approval by Scottish Ministers on 27 July 2022, the Control Area was publicised on 5 August 2022 and came into force on 5 September 2022.
- 3.5 Within the STL Control Area, the use of an entire dwelling as a STL which is not an individual's principal home, is deemed to be a material change of use requiring planning permission. On [31 August 2022](#), Planning Committee agreed to insert explanatory text in relation to the STL Control Area within the Guidance for Businesses.
- 3.6 With regards to the letting of a principal home when absent from the property (home letting) or letting rooms within a principal home (home sharing), these situations are considered under section 26B of the Town and Country Planning (Scotland) Act 1997. This requires a fact and degree assessment to determine whether the level of use results in a material change of use requiring planning permission.
- 3.7 On [29 September 2022](#), Regulatory Committee agreed the Council's Short Term Let Licensing Policy. On 1 October 2022, the licensing scheme (under the Civic Government (Scotland) Act 1982 (Licensing of STL) Order 2022) opened for applications:
- 3.7.1 Where the Council decides to grant a licence for secondary letting within a STL control area, it must be subject to a mandatory condition regarding the requirement for planning permission, unless the planning authority has determined it is not required; and
- 3.7.2 Those operating an STL prior to 1 October 2022 will need to apply for a licence by 1 October 2023. Where operations start after 1 October 2022, a licence will need to be in place before guests are received. Due to the STL Control Area, the Council requires all STL secondary letting Licence applicants to provide proof that they have:
- Made an application for planning permission; or
 - Planning permission; or
 - Confirmation that planning permission is not required.
- 3.8 Council officers in Planning and Regulatory Services will work closely to ensure the efficient processing of applications and the necessary exchange of information.
- 3.9 The implementation of the STL control area and the new licensing requirements has resulted in a significant increase in the number of planning applications for STL use.
- 3.10 The existing non-statutory Guidance for Businesses 2021 contains a section on STLs which was approved in February 2013 and pre-dates the STL Control Area. This section sets out the factors taken into consideration when determining whether

a material change of use has occurred. Below is the following guidance in relation to short-term commercial visitor accommodation:

3.10.1 *The change of use from a residential property to short term commercial visitor accommodation may require planning permission. In deciding whether this is the case, regard will be had to:*

- *The character of the new use and of the wider area;*
- *The size of the property;*
- *The pattern of activity associated with the use including numbers of occupants, the period of use, issues of noise, disturbance and parking demand; and*
- *The nature and character of any services provided.*

3.11 Having regard to the existing policy, the experience of assessing applications and the investigation of enforcement cases relating to STL use and having regard also to a significant number of appeal decisions, the guidance requires to be updated to provide further guidance on each of the existing criteria to set out how the Planning service will assess and determine STL applications with respect to LDP policy Hou 7. This was approved for consultation by Planning Committee on [31 August 2022](#).

3.12 It should be noted that on 8 November 2022, during the consultation, the [Revised Draft National Planning Framework 4 \(NPF4\)](#) was laid in the Scottish Parliament. NPF4 became part of the statutory development plan on 13 February 2023. NPF 4 contains a specific policy on STLs. Policy 30 (e) states:

3.12.1 Development proposals for the reuse of existing buildings for short term holiday letting will not be supported where the proposal will result in:

- (i) An unacceptable impact on local amenity or the character of a neighbourhood or area; or
- (ii) The loss of residential accommodation where such loss is not outweighed by demonstrable local economic benefits.

3.13 The Planning service will therefore now assess and determine STL applications against the development plan, both with respect to LDP policy Hou 7 and NPF4 policy 30(e). As stated above, the purpose of the update to the guidance is to provide further guidance on how LDP policy Hou 7 will be assessed. NPF 4 policy 30(e)(i) is broadly consistent with policy Hou 7 in terms of amenity and character of the area.

3.14 However, criterion (ii) of policy 30(e) introduces new considerations. This guidance update does not address these new considerations, nor were they included as part of the consultation. The Planning Authority may consider providing further guidance to address these considerations in the future. However, there is no statutory duty or requirement on the Planning Authority to do so.

4. Main report

Consultation

- 4.1 The consultation ran for a period of 12 weeks, from 30 September 2022 to 22 December 2022. The consultation was available on the Council Consultation Hub and asked respondents to provide feedback on the further guidance details set out in the report to the Planning Committee for its meeting on 31 August 2022.
- 4.2 The following activities were used to raise awareness and encourage people to have their say during the consultation:
- Direct email notification to all individuals who had responded to the Short Term Let Control Area Designation consultation;
 - Article on the Planning Blog at start of consultation and towards end;
 - Facebook, Twitter and LinkedIn;
 - Adverts on nextdoor.co.uk; and
 - Notification on the Council's website.
- 4.3 Three focus groups took place to explore the questions set out in the online consultation. These provided a presentation on the proposal, with the opportunity for questions and discussion in break out groups. One session was held for STL operators and hosts. The second session was for residents' groups and amenity bodies. The third session was for organisations involved with festivals.
- 4.4 In addition, a drop-in 'in-person' session was held and open to anyone. Whilst this session was not targeting a particular stakeholder, most attendees were STL operators or involved with the industry. Feedback from the events is reported in the Report of Consultation in Appendix 1.
- 4.5 A summary of views expressed is given below.

Consultation Responses

- 4.6 A total of 1,210 respondents took part in the online consultation. The vast majority of respondents were private individuals (95%). 54 organisations responded, including 14 community organisations, five out of which were community councils. A list of respondents is contained in Appendix 1.
- 4.7 In addition to the responses received, a petition submitted by Living Rent Edinburgh in support of their response. It was in the form of an excel spreadsheet with 2,066 names and postcode details. Living Rent Edinburgh response can be viewed in Appendix A of Appendix 1. Given the limited information contained in petition, Living Rent's response has been treated as one response for the purposes of the analysis. Issues raised have been summarised and addressed in Appendix 1.
- 4.8 A summary of consultation responses and the response to these is set out in Appendix 1.

Focus Groups

- 4.9 Focus groups explored the questions set out in the online consultation. There was a strength of feeling of views in support of, and views not in support of the guidance update. The discussions across the focus groups were reflective of the comments received in the online consultation. Community groups and residents generally expressed support for the guidance, highlighting negative impacts of STL use on residential amenity, the impact on housing stock and the difficulties in maintaining balanced communities. Operators expressed concern that the proposed guidance would effectively ban STLs, that the impact on tourism and the economy were not being considered and that the guidance did not take into account that the licensing scheme could resolve issues relating to the management of STL use.

Analysis of comments

- 4.10 A Report of Consultation, including a summary of comments received and a response, is provided in Appendix 1. Many comments received were related to the principle of STL, and to the impact of the STL Control Area and the licensing scheme on the industry; but did not specifically relate to the update to existing guidance on amenity within the non-statutory Guidance for Businesses.

Key Themes from comments

- 4.11 Overarching themes from the consultation were:
- Lack of clarity on when planning permission is required;
 - The impact of STL regulations on visitor accommodation and existing businesses;
 - Concern that guidance would result in a ban on STLs;
 - The extent of planning controls;
 - The interplay between Planning and Licensing; and
 - Effective enforcement.
- 4.12 In relation to clarity on when planning permission is required, the designation of Edinburgh as an STL Control Area clarifies that all STL secondary letting requires planning permission. It remains the case that planning permission may be required for STL home letting or home sharing. Information will be put on the Council's website to further assist the public on this.
- 4.13 In relation to the impact of regulations, this is not a matter for this consultation as the regulations and the Edinburgh STL control area have previously come into force. However, it is recognised that the regulations in combination with planning policy and guidance may result in existing uses having to cease operation where these are incompatible with policy and guidance.
- 4.14 The non-statutory Guidance for Businesses is a material planning consideration and will not result in a ban on STLs. Each planning application must be assessed on its own merits, having regard to the development plan policy and material considerations. It is for the decision maker to judge how much weight to place on

each consideration in line with the statutory tests for determining a planning application. Non-statutory guidance cannot act as a ban on certain developments. Planning and Licensing are two separate and distinct regulatory regimes. With regards to STL applications, the planning application process is required to assess the change of use of the property against development plan policy and any other material planning considerations. Licensing for STLs seeks to regulate the use of premises as STLs to ensure (among other things) proper management, the prevention of undue public nuisance, and the preservation of safety. The Policy Note issued by the Scottish Government with its 2022 STL Licensing Order, states:

“The Scottish Government’s purpose in the regulation of short-term lets is to ensure that local authorities have appropriate regulatory powers to balance the needs and concerns of their communities with wider economic and tourism interests.”

- 4.15 Given the nature of STL use, there is information in relation to the use that is taken into account in the consideration of planning proposals and licensing applications against their distinct regulatory regimes. For instance, maximum occupancy numbers are controlled through Licensing but the size of the property and the impacts of that are considered in the planning process to determine whether the proposal complies with policy.
- 4.16 With respect to enforcement, mandatory condition 13 of the Council’s STL Licensing Policy requires licence holders within Control Areas to ensure that where planning permission is required, either (i) planning permission is in force or (ii) planning permission has been applied for and the application not yet determined. Planning will share Information with Licensing to inform them where properties have been refused planning permission or a certificate of lawfulness. Checks will be carried out on properties which have applied for planning permission in retrospect and have been refused permission to ensure the STL use has ceased.

Proposed amendments to the further guidance update

- 4.17 Having regard to the consultation feedback set out in the consultation report in Appendix 1, the following amendments to the guidance are proposed and explained below.

The character of the new use and wider area

- 4.18 The consultation responses identified a need to clarify what ‘wholly’ commercial means within an Edinburgh context. Feedback from respondents highlighted that Edinburgh has a ‘lived in’ city centre and wholly commercial areas are likely to be in locations such as industrial estates. Similarly, in relation to mixed areas, comments highlighted that there are more mixed areas than ‘wholly’ commercial in the city and the need to assess each case on its own merits taking into account the nature of the surrounding area.
- 4.19 This point is noted and the guidance has been amended to ‘predominantly’ commercial areas recognising that Edinburgh has few ‘wholly’ commercial locations. With regards to mixed areas, ‘the nature of surrounding uses and the

proximity of the proposal site to residential properties' has been added for consistency in how applications will be considered.

- 4.20 As identified earlier in the report, the consultation identified a lack of clarity for when planning permission is required, with several respondents assuming an automatic requirement to obtain planning permission for home letting or home sharing. For the avoidance of doubt 'permanent' has been inserted before STLs to make clear the guidance is specifically related to change of use proposals to STLs and not the occasional STL use within a principal home.

The size of property

- 4.21 There are no proposed amendments relating to the size of property. Respondents opposing the guidance commented that larger properties are being assumed to be 'party flats' and also highlighting larger properties provide accommodation to families.
- 4.22 The feedback has been considered. However, the size of the STL operation has to be considered when determining whether the use complies with policy. Larger properties do have a greater capacity for a higher number of guests and in turn a greater potential for noise and disturbances. The guidance highlights this consideration for applicants to be aware of when make an application:

The pattern of activity associated with the use including numbers of occupants, the period of use, issues of noise and disturbance, and parking demand.

- 4.23 The consultation feedback in relation to this criterion mainly raised issues addressed in the overarching themes discussed earlier in this report. There were concerns raised regarding the characterisation of STL guests, the guidance acting as a ban on STLs and the impact on visitor accommodation and the economy which have been addressed.
- 4.24 Amendments proposed to this section are the insertion of 'permanent' for consistency and 'STL use where multiple sets of guests stay for short periods of time throughout the year' for clarity in explaining the pattern of activity. The examples of impacts have been removed.
- 4.25 Respondents to the consultation raised that the paragraph regarding what the Council can control was misleading as there is a licensing scheme in place to control occupancy. This has been noted and this section is proposed to be removed.

The nature and character of any services provided

- 4.26 There are no proposed amendments relating to this criterion. Respondents opposing the guidance were generally of the view that shared gardens should not be a consideration or that operators could restrict access to shared gardens.
- 4.27 Where a property has access to a shared garden, it is unlikely that a planning condition could be used to restrict access and as the planning permission goes with the land rather than the individual operator, there would be no other mechanism in

planning to ensure that the potential use of shared gardens does not negatively impact on neighbouring amenity.

Clarification on the purpose of the table within the guidance

4.28 As noted above in paragraphs 3.11 – 3.13, NPF4 became part of the statutory development plan on 13 February 2023 and contains a specific policy on STLs, Policy 30 (e). For clarity within the guidance document, the following text is proposed to be inserted:

“Applications for a change of use to short term let accommodation will be assessed and determined against the development plan, both with respect to LDP policy Hou 7 and National Planning Framework 4 (NPF 4) policy 30(e), and material considerations. The table below principally provides guidance in respect of LDP Policy Hou 7. It may also provide some assistance in considering NPF 4 Policy 30 (e) (i). This table is not relevant to the consideration of NPF 4 Policy 30 (e) (ii).”

4.29 **Proposed amended guidance**

<p><i>The character of the new use and of the wider area.</i></p>	<p>Where the location is wholly predominantly commercial in character and there are no residential properties in close proximity nearby, adverse impacts on amenity are less likely. This means it is more likely permanent short-term lets (STLs) can be supported in such locations.</p> <p>Where the location is mixed in character (residential / commercial) regard will be had to the nature of surrounding uses and the proximity of the proposal site to residential properties. those residential properties nearby and therefore there is a presumption against granting planning permission.</p> <p>Where the street has a quiet nature or low ambient noise levels (particularly at night-time), permanent STL will not generally be supported. No weight will be given to the existence of neighbouring unlawful STLs as justification for the grant of planning permission for an STL.</p> <p>The Planning service will assess the merits of any proposal against its impact on the lawful planning use of nearby properties. Where the area is wholly residential, it is unlikely that short-term let proposals will be supported.</p>
<p>The size of the property.</p>	<p>Larger properties can have a greater capacity for guests. Where there are greater numbers of guests, there is increased potential for noise and disturbance.</p>

	Both the number and size of rooms will be taken into account when considering this.
The pattern of activity associated with the use including numbers of occupants, the period of use, issues of noise, disturbance, and parking demand.	<p>If the property is accessed off a stair where there are other flats off that stair, it is very unlikely that a change of use will be supported. This is because it has been found that existing residents of flats within stairs are particularly affected by the pattern of activity which often results from permanent STL use where multiple sets of guests stay for short periods of time throughout the year. Guests of the short term let properties can arrive late at night and make noise and cause disturbance in a way which residents of that stair would not, given they will know of the impacts that they have on one another and be able to manage those impacts in a neighbourly way. Examples of disturbance include bumping suitcases up stair and using washing machines in the middle of the night.</p> <p>If the property does have its own main door access regard must be had to the other criteria within this table.</p> <p>It should be noted, once a short term let is granted planning permission, the Council cannot control how it is used, for example by restricting numbers of occupants, or by setting limits on how a property is let.</p> <p>Planning permission is granted to property rather than individuals, which means that property can change hands and be operated in a different way than was intended by the applicant for planning permission. Because of this, when considering the pattern of activity associated with a use, only limited regard can be had to how an applicant intends to manage that.</p>
The nature and character of any services provided.	Where there is access to a communal garden which can be used by existing residential properties, or where there is a garden that would form part of the curtilage of an STL and would be in close proximity to residential gardens, STLs will generally not be supported. Where parking is provided, this will be considered within the context of the Council's parking policies and guidance.

Conclusion

- 4.30 The proposed further guidance update to the non-statutory 'Guidance for Businesses' has been the subject of a consultation where key stakeholders have been encouraged to comment on. The consultation responses and a response to them is provided in Appendix 1.

- 4.31 As a result of the consultation feedback, amendments to the guidance are proposed and set out in 4.30 above. NPF4 became part of the statutory development plan on 13 February 2023 and includes a policy relating to STLs. A statement clarifying the scope of the guidance is proposed to be added (as set out at 4.29 above).

5. Next Steps

- 5.1 If Committee accepts the recommendations in the report, the Guidance for Businesses will be updated to include the proposed changes.
- 5.2 The Council will consider if additional guidance is required to explain how National Planning Framework 4 policy relating to STLs should be applied in Edinburgh.

6. Financial impact

- 6.1 There are no financial impacts for the Council identified.

7. Stakeholder/Community Impact

- 7.1 A review of stakeholder and community involvement is outlined in section 4 and a report of consultation is provided at Appendix 1.
- 7.2 An Integrated Impact Assessment (IIA) has been carried out as part of the consultation process. It found that the proposed update will have a positive impact on equality, health and wellbeing and human rights.
- 7.3 Negative economic impacts on specific groups have also been identified in the IIA. It is recognised that there are STL properties in operation without the benefit of planning permission and are unlikely to be supported when assessed against planning policy and guidance. However, this does not outweigh the overall positive impacts identified in the IIA.
- 7.4 There are no direct sustainability impacts arising from this report.

8. Background reading/external references

- 8.1 Report to Planning Committee of [23 February 2022](#) on Short Term Let Control Area Designation.
- 8.2 Report to Planning Committee of [31 August 2023](#) on Proposed Changes to Short-Term Let Guidance.
- 8.3 [Guidance for Businesses, November 2021](#)
- 8.4 [Edinburgh Local Development Plan](#)
- 8.5 [Revised Draft National Planning Framework 4](#)

- 8.6 [Policy Note – The Civic Government \(Scotland\) Act 1982 \(Licensing of Short Term Lets\) Order 2022 – SSI 2022/32](#)

9. Appendices

- 9.1 Appendix 1 – Report of Consultation.
- 9.2 Appendix 2 – Proposed Updated Guidance for Business 2023.

Appendix 1

Proposed Changes to the Non-Statutory Guidance for Business with respect to Short-Term Lets (STLs).

Report of Consultation

March 2023

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PART 1 Report

1. Introduction

- 1.1. Following approval of the Short Term Let (STL) Control Area by Scottish Ministers on 27 July 2022 and it coming into force on 5 September 2022, a report was approved by Planning Committee on 31 August 2022 setting out a proposed update to the non-statutory Guidance for Business.
- 1.2. The update included a statement on the STL Control Area, the requirement for planning permission and further guidance on each of the existing criteria within the Guidance to set out how the Planning service will assess and determine STL applications.
- 1.3. The statement on the STL Control Area and the requirement for planning permission are statements of fact based on legislation.
- 1.4. The further guidance proposed for each of the existing criteria was developed using experience of assessing applications, investigation of enforcement cases relating to STL use and having regard to a significant number of appeal decisions.
- 1.5. This document sets out how the further guidance for each of the existing criteria was consulted upon and explains how the final proposal has had regard to the points raised in the consultation.

2. Consultation

- 2.1. The consultation ran for a period of 12 weeks from 29 September to 22 December 2022. Three focus groups with hosts/operators, community groups and amenity bodies, operators of Edinburgh Fringe Festival were held during this period in addition to an 'in-person' drop-in session and an online survey made available of the Council Consultation Hub.

3. Publicity

- 3.1. The following activities were carried out to raise awareness and encourage people to have their say during the consultation:
 - Publicity to raise awareness of consultation on Facebook, Twitter and LinkedIn.
 - Articles on the Planning Blog- at start of consultation and towards end.
 - Notification to key stakeholders by e-mail – detailed in Part 4

4. Respondents

4.1. 1210 responses were received. 95% of responses were received from private individuals. 5% of responses were received from organisations including community councils, residents/amenity associations and organisations involved in the STL industry. Part 5 contains a list of organisations who responded.

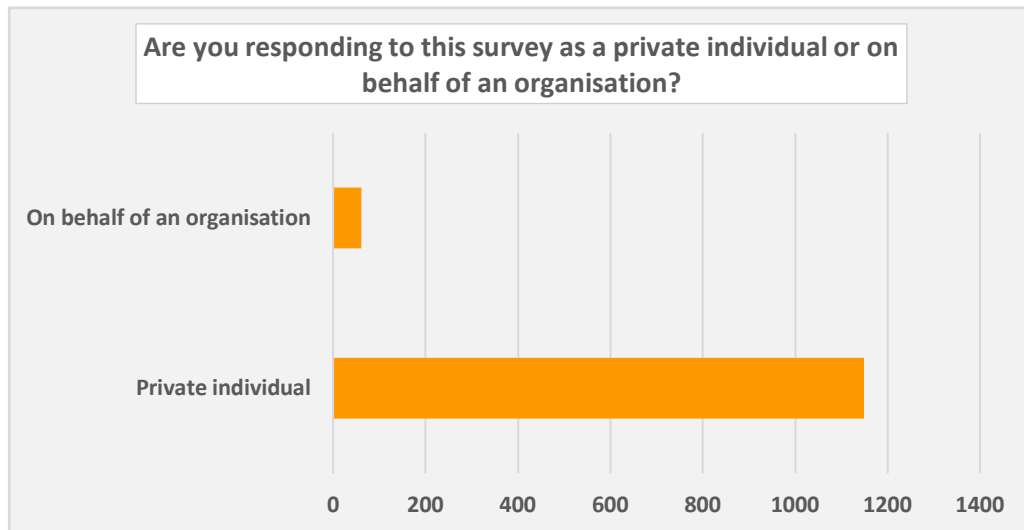


Figure 1 Breakdown of responses

4.2. In addition to the responses received, a petition submitted by Living Rent Edinburgh containing in support of their response. It was in the form of an excel spreadsheet with 2066 names and postcode details. Living Rent Edinburgh response can be viewed in Appendix A of Appendix 1. Given the limited information contained in petition, Living Rent's response has been treated as one response for the purposes of the analysis.

Respondent type



Figure 2 Respondent type

5. Responses

5.1. The consultation set out the four existing criteria and the proposed further guidance on each criterion. These are set out below with a summary of the responses.

5.2. Criterion 1

The character of the new use and of the wider area.
Where the location is wholly commercial in character and there are no residential properties nearby, adverse impacts on amenity are less likely. This means it is more likely short-term lets (STLs) can be supported in such locations.
Where the location is mixed in character (residential / commercial) regard will be had to those residential properties nearby and therefore there is a presumption against granting planning permission.
Where the street has a quiet nature or low ambient noise levels (particularly at night-time), STL will not generally be supported.
No weight will be given to the existence of neighbouring unlawful STLs as justification for the grant of planning permission for an STL. The Planning service will assess the merits of any proposal against its impact on the lawful planning use of nearby properties. Where the area is wholly residential, it is unlikely that short-term let proposals will be supported.

5.3. Approximately 58% of respondents strongly agree or agree with the guidance. Approximately 38% of respondents strongly disagree or disagree with the guidance. Approximately 3% neither agree nor disagree.

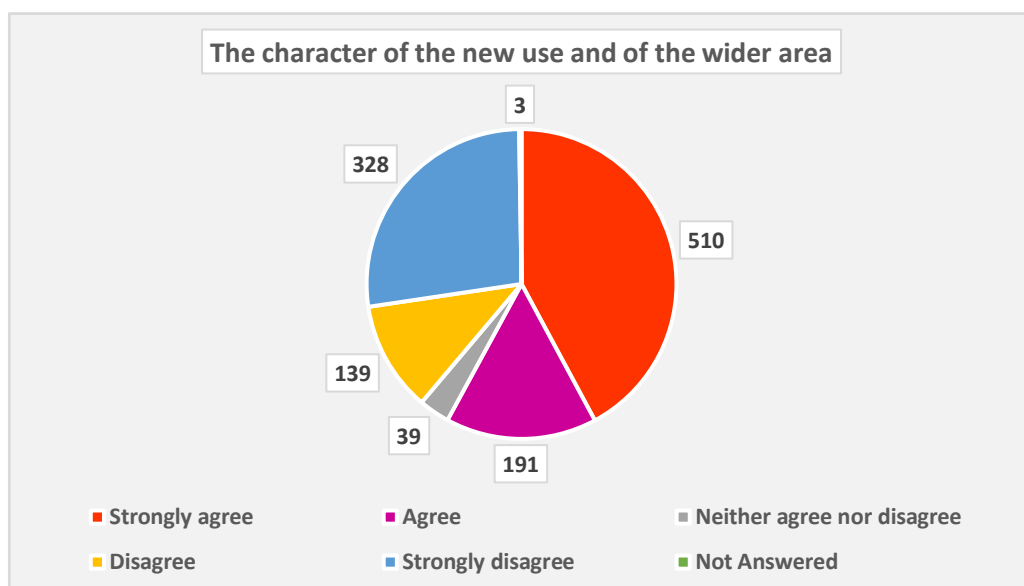


Figure 3 Character of the new use and wider area response

5.4. Criterion 2

The size of the property
Larger properties can have a greater capacity for guests. Where there are greater numbers of guests, there is increased potential for noise and disturbance. Both the number and size of rooms will be taken into account when considering this.

5.5. Approximately 66% of respondents strongly agree or agree with the guidance. Approximately 21% of respondents strongly disagree or disagree with the guidance. Approximately 12% neither agree nor disagree.

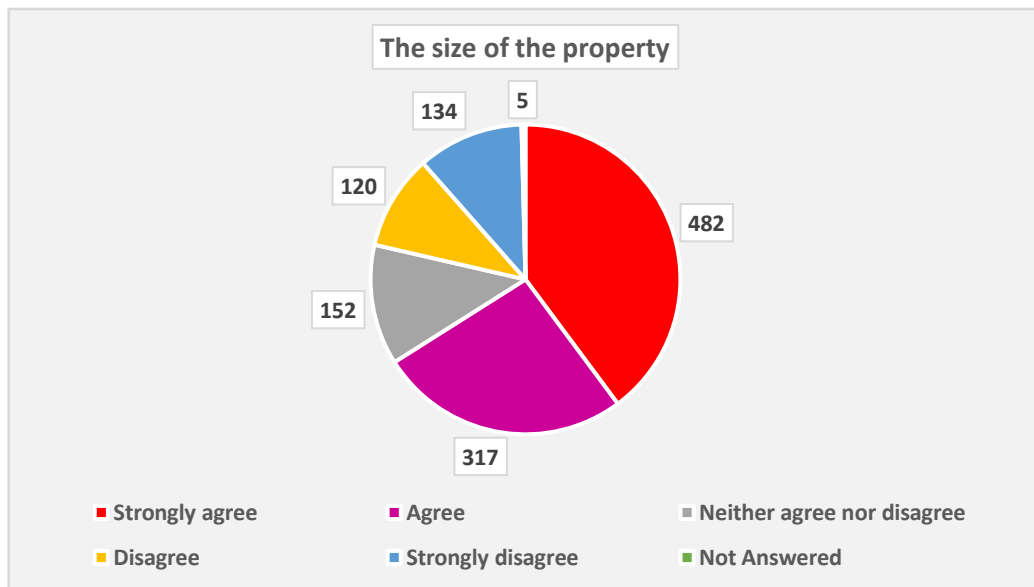


Figure 4 Size of the property

5.6. **Criterion 3**

The pattern of activity associated with the use including numbers of occupants, the period of use, issues of noise, disturbance, and parking demand.

If the property is accessed off a stair where there are other flats off that stair, it is very unlikely that a change of use will be supported. This is because it has been found that existing residents of flats within stairs are particularly affected by the pattern of activity which often results from STL. Guests of the short-term let properties can arrive late at night and make noise and cause disturbance in a way which residents of that stair would not, given they will know of the impacts that they have on one another and be able to manage those impacts in a neighbourly way. Examples of disturbance include bumping suitcases upstairs and using washing machines in the middle of the night.

If the property does have its own main door access, regard must be had to the other criteria within this table.

It should be noted, once a short-term let is granted planning permission, the Council cannot control how it is used, for example by restricting numbers of occupants, or by setting limits on how a property is let. Planning permission is granted to property rather than individuals, which means that property can change hands and be operated in a different way than was intended by the applicant for planning permission. Because of this, when considering the pattern activity associated with a use, only limited regard can be had to how an applicant intends to manage that.

5.7. Approximately 54% of respondents strongly agree or agree with the guidance. 38% of respondents strongly disagree or disagree with the guidance. Approximately 7% neither agree nor disagree nor disagree.

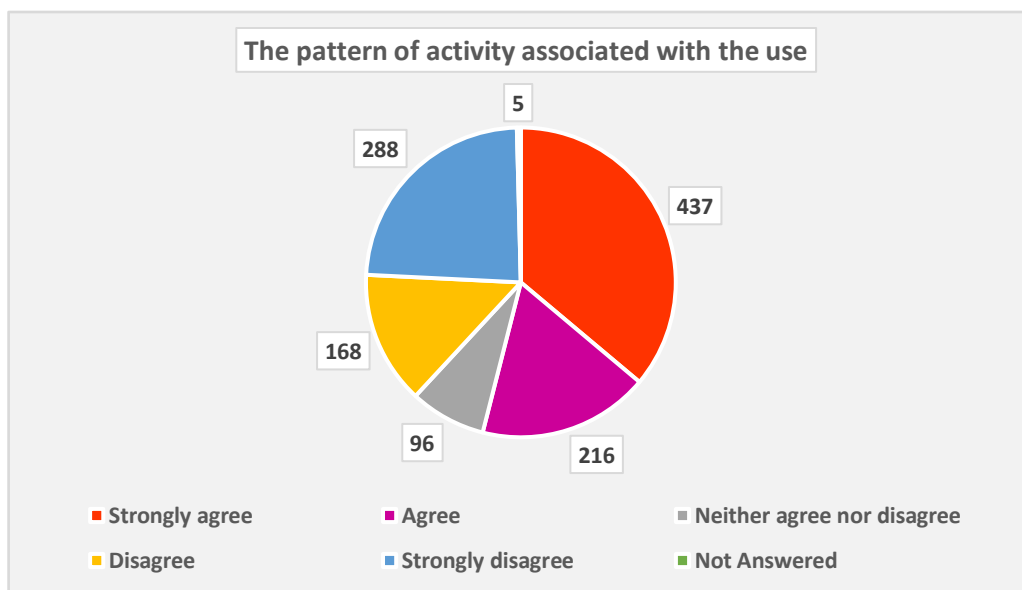


Figure 5 The pattern of the activity associated with the use

5.8. Criteria 4

The nature and character of any services provided.

Where there is access to a communal garden which can be used by existing residential properties, or where there is a garden that would form part of the curtilage of an STL and would be in close proximity to residential gardens, STLs will generally not be supported. Where parking is provided, this will be considered within the context of the Council's parking policies and guidance.

5.9. Approximately 59% of respondents strongly agree or agree with the guidance. Approximately 28% of respondents strongly disagree or disagree with the guidance. Approximately 12% neither agree nor disagree.

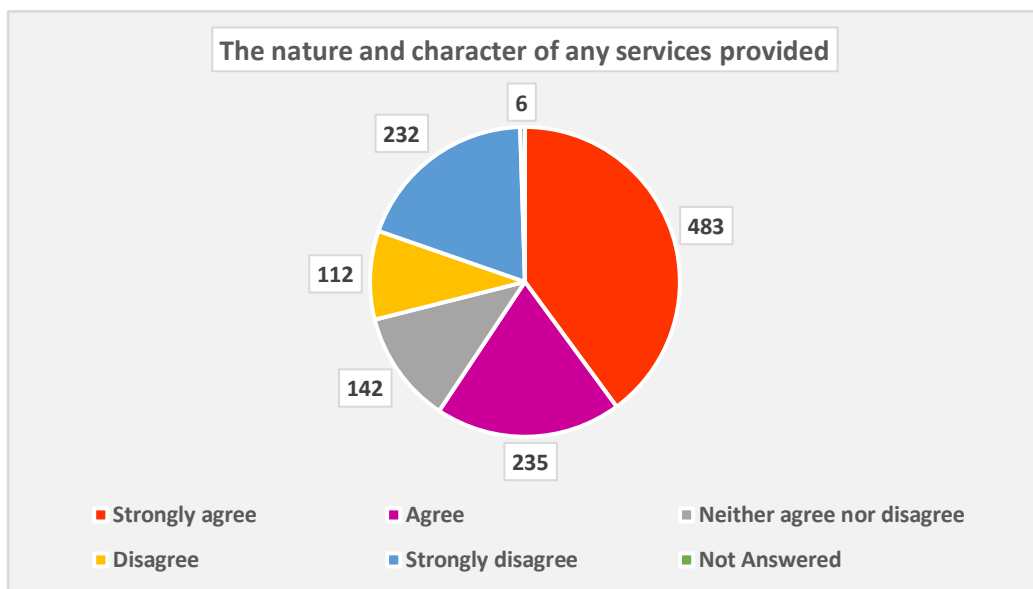


Figure 6 The nature and character of any services provided

6. Summary of comments

6.1. There were a number of representations expressing views both in support and objection to the further guidance update. A brief overview of representations is set out below. A more detailed summary is provided in Part 2.

6.2. The character of the new use and of the wider area – Reasons for support

- STLs have a negative impact in residential areas or near residential properties
- Guidance will preserve residential areas for residents
- Guidance will protect homes and communities

6.3. The character of the new use and of the wider area – Reasons for objecting

- STL guests prefer to stay in quieter areas
- There is a demand for self-catering accommodation outside of the city centre
- Not all STL guests are tourists. Some require STL accommodation for employment purposes or when between homes/ having work carried out on their home
- STLs in mixed areas and residential areas help support local shops and hospitality
- Meaning of what 'wholly' commercial areas needs to be clarified

6.4. The size of the property – Reasons for support

- Larger properties are more attractive to groups as 'party flats'
- Larger properties hold more people which is likely to result in more disturbances

6.5. The size of the property – Reasons for objecting

- Larger properties provide accommodation for families visiting the city
- Assumptions made regarding larger properties will be used as 'party flats' without any evidence

6.6. The pattern of activity associated with the use including numbers of occupants, the period of use, issues of noise, disturbance, and parking demand – Reasons for support

- STLs not compatible with tenemental living - impacts on amenity and security
- STLs cause damage to shared areas
- Main door properties are often accessible and more suitable for families so should be retained as home

6.7. The pattern of activity associated with the use including numbers of occupants, the period of use, issues of noise, disturbance, and parking demand – Reasons for objecting

- Guidance acts as a ban on STLs in flatted properties
- Assertions made regarding STL guests have not been evidenced
- Matters raised are controlled through the licensing scheme
- Main door properties should be considered acceptable as there will be no impacts on neighbouring amenity

6.8. The nature and character of any services provided – Reasons for support

- Shared gardens are private gardens for residents and should be protected from STL guests
- STL guests using outdoor private spaces often results in noise issues
- STL guests should be encouraged not to drive to the city

6.9. The nature and character of any services provided – Reasons for objecting

- There should not be restrictions on STL guests using shared gardens
- Proximity to private gardens should not be considered
- Many guests do not require parking

6.10. Other comments - support

- Support protection of residential amenity
- Residential homes should be retained as homes
- Protection against further erosion of communities/ ability to maintain balance communities

6.11. Other comments – object

- Restrictive blanket ban approach in the guidance/ true policy intention is to ban STLS
- Negative impact on visitor accommodation and associated businesses in the city
- Existing STL operations should be allowed to continue
- Timing of the guidance does not allow operators sufficient time to plan

PART 2 Full Summary

7. Introduction

- 7.1. Tables 1 - 4 below provide a summary of the comments received grouped by the criterion they relate to.
- 7.2. Many comments received were related to the principle of short term lets, the impact of the short term let control area and the licensing scheme on the industry and did not specifically relate to the update to existing guidance within the non-statutory Guidance for Businesses.
- 7.3. There were some overarching themes identified in the consultation responses which are addressed in sections 8-14 below.

8. Overarching themes

Lack of clarity on when planning permission is required

- 8.1. Prior to the introduction of the STL Control Area, there was a lack of clarity for all parties on when planning permission was required to use a residential property for STLs. An assessment on whether the use of a residential property as a STL resulted in a material change of use was required. The question of materiality is one of fact and degree, having regard to a number of factors such as the character of the property, the frequency of arrivals and departures, the number of people occupying the property, and disturbance to neighbouring residential amenity.
- 8.2. Prior to the control area, in most cases the use of a dwelling predominantly for secondary short-term letting would constitute a change of use requiring planning permission.
- 8.3. The introduction of the control area, in terms of Section 26B of the Town and Country Planning (Scotland) Act 1997 (the "1997 Act"), makes clear that the use of a property as a STL, which is not a principal home, is deemed to be a change of use requiring planning permission. The automatic requirement for planning permission applies only to letting of a dwelling that is not a principal home, it does not apply to home sharing or home letting.
- 8.4. Where an individual lets rooms within their principal home or lets their whole property whilst absent from their principal home, this may result in a material change of use, in terms of Section 26 of the 1997 Act, requiring planning permission. Again, materiality is one of fact and degree, having regard to a number of factors such as the character of the property, the frequency of arrivals and departures, the number of people occupying the property, and disturbance to neighbouring residential amenity.
- 8.5. The Council will provide further information on when planning permission is likely to be required for using a principal home for home letting and home sharing. This will help individuals to determine whether their intended use is likely to require planning permission or not. In these situations, proof of planning is not a requirement for the licensing scheme.

9. The impact of STL regulations on visitor accommodation and existing STL businesses

- 9.1. The STL control area regulations have been set nationally and they do not provide any scope to distinguish between different business operations. The impacts of the control area designation, on both businesses and individual operators, was considered in a business and regulatory impact assessment, prepared by the Scottish Government, of the regulations prior to introduction of the legislation. The potential impacts on the economy and protected groups have been considered within the IIA process.
- 9.2. The planning application process is defined in legislation and guidance and is subject to due process. The introduction of the control area, in terms of Section 26B of the 1997 Act, does not retrospectively apply to any STL property that has already obtained planning permission or a certificate of lawfulness. In addition, where the change of use of a property to short term let can be demonstrated to have been operating for at least 10 years with no enforcement action then that use is lawful in planning terms, and a certificate of lawfulness can be obtained under Section 150 and 124 of the 1997 Act. The introduction of the control area, in terms of Section 26B of the 1997 Act, is only retrospective to the extent it removes any dubiety that planning permission is required for any dwelling currently being used for STL, which is not a principal home.
- 9.3. The [Statement for Reasons Background report](#) which accompanied the Short Term Let Control Area Designation report to Planning Committee on 23 February 2022 contains analysis of visitor accommodation in Edinburgh. A study carried out on behalf of the Council, Edinburgh Visitor Accommodation Sector Commercial Needs Study, January 2019, Ryden identified almost 16,000 rooms within 422 properties within hotels, B&Bs, guesthouses and aparthotels. These other forms of commercial visitor accommodation are subject to planning regulation and where development or change of use occur these require planning permission. The requirement for planning permission brings STLs in line with this requirement.
- 9.4. Concerns have been raised regarding an alleged lack of consideration of the economic benefits that STLs bring to the economy of the city. The proposal contains an update providing further guidance on the assessment of STL applications in relation to Local Development Plan (LDP) policy Hou 7 – Inappropriate uses in Residential Areas. This policy does not consider the economic benefits of STLs and as such no guidance has been proposed in relation to this.
- 9.5. However, the economic impact of STLs is a planning consideration which will be taken into account when assessing planning applications. There are no legislative requirements on the Planning Authority to produce guidance for each individual plan policy or development type.
- 9.6. It should also be noted that on 8 November 2022, during the consultation, the [Revised Draft National Planning Framework 4 \(NPF4\)](#) was laid in the Scottish Parliament. NPF4 became part of the statutory development plan on 13 February 2023. NPF4 contains a specific policy on STLs, policy 30 (e) states:

Development proposals for the reuse of existing buildings for short term holiday letting will not be supported where the proposal will result in:

- (i) An unacceptable impact on local amenity or the character of a neighbourhood or area; or

- (ii) The loss of residential accommodation where such loss is not outweighed by demonstrable local economic benefits.

9.7. Accordingly, consideration of the demonstrable local economic benefits of an STL will form part of the development plan assessment where the STL application involves the loss of residential accommodation.

10. Guidance will result in a ban on short term lets

- 10.1. The proposed amendments to the non-statutory Guidance for Businesses does not amount to a ban on short term lets.
- 10.2. When assessing a planning application, each application must be assessed on its own merit and the relevant development plan policy is the primary consideration. Where proposals comply with the development plan they should be approved unless other material planning considerations indicate otherwise.
- 10.3. In relation to planning applications for a change of use to a STL, the non-statutory Guidance for Businesses is a material consideration in the determination of the planning application. The update to the guidance provides further information on how proposals will be considered.
- 10.4. This further information has been developed using experience of assessing applications, investigation of enforcement cases relating to STL use and having regard to a significant number of appeal decisions.
- 10.5. Each planning application must be assessed on its own merits, having regard to the development plan policy and material considerations. It is for the decision maker to judge how much weight to place on each consideration in line with the statutory tests for determining a planning application.

11. Planning controls

- 11.1. Concerns were raised regarding the extent of planning controls, in particular the fact that permission is given to the planning unit and not the owner or operator. Section 3ZA of the 1997 Act states: "The purpose of planning is to manage the development and use of land in the long-term public interest." Accordingly, in almost all circumstances, planning permission runs with the land. Planning conditions or obligations limiting the permission to a specific owner/ operator are unlikely to be justified.
- 11.2. However, and more broadly, each application is assessed on its own merits, and it is for the applicant to demonstrate how the use of planning conditions restricting the permission to a specific owner/operator would make the proposals acceptable.
- 11.3. As part of an application process, Planning may consider conditions relating to allowing STLs for a limited period where this is appropriate and justified to make the proposals acceptable.

- 11.4. Planning cannot consider restrictions within Title Deeds. Any restrictive covenants on Title Deeds are a separate legal matter and planning permission does not override these restrictions. Issues relating to Title Deeds, land ownership or rights are civil matters.

12. Licensing controls

- 12.1. On 29 September 2022, the Regulatory Committee agreed the Council's Short Term Lets Licensing Policy. On 1 October 2022, the licensing scheme under the Civic Government (Scotland) Act 1982 (Licensing of STL) Order 2022 opened for applications.

- 12.2. The licensing scheme for STLs seeks to regulate the use of premises as STLs to ensure, among other things, proper management, the preservation of undue public nuisance, and the preservation of safety. A specific licensing regime for STL allows the Council to take into account local circumstances when setting out its licensing policy and to exercise appropriate control and regulation to ensure that any STL premises that is licensed is properly managed, meets the requisite safety standards and avoids undue public nuisance. The Policy Note issued by the Scottish Government with its 2022 STL Licensing Order, states:

“The Scottish Government’s purpose in the regulation of short-term lets is to ensure that local authorities have appropriate regulatory powers to balance the needs and concerns of their communities with wider economic and tourism interests.”

- 12.3. The Council can grant or renew a STL licence on such terms and conditions as it considers appropriate. This will take the form of the mandatory conditions, applicable to all STL accommodation by way of the 2022 Order, and in most cases the additional conditions agreed by the Council's Regulatory Committee on 29 September 2022. Those additional conditions may be expressly varied or excluded according to the particular terms and circumstances of an individual licence application.

- 12.4. Mandatory conditions relate to named agents, type of licence, fire safety, gas safety, water safety, electrical safety, maximum occupancy, information to be displayed, planning permission (where required for secondary lets), listings and insurance. Additional conditions relate to advice in the case of an emergency, arrangements for quiet and orderly entry to and egress from the licensed property, reasonable steps to manage accommodation to prevent and deal effectively with anti-social behaviour by STL guests, notification of licence to neighbours in same building or adjoining neighbours, provide adequate facilities for refuse and advise on collections and for secondary lets only, ensure bedroom, living-room and hallway are covered by a suitable floor covering.

13. Interplay between Planning and Licensing

- 13.1. Planning and Licensing are two separate and distinct regulatory regimes relevant to STLs. The planning application process is required to assess the change of use of the property against development plan policy and any other material planning considerations. The licensing application process seeks to regulate the use of premises as STLs to ensure, among other

things, proper management, the prevention of undue public nuisance, and the preservation of safety.

- 13.2. STL use of properties results in operators providing a form of temporary accommodation to guests who are visiting the city for a variety of reasons. The Council as planning authority must consider the nature of activities associated with the proposed use to assess whether the proposals comply with development plan policy. There may be areas of overlap in the consideration of planning proposals and licensing applications. For instance, whilst the planning authority would not seek to control the maximum occupancy in an STL property as this would be a matter for the licensing application, consideration is given to the size of the property in determining whether this is appropriate for the context of the area.
- 13.3. Concerns have been raised in relation to statements made regarding the behaviour of STL guests being assessed using 'worst case' scenarios of anti-social behaviour resulting in noise and disturbances impacting on neighbouring amenity. The [Statement of Reasons Background report](#) which accompanied Short Term Let Control Area Designation report to Planning Committee on 23 February 2022 contains analysis of the impacts of STL use on communities and residents. The negative impacts on residential amenity, as a result of the pattern of activity associated with STL use, have been well documented in appeal decisions handed down by Scottish Ministers in addition to experience of handling planning enforcement enquiries. These are material planning considerations in the assessment of a planning application for a change of use to STL use.

14. Effective Enforcement

- 14.1. Several comments raised the matter of enforcement against unlawful STL operations. Enquiries regarding unauthorised STL use are investigated by Planning Enforcement, this will continue. Checks will be carried out on properties which have applied for planning permission in retrospect and have been refused permission to ensure the STL use has ceased. For planning applications which have been refused and this decision is upheld at appeal, checks will be carried out to ensure the STL use has ceased.
- 14.2. Information will be shared between Planning and Licensing to ensure secondary let properties without the required planning permission or certificate of lawfulness are unable to obtain a licence. Licensing also has an enforcement function to address non-compliance with the licence scheme.

15. Summary Tables

Table 1 The character of the new use and of the wider area comments

<p align="center">The character of the new use and of the wider area - Support</p>
<ul style="list-style-type: none"> a) STLs in residential areas or shared stairs have a negative impact on residents b) Guidance will preserve the residential character of neighbourhoods and living conditions for residents c) Residents often disturbed by STL guests at unsociable hours and weekends d) STL guests do not appreciate how much sound can travel in older tenement buildings e) Residential amenity is being protected in the guidance f) STLs result in a loss of housing stock in areas which should be kept for residents g) STLs cause rents and prices of homes to increase and become unaffordable for residents h) There is no sense of community in areas where there is a proliferation of STLs
<p><u>CEC Response to Supporting Comments</u></p> <p>Response to Supporting Comments (a) – (e) See section 13 above.</p> <p>The negative impacts on residential amenity, as a result of the pattern of activity associated with STL use, have been well documented in appeal decisions handed down by Scottish Ministers in addition to experience of handling planning enforcement enquiries. These are material planning considerations in the assessment of a planning application for a change of use to STL use.</p> <p>Response to Supporting Comments (f) – (h) This proposed guidance update provides further information on how amenity will be considered in respect of an application for change of use to STL.</p> <p>Comments raised above have been addressed in a report to Planning Committee on 23 February 2022 which provides a Statement of Reasons for the STL Control Area Designation.</p>
<p align="center">The character of the new use and of the wider area - Object</p>
<ul style="list-style-type: none"> a) Guidance limits STLs to commercial areas only. This will have a negative impact on the amount of visitor accommodation in the city and the economy b) Many STLs are second homes providing visitor accommodation when not in use by owners. This will stop and properties will remain empty c) STLs in mixed areas and residential areas help support local shops and hospitality d) Not all STL guests are tourists, many guests have other reasons to visit the city. Examples being, visiting family, health care, employment or people between homes/ having work carried out on their home e) Edinburgh needs flexible accommodation f) There is a demand for self-catering accommodation outside of the city centre g) STLs should be considered the same as House in Multiple Occupation (HMO) applications h) STLs should be supported in buildings where there are HMO flats i) Issues of noise and disturbances arising from STL use should be controlled through the license scheme

- j) Well-managed STL properties do not cause issues for neighbours. Therefore, the character of the area should not be a consideration, but the management of the property should be
- k) Clarity on what 'wholly' commercial means
- l) STLs are appropriate in mixed areas where there are lots of commercial uses as well as residential
- m) Many STLs have been operating in residential areas for several years without complaints or issues
- n) Families want self-catering accommodation in residential areas
- o) The residential amenity in mixed areas should be protected and an presumption against STL use
- p) There should be a presumption against STLs where there is an identified need for homes in the city regardless of the character of the location
- q) STLs should not be supported in commercial or mixed-areas, residential properties should be retained for residential use
- r) Edinburgh needs to promote a city centre which is 'lived in'. STLs should always have a presumption against

CEC Response to Objecting Comments

Response to Objecting Comments (a) – (c)

See section 9 above.

This proposed guidance update provides further information on how amenity will be considered in respect of an application for change of use to STL.

Response to Objecting Comments (d) – (f)

This proposed guidance update provides further information on how amenity will be considered in respect of an application for change of use to STL.

Sections 9 and 10 above respond to comments in relation to visitor accommodation, economic considerations and the application process which requires case is assessed on its own merits.

Additionally, purpose-built tourist accommodation in the form of hotels, hostels, apart hotels, guest houses and bed and breakfasts are readily available throughout the city. Along with student halls, which provide visitor accommodation at key times of the year, this accommodation meets the majority of tourism needs while balancing impacts on neighbourhoods.

Response to Objecting Comments (g) – (j)

See sections 10, 12 and 13 above.

HMO properties are materially different from STL use as they provide residential accommodation, whereas an STL will be available to guests to book and stay at the property. Furthermore, NPF 4 Development Plan policy 30(e) is specific on STLs.

Response to Objecting Comments (k) – (n)

See sections 9 above.

The consultation responses identified a need to clarify what ‘wholly’ commercial means within an Edinburgh context. Feedback from respondents highlighted that Edinburgh has a ‘lived in’ city centre and wholly commercial areas are likely to be in locations such as industrial estates. Similarly, in relation to mixed areas, comments highlighted that there are more mixed areas than ‘wholly’ commercial in the city and the need to assess each case on its own merits taking into account the nature of the surrounding area.

This point is noted, and the guidance has been amended to ‘*predominantly*’ commercial areas recognising that Edinburgh has few ‘wholly’ commercial locations. With regards to mixed areas, ‘*the nature of surrounding uses and the proximity of the proposal site to residential properties*’ has been added for consistency in how applications will be considered.

Response to Objecting Comments (o) – (r) - [Objections on basis guidance doesn’t go far enough]

See sections 9, 10, 11, 12 and 13 above.

Additionally, it should be noted that each planning application must be assessed on its own merits, having regard to the development plan policy and material considerations. It is for the decision maker to judge how much weight to place on each consideration in line with the statutory tests for determining a planning application.

Table 2 Size of the property comments

<p>Size of a property - Support</p>
<ul style="list-style-type: none"> a) Larger properties likely to attract larger groups of people staying at the property. b) Larger properties likely to be attractive to groups as a 'party flat/house' c) The more guests in a property, the likelihood of more disturbances increases d) Number of guests exceeding the number of people who would live in a property normally will have more of an impact on shared areas of buildings e) Larger properties are more appropriate for family homes.
<p><u>CEC Response to Supporting Comments</u></p> <p>Comments noted in support of the proposed guidance.</p>
<p>Size of Property – Object</p>
<ul style="list-style-type: none"> a) Many older properties in Edinburgh have large floor plans and will be penalised for this. b) Number of guests staying in a property should be controlled through licensing rather than being a consideration for Planning. c) Size of the property should not be a consideration; it should be whether the location is appropriate. d) Larger detached properties are less likely to have issues with disturbances than properties with shared areas. e) Considerations should be the same as that for HMO properties. f) There is no evidence to support the statement. g) Larger properties also used by larger families visiting Edinburgh or for instance, moving house. h) Larger properties also used for employment purposes such as performers for the festivals or employees attending conferences in Edinburgh. i) Many operators vet guests and have set terms and conditions within the contract to minimise risk of disturbance or no stag or hen parties. j) This consideration is not proportionate and assumes larger properties will be used for parties. k) Capacity of room sizes need to be considered as bunkbeds and sofa beds can be used to allow for larger groups l) Restrictions should be placed on properties to limit the number of guests m) Overcrowding in STLs needs to be controlled and managed regardless of size of property n) Smaller properties should not be viewed as being more acceptable
<p><u>CEC Response to Objecting Comments</u></p> <p>Response to Objecting Comments (a) – (j)</p> <p>See sections 9, 10 11, 12 and 13 above.</p>

The feedback has been considered. However, the size of the STL operation has to be considered when determining whether the use complies with policy. Larger properties do have a greater capacity for a higher number of guests and in turn a greater potential for noise and disturbances. The guidance highlights this consideration for applicants to be aware of when make an application.

Response to Objecting Comments (k) – (n)

See sections 11, 12 and 13 above.

Table 3 The pattern of activity associated with the use including numbers of occupants, the period of use, issues of noise, disturbance, and parking demand comments

<p>The pattern of activity associated with the use including numbers of occupants, the period of use, issues of noise, disturbance, and parking demand - Support</p>
<ul style="list-style-type: none"> a) STLs are not compatible with tenemental living b) Presumption against granting permission for STL use in tenement/flatted buildings protects residents’ amenity in those areas c) Terraced and colony properties also experience disturbance issues and should be considered as being unacceptable d) STL use in shared stairs reduces safety and security for other residents in the building e) Main door properties are often more accessible, have access to gardens and better for families. Therefore, should be retained as residential f) The intensity of STL use, resulting in a high number of changeovers causes an increase in instances of damage to shared areas.
<p><u>CEC Response to Supporting Comments</u></p> <p>Comments noted in support of the proposed guidance.</p> <p>Additionally, it should be noted that each planning application must be assessed on its own merits, having regard to the development plan policy and material considerations. It is for the decision maker to judge how much weight to place on each consideration in line with the statutory tests for determining a planning application.</p>
<p>The pattern of activity associated with the use including numbers of occupants, the period of use, issues of noise, disturbance, and parking demand - Object</p>
<ul style="list-style-type: none"> a) Guidance criteria is a blanket ban on properties that share areas, i.e within tenement/ flatted buildings. b) Main door properties should be supported for STL use c) This criterion makes assumptions on how the property is managed which should be controlled through the licensing scheme d) This does not allow for HMO student properties to be used for the festivals when students leave the property e) Many STL operators ensure communal areas are well kept f) There is a demand for STL accommodation as visitors want to stay in residential areas g) The statement regarding pattern of activity can equally be applied to long-term residents h) Assertions made regarding STL guests have not been sufficiently studied and evidenced i) Guidance assumes worst case scenarios regarding the behaviour of guests j) Operator’s rules should not form part of the planning considerations as the rules are not enforceable k) There should be no permission granted for STL use in flatted buildings because of the impacts on neighbours l) Planning should require a new permission when property is sold

- m) Permission should be with the operator and not the property
- n) Planning permission should be given for a specified period of time i.e 5 years
- o) Planning conditions should be used to control the use
- p) Planning permission should be revoked if there are noise/disturbance complaints

CEC Response to Objecting Comments

Response to Objecting Comments (a) – (i)

See sections 9, 10 11, 12 and 13 above.

The consultation feedback in relation to this criterion mainly raised issues addressed in the overarching themes discussed earlier in this report. There were concerns raised regarding the characterisation of STL guests, the guidance acting as a ban on STLs and the impact on visitor accommodation and the economy which have been addressed.

Amendments proposed to this section are the insertion of ‘permanent’ for consistency and ‘STL use where multiple sets of guests stay for short periods of time throughout the year’ for clarity in explaining the pattern of activity. The examples of impacts have been removed.

Respondents of the consultation raised that the paragraph regarding what the Council can control was misleading as there is a licensing scheme in place to control occupancy.

The Licensing Scheme had not been agreed at the time Planning Committee considered the proposed further guidance update for consultation. It has since been approved and opened for applications on 01 October 2022. Comments are noted and this section is proposed to be removed.

Response to Objecting Comments (j) – (p)

See sections 10, 11, 12, 13 and 14 above.

Section 3ZA of the 1997 Act states: “The purpose of planning is to manage the development and use of land in the long term public interest.” Accordingly, in almost all circumstances, planning permission runs with the land. Planning conditions or obligations limiting the permission to a specific owner/ operator are unlikely to be justified.

As part of an application process, Planning may consider conditions relating to allowing STLs for a limited period where this is appropriate and justified to make the proposals acceptable.

Table 4 The nature and character of any services provided

<p>The nature and character of any services provided – Support</p>
<ul style="list-style-type: none"> a) Shared gardens are still private to the residents of the building and should be protected for residents’ health and wellbeing b) STL guests use gardens for smoking and also in good weather which can result in noise affecting residents c) Shared gardens often contain private belongings of other residents in the building, unknown STL guests using these spaces reduces the security of these belongings. d) Limited parking provision within the city, visitors should be encouraged not to bring cars. Therefore, not putting pressure on existing parking
<p><u>CEC Response to Supporting Comments</u></p> <p>Comments noted in support of the proposed guidance.</p>
<p>The nature and character of any services provided – Object</p>
<ul style="list-style-type: none"> a) Operators can restrict access to shared gardens through the management of the property b) Considering access to gardens and parking is disproportionate and assumes STL guests will be disrespectful c) STL guests should not be restricted from using gardens or parking pertaining to the property they are staying in d) Large proportion of STL guests do not use gardens or parking e) There are shared gardens which are rarely used by residents f) Considering proximity of other residential gardens is overly restrictive g) Many STL guests use public transport or taxis and do not bring private cars to the city h) There should be a ban on STLs where there is access to communal gardens i) STLs should not have access to shared gardens
<p><u>CEC Response to Objecting Comments</u></p> <p>Response to Objecting Comments (a) – (g)</p> <p>See sections 11 and 13 above.</p> <p>Where a property has access to a shared garden, it is unlikely that a planning condition could be used to restrict access and as the planning permission goes with the land rather than the individual operator, there would be no other mechanism in planning to ensure the potential use of shared gardens does not negatively impact on neighbouring amenity.</p> <p>Response to Objecting Comments (h) – (i)</p> <p>See section 10 and response above.</p>

Table 5 Other comments

<p>Other comments – Support</p>
<ul style="list-style-type: none"> a) Support the protection of residential amenity from the impacts of STLs b) Guidance will help retain residential properties as homes for residents c) Guidance will help retain and foster communities d) Regulating STLs will help rents and house prices from rising disproportionately e) Guidance will help ensure the safety and security of people’s homes is maintained by regulating STLs
<p><u>CEC Response to Supporting Comments</u></p> <p>Comments noted.</p>
<p>Other comments – Object (Guidance overly restrictive)</p>
<ul style="list-style-type: none"> a) Unnecessary restrictive blanket approach to regulating STLs b) Proposals do not take account of the licensing scheme c) All STLs are assumed to be disruptive ‘party flats’ when there are various different types of STLs d) The policy intention to ban STLs in Edinburgh should be clearly stated e) Timing of guidance consultation and licensing timeframe does not allow operators sufficient time to plan. f) Guidance does not allow for secondary lets to be used as STLs during summer months when students have left the city g) This will have a detrimental impact on the tourist economy and will stop many small businesses operating h) There will be a negative impact on Edinburgh Festivals as there will be little to no STL accommodation to provide to visitors or performers/ workers associated with the festivals i) Existing STL operations should be allowed to continue, and new regulation should only apply to new STL operations
<p><u>CEC Response to Objecting Comments (Guidance overly restrictive)</u></p> <p>The consultation feedback mainly raised issues addressed in the overarching themes discussed in section 8 -14 above.</p> <p>Many comments received were related to the principle of short term lets, the impact of the short term let control area and the licensing scheme on the industry and did not specifically relate to the update to existing guidance within the non-statutory Guidance for Businesses.</p>

Other comments – Object (Guidance needs to go further)

- a) Guidance is too vague and needs to be strengthened
- b) Title deeds restricting commercial activity should be taken into consideration when assessing a planning application
- c) There should be higher taxation for STL properties

CEC Response to Objecting Comments (Guidance needs to go further)

The non-statutory Guidance for Businesses is a material consideration in the determination of the planning application. The update to the guidance provides further information on how proposals will be considered.

This further information has been developed using experience of assessing applications, investigation of enforcement cases relating to STL use and having regard to a significant number of appeal decisions.

Each planning application must be assessed on its own merits, having regard to the development plan policy and material considerations. It is for the decision maker to judge how much weight to place on each consideration in line with the statutory tests for determining a planning application.

Title deed restrictions and taxation are not material planning considerations. These are separate legal/regulatory regimes.

Other comments – General

- a) More clarity is required on the process of obtaining planning permission
- b) More clarity is required on home letting and home sharing
- c) There needs to be effective enforcement of refused applications and those STLs operating without permission

CEC Response to Other Comments (General)

As identified section 8 above, the consultation identified a lack of clarity for when planning permission is required with several respondents assuming an automatic requirement to obtain planning permission for home letting or home sharing. For the avoidance of doubt 'permanent' has been inserted before STLs to make clear the guidance is specifically related to change of use proposals to STLs and not the occasional STL use within a principal home.

The Council will provide further information on when planning permission is likely to be required for using a principal home for home letting and home sharing. This will allow individuals to determine consider whether their intended use is likely to require planning permission or not. In these situations, proof of planning is not a requirement for the licensing scheme.

See section 14 above regarding effective enforcement.

PART 3 Focus Group Summary

1/ Short Term Let Operators, Tuesday 25th October 2022

A session was held for two hours via Microsoft Teams

- A presentation was made on the proposal
- Four breakout groups were held with facilitators
- A discussion was then held in groups and in a plenary session

Participants

City of Edinburgh Council Planning Service

David Givan

Alan Moonie

Elizabeth McCarrol

James Allanson

Lesley Porteous

Lynsey Townsend

James Armstrong

Operators and Hosts

David Hardy (Managing Director – Glory Days)

Angus Dodds (Contour Town Planning)

Craig Douglas (Reserve Apartments)

Sam Edwards (Ferguson Planning)

Matthew Niblet (Short Term Accommodation Association)

Harriet Mortimer (Edinburgh Chamber of Commerce)

Fiona Campbell (Association of Scotland's Self-Caterers)

21 Individual Operators

Themes

General concerns over the content of the guidance and the timing of the introduction

- Attendees acknowledged the rationale for some form of regulatory framework. However, concerns were raised about the timing of the guidance being introduced.
- Attendees were concerned about the impact of the licensing regime and the guidance coming into effect at the same time.
- The double effect of the restrictive nature of the guidance when assessing planning applications, and the equally restrictive nature of the secondary letting licence requirements will lead to a lot of STL's shutting down.

Lack of Consideration of Economic Benefits

- Significant concerns were raised that the guidance was heavily weighted against STL properties.
- The guidance does not allow for a fully balanced assessment of the wider economic and cultural benefits which STL properties bring to the city.
- No consideration of the potential economic impact of the loss of a significant number of STL's and the knock-on impacts for associated employment.
- Generally felt that an economic impact assessment should have been undertaken before the changes were proposed.

Impact on Tourist industry

- Proposed changes would have a significant detrimental impact on the tourism industry.
- Highlighted that many tourists coming to stay in Edinburgh prefer to stay in residential type accommodation, particularly if they are families with young children.
- Issues about whether there will be sufficient accommodation available for performers and attendees at the fringe.

STL's not Supported in a Shared Stair or Communal Garden Area

- Significant concern over the inclusion of the criteria that it is 'very unlikely' that an STL will be supported if accessed of a shared stairwell
- It was felt that this amounted to a de facto ban on STL's in tenement buildings without the opportunity to fully assess the merits of an application.
- Was also felt that in the experience operators, guests rarely used communal gardens and that the existence of these gardens was not a significant issue.

Presumption of Increased Anti-Social Behaviour with Larger STL's

- Attendees did not agree that more individuals residing in larger STL's created greater disturbance than permeant residents.
- Was highlighted that those properties which were causing issues would already have been reported to the Council's planning enforcement section.

Size of the Property

- It was strongly felt that just because a property was larger in size and could accommodate more individuals, this did not mean it would create greater disturbance.

Vagueness Of Certain Terms in the Guidance

- Several important terms in the guidance felt to be too vague.
- Phrases such as 'wholly commercial in character', 'mixed in character (residential/commercial)' and 'quiet nature or low ambient noise' were felt to be susceptible to widespread interpretation by officers
- Greater clarity and, if possible, formal definitions as to where the above noted areas are in the city.

Loss of Housing

- It was questioned whether the real rationale for the restrictive nature of the guidance was to prevent a loss of housing.
- Claimed that requiring STL's to revert back to residential use will not have a significant impact on housing shortages.

2/ Residents/Neighbourhood Groups and Amenity Bodies, Thursday 27th October 2022

A session was held for two hours via Microsoft Teams

- A presentation was made on the proposal
- Three breakout groups were held with facilitators
- A discussion was then held in groups and in a plenary session

Participants

City of Edinburgh Council Planning Service

David Givan

Alan Moonie

Elizabeth McCarrol

James Allanson

Lesley Porteous

Lynsey Townsend

James Armstrong

Residents/Neighbour Groups and Amenity Bodies

Three Individual Representatives

Cockburn Association (Terry Levinthal)

Portobello Amenity Society (Doreen Parker)

New Town and Broughton Community Council (Richard)

Crammond and Barnton Community Council (Ian Williamson)

Place Edinburgh (Deirdre Henderson)

Leith Central Community Council (John Wilkinson)

Edinburgh Tenants Federation (Robyn Kane)

Old Town Community Council (Mike Wilson)

Annick Gaillard (New Town and Broughton Community Council)

Dale Finlayson (Waverley Park Feuars)

Mairianna Clyde (Merchiston Community Council)

Themes

General support for guidance

- Attendees were generally supportive of the proposed changes to the content of the guidance.
- Concerns highlighted which many residents have about rapid expansion in STL properties and resultant impacts on amenity of permanent residents, in particular in the city centre.

Problems caused by guests staying in STL properties

- Was generally agreed that while not all guests staying at STL properties cause anti-social behaviour, the behaviour of such individuals can still differ from that of permanent residents and create disturbance within shared tenement blocks.
- Attendees highlighted that a point of concern for tenement residents is the lack of a sense of community and security which results from numerous different people coming and going through communal stairs, and not knowing who is personally residing in the property.
- Residents are often doorstepped by STL visitors. Guests can often buzz multiple flats if they can't get the entrance key to work, return home frequently out with normal hours and damage locks.
- As tenements are predominantly stone built, noise carries more easily, and residents are more easily disturbed by individuals who do not reside on a permanent basis.

Impact of STL's on Housing Stock

- Attendees highlighted significant concerns regarding the impact which STL properties have on the available housing stock, property prices and rent levels.

Need to Create Balanced Communities

- Attendees acknowledged that tourism is important to the economy of Edinburgh and that STL's have a role in this industry.
- Notwithstanding the above, attendees felt it was very important that tourism needs to be balanced against the requirement to create properly balanced communities and the needs of permanent residents.
- It was highlighted that permanent residents also contribute to the economy through expenditure, and that not only tourists provide economic benefits.

Size of the Property

- It was generally agreed that larger STL's did cause more problems in terms of anti-social behaviour and disturbance. However, it was also highlighted that concentration of STL's is an equally important issue, particularly within the city centre.

Ability to Enforce

- Issue of whether the retrospective application surcharge fee could be specifically ringfenced to relate to the enforcement of STL's. The Councils Planning Fees Charter advises that the planning authority endeavour to reinvest income received from the surcharge in enforcement as a whole service.

3/ Festival Organisations, Tuesday 1st November 2022

A session was held for two hours via Microsoft Teams

- A presentation was made on the proposal
- One combined breakout group and discussion were held with facilitators

Participants

City of Edinburgh Council Planning Service

David Givan

Alan Moonie

Elizabeth McCarrol

James Allanson

Lesley Porteous

Lynsey Townsend

James Armstrong

Festival Organisations/Operators

Katy Taylor (Edinburgh International Festival)

Anna Morris (The Edinburgh Address)

Anne Diack (Edinburgh Festival Fringe Society)

Donald Emslie (Edinburgh Tourism Action Group)

David Hardy (Glory Days)

Fiona Campbell (Association of Scotland's Self Caterers)

Julia Armour (Edinburgh Festival City)

Themes

Impact on the Future of the Edinburgh Festivals

- Attendees highlighted significant concerns that the proposed changes would have a significant detrimental impact on the tourism industry and the Edinburgh Festivals.
- Issues were raised about whether there will be sufficient accommodation available for performers and attendees at the fringe. There is already a shortfall in terms of meeting demand for performers and attendees, and accommodation prices are high in August. The changes will exacerbate this problem.
- The double effect of the restrictive nature of the guidance when assessing planning applications, and the equally restrictive nature of the secondary letting licence requirements will lead to a lot of STL's shutting down.

Lack of Consideration of Economic Benefits

- Significant concerns were raised that the guidance was heavily weighted against STL properties.
- The guidance does not allow for a fully balanced assessment of the wider economic and cultural benefits which STL properties bring to the city, in particular their contribution to the successful operation of the festivals.
- No consideration of the potential economic impact of the loss of a significant number of STL's and the knock on impacts for associated employment, or for the festivals.
- Generally felt that an economic impact assessment should have been undertaken before the changes were proposed.

Presumption of Increased Anti-Social Behaviour with Larger STL's

- Attendees did not agree that more individuals residing in larger STL's created greater disturbance than permanent residents.
- It was highlighted that many larger STL flats are utilised by festival and fringe productions which involve multiple individuals. Such flats are useful as they allow individuals involved in productions to reside together.
- The Council should have greater recognition of the fact STL properties are not exclusively used for 'holiday' letting or as 'party flats'.

Vagueness Of Certain Terms in the Guidance

- Several important terms in the guidance felt to be too vague.
- Phrases such as 'wholly commercial in character', 'mixed in character (residential/commercial)' and 'quiet nature or low ambient noise' were felt to be susceptible to widespread interpretation by officers.
- Greater clarity and, if possible, formal definitions as to where the above noted areas are in the city.

Character of the City Centre

- Some attendees highlighted their view that the character of city centre living inevitably results in an environment where noise and disturbance will always exist to a certain degree, and that the impact on STL properties in this regard is not as detrimental as is sometimes made out.

Case Law Used for Planning Authority Decisions

- Questions were raised over the case law decisions which the Council is using to justify its position in planning terms over STL properties. It was stated by planning authority personnel that the issue of length of tenure has been a material consideration in determining whether a change of use to a STL property for several years and that this has been supported by Scottish Government Reporters at Appeal.

4/ Face to Face Drop In Session, Wednesday 9th November 2022

Participants

City of Edinburgh Council Planning Service

David Givan

Alan Moonie

Elizabeth McCarrol

James Allanson

Other Attendees

40-50 individuals, predominantly STL operators

- A two and half hour drop-in session was held at Waverley Court. The session consisted of a presentation given by the Chief Planning Officer followed by an extensive question and answer session. While the session had not been specifically advertised towards any one particular interest group, the overwhelming majority of attendees were STL operators.
- The issues raised at this session were largely the same as those raised during the Short Term Let Operators Focus Group on Tuesday 25th October.
- Members of the planning service were able to provide general advice and guidance to attendees.

PART 4 Notified Organisations

Organisations Notified Directly by Email

Airbnb

Association of Community Council's

Association of Scotland's Self Caterers

Association of Serviced Apartment Providers

Balerno Community Council

Chamber of Commerce

Chartered Institute of Housing Scotland

Citizens Advice Edinburgh

Cockburn Association

Colinton Community Council

Corstorphine Community Council

Craigentinny/Meadowbank Community Council

Craigleith/Blackhall Community Council

Craiglockhart Community Council

Craigmillar Community Council

Crammond & Barnton Community Council

Culture Edinburgh

Currie Community Council

Duddingston Village Conservation Society

Drum Brae Community Council

Drylaw/Telford Community Council

EARN

Edinburgh Festival Fringe Society

Edinburgh Hotels Association

Edinburgh Old Town Association

Edinburgh Tenants Federation

Edinburgh Uni Students Association

Edinburgh University

ETAG

EWH

Fairmilehead Community Council

Firhill Community Council

Festivals Edinburgh

Gilmerton/ Inch Community Council

Gorgie/Dalry Community Council

Grange/Prestonfield Community Council

Granton & District Community Council

Grassmarket Resident Association

Historic Building Trust

Historic Environment Scotland

Hutchison/Chesser Community Council

Juniper Green Community Council

Kirkliston Community Council

Leith Harbour/Newhaven Community Council

Leith Central Community Council

Liberton & District Community Council

Longstone Community Council

Living Streets

Marchmont and Sciennes Community Council

Merchiston Community Council

Morningside Community Council

Muirhouse and Salvesen Community Council

Murrayfield Community Council

New Town/Broughton Community Council

Northfield/Willowbrae Community Council

Old Town Community Council

Old Town Residents association

PLACE Edinburgh

Portobello Community Council

Portobello Amenity Society

Queensferry and District Community Council
Ratho and District Community Council
Royal Institute of Chartered Surveyors (RICS)
Royal Town Planning Institute (RTPI)
Scottish Association of Landlords
Scottish Bed and Breakfast Association
Scottish Chambers of Commerce
Scottish Civic Trust
Scottish Enterprise
Scottish Federation of Small Businesses
Scottish Property Federation
Scottish Federation of Housing Authorities (SFHA)
Sighthill/Broomhouse & Parkhead Community Council
Southside Community Council
Stenhouse Community Council
Stockbridge/Inverleith Community Council
The Architectural Heritage Society of Scotland
The Scottish Tourism Alliance
Tollcross Community Council
Trinity Community Council
UK Hospitality
UK Short term accommodation association (STAA)
Visit Scotland
West End Community Council
West Pilton/West Granton Community Council

PART 5 Respondent Organisations

Community Organisations

The following respondents identified themselves as community groups

Appin Street Owners Association

Drum Brae Community Council

Edinburgh IWW

Grassmarket Residents Association

India Street Residents Association

Leith Central Community Council

Living Rent Tenants Union

New Town and Broughton Community Council

Paddockholm Residents Association

PLACE Edinburgh

Quartermile Management Committee

Southside Community Council

The Cockburn Association

Tollcross Community Council

Other Organisations

Airbnb

Amazing Apartments Limited

AWG Laundry Limited

Blazing Grannies Drama Company

Bookster

Corrie McGuire Management Limited

Destination Edinburgh Limited

Edlets

Edinburgh Holiday Accommodation (N.B Three organisations who responded were named Edinburgh Holiday Accommodation)

Edinburgh Flats Company

Edinburgh Chamber of Commerce
Festivals Edinburgh
Glasgow City Flats Limited
Glory Days
Harpers Concierge Services
Home Sweet Home Letting
Linton Collection Limited
Manse Estates Limited
Mansley Serviced Apartments Limited
McNeil Trust Limited
Nestival Ltd
National Trust for Scotland
News Revue
Porteous Properties Limited
Port Seton Panda
Rettie Short Lets
Rettie & Co
Refreshing Scotland Limited
Theatre Digs Booker Limited
The Edinburgh Address Limited
TH Consulting Limited (Land Use Planning)
Trigg Hair Studio
Tuath Anam Ltd
Scott Hobbs Planning
Seabright Productions Limited
Suzanne MacIntosh Planning Limited
Sunrise Short Lets
Stefano Smith Planning
Visser and Co

Background Reading

1. [Planning Committee Report: Short Term Let Control Area Designation](#)
2. [GVA Ryden: Edinburgh Visitor Accommodation Sector Commercial Needs Study 2019](#)

Appendix A Living Rent Reponse

1. Are you responding to this survey as a private individual or on behalf of an organisation?

On behalf of an organisation

2. If responding on behalf of an organisation, please tell us its name.:

Living Rent tenants union

3. Which of the following best describes you?

I am a resident, I represent a community organisation

The character of the new use and of the wider area

4. To what extent do you agree or disagree with this part of the proposed guidance?

Strongly agree

Please tell us why you have answered this way.:

Living Rent strongly supports any measure which can reduce the number of homes converted into Short Term Lets. Research from the Scottish Government (1) indicates that loss of housing supply to Short Term Letting drives up rents and property prices in the city which are already unsustainable, and that this is the biggest concern that residents have about the negative effects of Short Term Lets. The link between high rents and the proliferation of Short Term Lets is well established (2). Between 2021 and 2022 Edinburgh rents have risen on average by 14.2% according to the CityLets report for 2022 Q3 (3). As we are primarily concerned with the effect on the rest of the housing market, we have little concern with the conversion of commercial premises into STLs as long as appropriate standards on safety and quality are met. We particularly welcome the inclusion of point 4 on unlawful STLs. A large proportion of STLs have not received planning permission for change of use despite this having been a requirement since 2011. The existence of these unlawful STLs should not be used to strengthen the argument for further change of use in the surrounding area. Indeed we believe any individual who has been operating an unlawful STL should be denied the change of use or a license under the new licensing scheme, on the basis that they have already failed to comply with necessary regulations.

(1) Chapter 5, Figure 10 <https://www.gov.scot/publications/research-impact-short-term-lets-communities-scotland/pages/6/>

(2) See discussion from Economic Policy Institute, citing 4 large US studies, pages 14-16 <https://files.epi.org/pdf/157766.pdf>

(3) Page 5 <https://www.citylets.co.uk/research/reports/pdf/Citylets-Quarterly-Report-Q3-2022.pdf>

The size of the property

5. To what extent do you agree or disagree with this part of the proposed guidance?

Strongly agree

Please tell us why you have answered this way.:

Whilst we agree that STLs in larger properties create a particular inconvenience to nearby residents, and we support the restriction of STLs in larger properties, we are also concerned that the effect of this criterion on its own will be to concentrate STLs in areas which are densely populated with smaller properties, such as Gorgie, Leith Walk and the City Centre, which already have a high penetration rate of STLs, and not in wealthier areas of the city with larger properties such as Morningside and Inverleith. In addition, the city also has a persistent under-occupancy problem, where small numbers of people occupy larger properties for example after children have left home, and so bedrooms are poorly distributed and go unused. A 2014 report (1) found that 31% of Edinburgh households had an occupancy rate of +2 or more. This criterion may reduce the availability of smaller properties for such people to move into, and thus exacerbate this problem.

For these reasons we propose that as well as maintaining the proposed criterion on the size of the property, there should be additional criteria added to the guidance about maintaining the availability of certain types of home. In this case the criterion would also restrict Short Term Lets in smaller properties in the pursuit of the council's legitimate aim of reducing under-occupancy and distributing STLs more evenly across the city.

(1) <https://www.edinburgh.gov.uk/downloads/file/24256/housing-topic-report-for-edinburgh>

The pattern of activity associated with the use

6. To what extent do you agree or disagree with this part of the proposed guidance?

Strongly agree

Please tell us why you have answered this way.:

Whilst we agree that STLs in common stairwells create particular nuisance for nearby residents, and support the restriction of STLs in those properties, we are also concerned that the effect of this criterion will be to reduce the availability of main door properties, which are often the only properties which can be made accessible for wheelchair users and people with other mobility impairments. Inclusion Scotland reports that there is a severe shortage of accessible housing in Scotland (1). We therefore propose that as well as maintaining the proposed criterion regarding properties in common stairwells, there should be additional criteria regarding the effect of STLs on the availability of housing in the area, in this case in pursuit of the council's legitimate aim to maintain the availability of accessible housing in the city.

We also strongly support the inclusion of the third criterion here on applicants' intentions to manage the pattern of activity associated with the use. The council can do little to enforce these promises if they are broken, and so such promises should not be taken into account when making decisions about the lawful use of the property.

(1) <https://inclusionScotland.org/get-informed/our-policy-focus/housing>

The nature and character of any services provided

7. To what extent do you agree or disagree with this part of the proposed guidance?

Strongly agree

Please tell us why you have answered this way.:

We agree that Short Term Lets which include communal gardens or close proximity to residential gardens create particular nuisance for nearby residents. We also believe that parking should not be provided to the detriment of nearby residents. We note that in each of these cases it is likely that applicants would claim that they would manage the STL in such a way that they would not create a nuisance, for example by restricting the use of a garden by occupants of the STL. As noted above, these promises cannot be enforced by the council and so should not be taken into account when making decisions about change of use.

Other comments

8. Please use the space below for any further comments on the proposed guidance.

Enter comments here:

The justification given for this guidance is nuisance caused for nearby residents. But whole-property STLs also cause a loss of housing which causes problems for everybody, not just immediate neighbours. We note that the City Plan 2030 (1) has much stronger language in its Housing Policy 7 on the loss of housing than the current local development plan. We urge the council to implement City Plan 2030 as quickly as possible, and for new planning guidance reflecting that wording to be brought in as quickly as possible following that.

The council should consider how this planning guidance and the new licensing scheme will be enforced. Only a small proportion of the Short Term Lets operating in Edinburgh currently have the required planning permission, despite this having been a requirement for several years. STL operators who have been operating without the required planning permission should be denied a license, since they have a history of failing to comply with regulations.

The council cannot rely on its usual practice to enforce planning decisions, since a Short Term Let is more difficult to differentiate from a residential property than other types of commercial property are. Nor should it rely on the public to report STLs without permission. Proper enforcement of these rules will likely require allocating more resources to the council's own enforcement team, as well as making it as easy as possible for the public to check on and report compliance in their own area. For example, we understand that in Barcelona STL hosts are required to publish their name and licence number on any advertisement for their property. If this were implemented in Edinburgh, council officials could check license numbers against its database. This could be combined with a portal on the council website which would allow the public to check whether a nearby property has planning permission and a license. The council could also check advertisements against the Scottish Assessors Association database to check whether a Short Term Let host is paying business rates, council tax, or neither.

We are aware that some landlords are threatening to leave the private rental sector to instead run STLs in order to avoid regulations such as the recent rent freeze and eviction ban, and the scrapping of no-fault evictions in 2016. We are also aware of landlords who have been struck off the landlord

register instead letting their properties as Short Term Lets and thereby avoiding regulation. The council should note that regulation of Short Term Lets such as this proposed planning guidance is essential not only to reduce the worst effects of STLs themselves, but also to close a large loophole in the regulation of the private rented housing sector.

We welcome the note in this guidance that Short Term Lets within the primary residence of the applicant will not require a change of use, and also welcome the fact that under the council's licensing policy such applicants will only need to renew a license every 3 years rather than annually. We agree that "home-sharing" and renting a property on a short term basis while the applicant is away temporarily has little to no effect on the availability of housing and so regulation of this should be light, and focused mainly on health and safety issues. However the council should consider how it can be sure that the property is in fact the applicant's primary residence.

Recent news reports state that the council has received a large number of applications for change of use to STLs before the rules change. The council should bring this guidance into effect as soon as possible in order to help ensure that applicants are not able to evade upcoming restrictions.

Whilst we understand that the legislation on STL Control Areas explicitly exempts Purpose Built Student Accommodation from restrictions, this exemption does give further incentive to developers to build PBSA rather than sorely needed social and affordable housing, as PBSA becomes even more profitable than housing if STLs are restricted in housing and not in PBSA. PBSA is very expensive for students, students have fewer rights than they do in regular housing, and they drive up rents for everyone else. The council should explore ways in which it can further restrict the development of PBSA, and restrict Short Term Lets within PBSA.

(1) <https://www.edinburgh.gov.uk/downloads/file/29997/proposed-plan-written-statement>

(2) <https://www.edinburghlive.co.uk/news/edinburgh-news/almost-100-edinburgh-short-term-24850435>

Guidance for Businesses

April 2023

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Guidance for Businesses



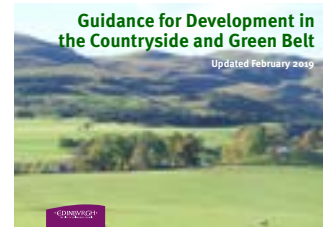
Who is this guidance for?

This guidance is intended to assist businesses in preparing applications to change the use of a property or carry out alterations to a business premises.



Policy Context

This document interprets policies in the *Edinburgh Local Development Plan*. Relevant policies are noted in each section and should be considered alongside this document.



Misc: Student Housing, Radio Telecommunications, Open Space Strategy etc.

This document and other non-statutory guidance can be viewed at: www.edinburgh.gov.uk/planningguidelines

Listed Buildings and Conservation Areas

If the building is listed or located within a Conservation Area, guidance on *Listed Buildings and Conservation Areas* must also be considered. Boxes throughout this guideline give specific information relating to Listed Buildings and Conservation Areas. You can check if your property is listed or located within a conservation area on the Council's website www.edinburgh.gov.uk/planning

Business Gateway

Business Gateway offers businesses free practical help and guidance. Whether you're starting up or already running a business, and provide access to business support and information services.

To get more information on help for your business, or to book an appointment with our experienced business advisers please contact our Edinburgh office.

Contact details:

Business Gateway (Edinburgh Office)
Waverley Court
4 East Market Street
Edinburgh
EH8 8BG
Tel: 0131 529 6644

Email: bglothian@bgateway.com

www.bgateway.com

This guidance was initially approved in December 2012 and incorporates additional text on short term commercial visitor accommodation approved in February 2013, and minor amendments approved in February 2014, February 2016, March 2018 and February 2019.

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Do I need Planning Permission?

Planning Permission

Planning permission is required for many alterations, and changes of use. However, some work can be carried out without planning permission; this is referred to as 'permitted development'. Permitted development is set out in legislation.

Common enquiries are set out in the relevant chapters of this document.

If you believe your building work is 'permitted development', you can apply for a *Certificate of Lawfulness* to confirm that the development is lawful and can go ahead. This can be applied for online at www.eplanning.scot

What is a change of use?

Most properties are classified under categories known as a 'Use Class'. For example, shops are grouped under Class 1 and houses under Class 9. Some uses fall outwith these categories and are defined as 'sui generis', meaning 'of its own kind'. This is set out in The Use Classes (Scotland) Order 1997 (as amended).

Changing to a different use class is known as a change of use and may require planning permission, although some changes between use classes are allowed without planning permission. Planning permission is not required when both the present and proposed uses fall within the same 'class' unless there are specific restrictions imposed by the council. The Scottish Government Circular 1/1998 contains guidance on use classes.

Listed Buildings and Conservation Areas

Fewer alterations are considered to be permitted development and most changes to the outside of a building, including changing the colour, require planning permission. More information on other consents which may be required is included on the next page.

Listed Building Consent

Listed building consent is required for works affecting the character of listed buildings and also applies to the interior of the building and any buildings within the curtilage. Planning permission may also be required in addition to Listed Building Consent. If your building is listed, specific guidance on [Listed Buildings and Conservation Areas](#) must also be considered along with this document.

What Other Consents Might Be Required?

Advertisement Consent

Advertisements are defined as any word, letter, model, sign, placard, board, notice, awning, blind, device or representation, whether illuminated or not, and employed wholly or partly for the purpose of advertisement, announcement or direction.

While many advertisements require express consent, certain types do not need express consent as they have 'deemed consent'. You can check this by consulting [The Town and Country Planning \(Control of Advertisements\) \(Scotland\) Regulations 1984](#). Advertisements displayed in accordance with the advert regulations do not require advertisement consent.

Illuminated shopfront signage in a conservation area requires advertisement consent.

Building Warrant

Converted, new or altered buildings may require a Building Warrant. There is more Building Standards information at www.edinburgh.gov.uk/buildingwarrants. For detailed information please go to the [Scottish Government website](#).

Road Permit

You must get a permit to the Council if you want to carry out work in or to occupy a public street. A [road permit](#) will be required if forming a new access or driveway or if placing a skip or excavation in a public road. It will also be required for scaffolding

or to occupy a portion of the road to place site huts, storage containers, cabins, materials or contractors plant, to put up a tower crane or to operate mobile cranes, hoists and cherry pickers from the public highway. For more information contact the Areas Roads Manager in your [Neighbourhood Team](#).

Licensing

Some activities, such as the sale and supply of alcohol or late hours catering, require a licence. Please contact [Licensing](#) for more information on 0131 529 4208 or email licensing@edinburgh.gov.uk.

[The Civic Government \(Scotland\) Act 1982 \(Licensing of houses in Multiple Occupation\) Order 2000](#), requires operators of HMOs to obtain a licence allowing permission to be given to occupy a house as a HMO where it is the only or principal residence of three or more unrelated people.

Table and Chairs Permit

If your business sells food and drink you may be able to get a permit from the Council to put tables and chairs on the public pavement outside your business.

A [tables and chairs permit](#) allows you to put tables and chairs on the public pavement between 9am and 9pm, seven days a week and is issued for either six or twelve months. For more information please email TablesChairsPermits@edinburgh.gov.uk or phone 0131 529 3705.

Biodiversity

Some species of animals and plants are protected

by law. Certain activities, such as killing, injuring or capturing the species or disturbing it in its place of shelter, are unlawful. It is also an offence to damage or destroy a breeding site or resting place (or obstruct access to).

If the presence of a European Protected Species (such as a bat, otter or great crested newt) is suspected, a survey of the site must be taken. If it is identified that an activity is going to be carried out that would be unlawful, a license may be required.

More information on European Protected Species, survey work and relevant licenses is available on the [Scottish Natural Heritage website](#).

Trees

If there are any trees on the site or within 12 meters of the boundary, they should be identified in the application. Please refer to [the Edinburgh Design Guidance \(chapter 3.5\)](#) for advice.

All trees in a Conservation Area or with a Tree Preservation Order are protected by law, making it a criminal offence to lop, top, cut down, uproot wilfully, damage or destroy a tree unless carried out with the consent of the council. To apply for works to trees, go to www.eplanning.scot.

Trade Waste

Proposals for commercial use of a property should ensure that there will be sufficient storage space off street to store segregated waste containers, in line with the Council's Trade Waste policy.

Changing a Residential Property to a Commercial Use

What does this chapter cover?

Changes of use to:

- private day nurseries
- house in multiple occupation (HMOs)
- running a business from home
- guest house
- short term let accommodation

This guideline is not intended to address new hotel development which is covered by [Edinburgh Local Development Plan \(LDP\) Policy Emp 10 Hotel Development](#).

Where an extension to a residential property is required to then run a business from home, please refer to the [Guidance for Householders](#) to understand what permissions are required.

When is planning permission required?

Some activities within a residential property can be undertaken without requiring planning permission. Some common enquiries are given below.

What should I do if it is permitted development?

If you believe planning permission is not required, you can apply for a [Certificate of Lawfulness](#) for legal confirmation.

Private day nurseries

The change of use from a residential property to a private day nursery requires planning permission.

Where child minding is undertaken from a residential property, whether a change to a private day nursery has occurred will be assessed on a case by case basis. Consideration will be given to the number of children, the frequency of activity and the duration of stay. The criteria under 'Running a business from home' should also be considered.

Houses of Multiple Occupation (HMOs)

The sharing of accommodation by people who do not live together as a family is controlled at the point at which there is considered to be a material change of use. For houses, Class 9 of the Town and Country Planning (Use Classes) (Scotland) Order 1997 considers this to be when more than 5 people are living together, other than people living together as a family. As with houses, the Council would also expect a material change of use to occur in flats when more than 5 unrelated people share accommodation. All planning applications for Houses in Multiple Occupation (HMOs) are assessed using LDP Policy Hou 7: Inappropriate Uses in Residential Areas, having regard to the advice below.

Running a business from home

Proposals which comply with all the following may not need planning permission, but always check with the council first.

- There should be no change in the character of the dwelling or the primary use of the area. For example, signage, display of commercial goods, increased pedestrians and vehicular movements, noise etc.
- There should be no more than the parking of a small vehicle used for commercial and personal purposes within the curtilage of a dwelling house.
- Any ancillary business should not be detrimental to the amenity of the area by reason of noise, vibration, smell, fumes, smoke, ash, dust, or grit.
- There should be no impact on the amenity or character of the area as a result of visitors or deliveries to the property.
- The primary use of the property must be domestic and any members of staff on the premises should have no impact on the amenity and character of the property.

Using your home as a guest house

Planning permission will not be required for the use of a house as a bed and breakfast or guest house if:

- The house has less than four bedrooms and only one is used for a guest house or bed and breakfast purpose
- The house has four or more bedrooms and no more than two bedrooms are used for a guest house or bed and breakfast purpose.

Planning permission will always be required if a flat is being used as a guest house or bed and breakfast, regardless of the number of rooms.

Short Term Let Accommodation

The city-wide Edinburgh Short-term Let (STL) Control Area came into force on 5 September 2022, which means that the use of a residential property for short term let accommodation will constitute a change of use requiring planning permission provided that:

- It is not a private tenancy under Section 1 of the Private Housing (Tenancies) (Scotland) Act 2016;
- It is not a tenancy of a dwellinghouse (or part of one) where all or part of the dwellinghouse is the principal home of the landlord or occupier;
- Sleeping accommodation is provided to one or more persons for one or more nights for commercial consideration (i.e. an exchange of money);
- No person to whom sleeping accommodation is provided is an immediate family member of the person by whom the accommodation is being provided;

- The accommodation is not provided for the principal purpose of facilitating the provision of work or services to the person by whom the accommodation is being provided or to another member of that person’s household;
- The accommodation is not provided by an employer to an employee in terms of a contract of employment for the better performance of the employee’s duties; and
- The accommodation is not a hotel, boarding house, guest house, hostel, residential accommodation where care is provided to people in need of care, hospital or nursing home, residential school, college or training centre, secure residential accommodation (including a prison, young offenders institution, detention centre, secure training centre, custody centre, short-term holding centre, secure hospital, secure local authority accommodation or use as military barracks), a refuge, student accommodation or an aparthotel.

These legal requirements are set out in the Town and Country Planning (Scotland) Act 1997 and the Town and Country Planning (Short-term Let Control Areas) (Scotland) Regulations 2021. Further detail is contained in Annex B of the Scottish Government’s Planning Circular 1 of 2021 – Establishing a Short-term Let Control Area.

On 1 October 2022, the licensing scheme under the Civic Government (Scotland) Act 1982 (Licensing of Short-term Lets) Order 2022 (the STL Licensing Order) will open to receive applications for short-term let licenses. The requirement to have an STL licence is separate from any need to have planning permission.

In Edinburgh, due to the STL Control Area, to lawfully operate a secondary let STL under an STL licence, there will be a need to either have planning permission in place, or an ongoing application for planning permission, or have it in place confirmation from the Council that planning permission is not required. In the event that the planning application and any related appeal is refused, the STL licence holder cannot lawfully continue to operate the secondary let STL in terms of their licence.

“Secondary letting” means a short-term let consisting of the entering into an agreement for the use of accommodation, which is not, or not part of, the licence holder’s only or principal home.

Further guidance on licensing can be found on the [Council’s website](#).

What to consider if planning permission is required

Policy Hou 7

Sets out when uses will not be permitted in predominately residential or mixed use areas i.e. uses which would have a materially detrimental effect on the living conditions of nearby residents.

Amenity

Proposals for a change of use will be assessed in terms of their likely impact on neighbouring residential properties. Factors which will be considered include background noise in the area and proximity to nearby residents.

In the case of private day nurseries, whether nearby residential uses overlook the garden will also be considered. This is due to the potential for increased noise to those households.

Road Safety and Parking

The *car parking standards* define the levels of parking that will be permitted for new development and depends on the scale, location, purpose of use and the number of staff. Parking levels will also be dependent on the change of use and proximity to public transport.

The existing on-street parking and traffic situation will be important considerations in this assessment. The location should be suitable to allow people and deliveries to be dropped-off and collected safely. This is especially important for children going to and from a private day nursery. The potential impact on vulnerable road users – cyclists and pedestrians – will also be a consideration.

Parking in Gardens

The provision of new car parking should have regard to character and setting of the property and should normally preserve a reasonable amount of front garden. In a conservation area parking in the front garden would only be considered if there was an established pattern and it was part of the character of the area. Parking in the front garden of a listed building is not likely to be supported and there is normally a presumption against loss of original walling and railings and loss of gardens. Further information on the design of parking in gardens can be found in the *Guidance for Householders*.

Flatted Properties

Change of use in flatted properties will generally only be acceptable where there is a private access from the street, except in the case of HMOs. Nurseries must also benefit from suitable garden space.

Further information

If a proposal has the potential to result in impacts then these should be addressed at the outset so they can be considered by the case officer. Examples of information that may be required include:

- An acoustic report if there is potential for noise impact.
- Details of ventilation systems if the application has the potential to create odour problems, and details of the noise impact of any proposed ventilation system.
- Details of any plant and machinery
- Details of attenuation measures if structure-borne and air-borne vibrations will occur.

Short Term Let Accommodation

Applications for a change of use to short term let accommodation will be assessed and determined against the development plan, both with respect to LDP policy Hou 7 and National Planning Framework 4 (NPF 4) policy 30(e), and material considerations. The table below principally provides guidance in respect of LDP Policy Hou 7. It may also provide some assistance in considering NPF 4 Policy 30 (e) (i). This table is not relevant to the consideration of NPF 4 Policy 30 (e) (ii).

<p>The character of the new use and of the wider area.</p>	<p>Where the location is predominantly commercial in character and there are no residential properties in close proximity, adverse impacts on amenity are less likely. This means it is more likely permanent short-term lets (STLs) can be supported in such locations.</p> <p>Where the location is mixed in character (residential / commercial) regard will be had to the nature of surrounding uses and the proximity of the proposal site to residential properties.</p> <p>Where the street has a quiet nature or low ambient noise levels (particularly at night-time), permanent STL will not generally be supported. No weight will be given to the existence of neighbouring unlawful STLs as justification for the grant of planning permission for an STL.</p> <p>The Planning service will assess the merits of any proposal against its impact on the lawful planning use of nearby properties. Where the area is wholly residential, it is unlikely that short-term let proposals will be supported.</p>
<p>The size of the property.</p>	<p>Larger properties can have a greater capacity for guests. Where there are greater numbers of guests, there is increased potential for noise and disturbance. Both the number and size of rooms will be taken into account when considering this.</p>
<p>The pattern of activity associated with the use including numbers of occupants, the period of use, issues of noise, disturbance, and parking demand.</p>	<p>If the property is accessed off a stair where there are other flats off that stair, it is very unlikely that a change of use will be supported. This is because it has been found that existing residents of flats within stairs are particularly affected by the pattern of activity which often results from permanent STL use where multiple sets of guests stay for short periods of time throughout the year. Guests can arrive late at night and make noise and cause disturbance in a way which residents of that stair would not, given they will know of the impacts that they have on one another and be able to manage those impacts in a neighbourly way.</p> <p>If the property does have its own main door access regard must be had to the other criteria within this table.</p> <p>Planning permission is granted to property rather than individuals, which means that property can change hands and be operated in a different way than was intended by the applicant for planning permission. Because of this, when considering the pattern of activity associated with a use, only limited regard can be had to how an applicant intends to manage that.</p>
<p>The nature and character of any services provided.</p>	<p>Where there is access to a communal garden which can be used by existing residential properties, or where there is a garden that would form part of the curtilage of an STL and would be in close proximity to residential gardens, STLs will generally not be supported. Where parking is provided, this will be considered within the context of the Council’s parking policies and guidance.</p>

Changing to a Food or Drink Use

What does this chapter cover?

Uses such as:

- Restaurants, cafes and snack bars (Class 3)
- Hot food takeaways (Sui Generis)
- Cold food takeaways which are classed as a shop (Class 1)
- Public houses and bars (Sui Generis)
- Class 7 uses (hotels and hostels) licensed or intending to be licensed for the sale of alcohol to persons other than residents or persons other than those consuming meals on the premises. i.e. with a public bar.

It does not include:

- Class 7 uses (hotels and hostels) without a public bar.

When is planning permission required?

Some food and drink uses do not require planning permission. Information on some common enquiries is given on this page.

Changing a shop to Class 3 use or hot food takeaway

Planning permission is required for a change of use from a shop to a hot food takeaway or to a Class 3 use, such as a café or restaurant. Whether this change has, or will occur will be determined on a case by case basis. Regard will be given to:

- Concentration of such uses in the locality
- The scale of the activities and character and appearance of the property
- Other considerations are the impact on vitality and viability, the effect on amenity and potential road safety and parking problems.

What should I do if it is permitted development?

If you believe planning permission is not required, you can apply for a [Certificate of Lawfulness](#) for legal confirmation.

Selling cold food for consumption off the premises

Businesses selling cold food for consumption off the premises, such as sandwich bars, fall within Class 1 shop use. If the building is already in use as a shop then permission is not required.

Some secondary uses alongside the main uses also do not need permission; this is dependant on the scale of the activity.

Ancillary uses which are not likely to require planning permission in addition to a Class 1 shop use are:

- The sale of hot drinks
- The provision of microwaves, soup tureens and/or toasted sandwich machines.
Note: hotplates for the cooking of food will generally not be acceptable in a class 1 establishment
- Seating constituting a very minor element to the overall use. The limit will vary according to the size and layout of the premises
- An appropriately sized café in a larger unit, such as a department store, if it is a relatively minor proportion of the overall floorspace and operates primarily to service the shop's customers.

What to consider if planning permission is required

Protecting Shops

Policies Ret 9-11

Set out which locations a non-shop use is acceptable. These policies should be considered if a shop will be lost as part of the changes. In some areas of the City, the loss of a shop use will not be permitted. In other areas, certain criteria must be met.

Policy Hou 7

sets out when uses will not be permitted in predominantly residential or mixed use areas.

Policy Ret 11

Sets out when food and drink establishments will not be permitted.

Restaurants, cafés, snack bars and other Class 3 Uses

Proposals will be supported in principle in the following locations:

- Throughout the Central Area
- In designated shopping centres
- In existing clusters of commercial uses, provided it will not lead to an unacceptable increase in disturbance, on-street activity or anti-social behaviour to the detriment of the living conditions of nearby residents.

Proposals in predominantly housing areas will not normally be permitted.

Hot Food Takeaways

With the exception of proposals within areas of restriction (shown on the next page), proposals will be supported in principle in the following locations:

- Throughout the city centre area as shown in the adopted Edinburgh Local Development Plan (LDP)
- In designated shopping centres as shown in the LDP
- In existing clusters of commercial uses, provided it will not lead to an unacceptable increase in disturbance, on-street activity or anti-social behaviour to the detriment of the living conditions of nearby residents.

Proposals in the areas of restriction will only be accepted if there will be no adverse impact upon existing residential amenity caused by night-time activity. Where acceptable, this will normally be controlled through conditions restricting the hours of operation to 0800 to 2000.

Proposals in predominantly housing areas will not normally be permitted.

Where a restaurant's trade is primarily in-house dining but a minor element is take-away food then this still falls within the Class 3 use. Where take-away is a minor component of the business it will not require planning permission.

You can find out whether a site is located in the city centre area or a designated shopping centre through the online proposals map for the LDP, which can be accessed via the following link: <https://edinburghcouncil.maps.arcgis.com/apps/webappviewer/index.html?id=d1e3d872be424df5b89469de72bb03bd>

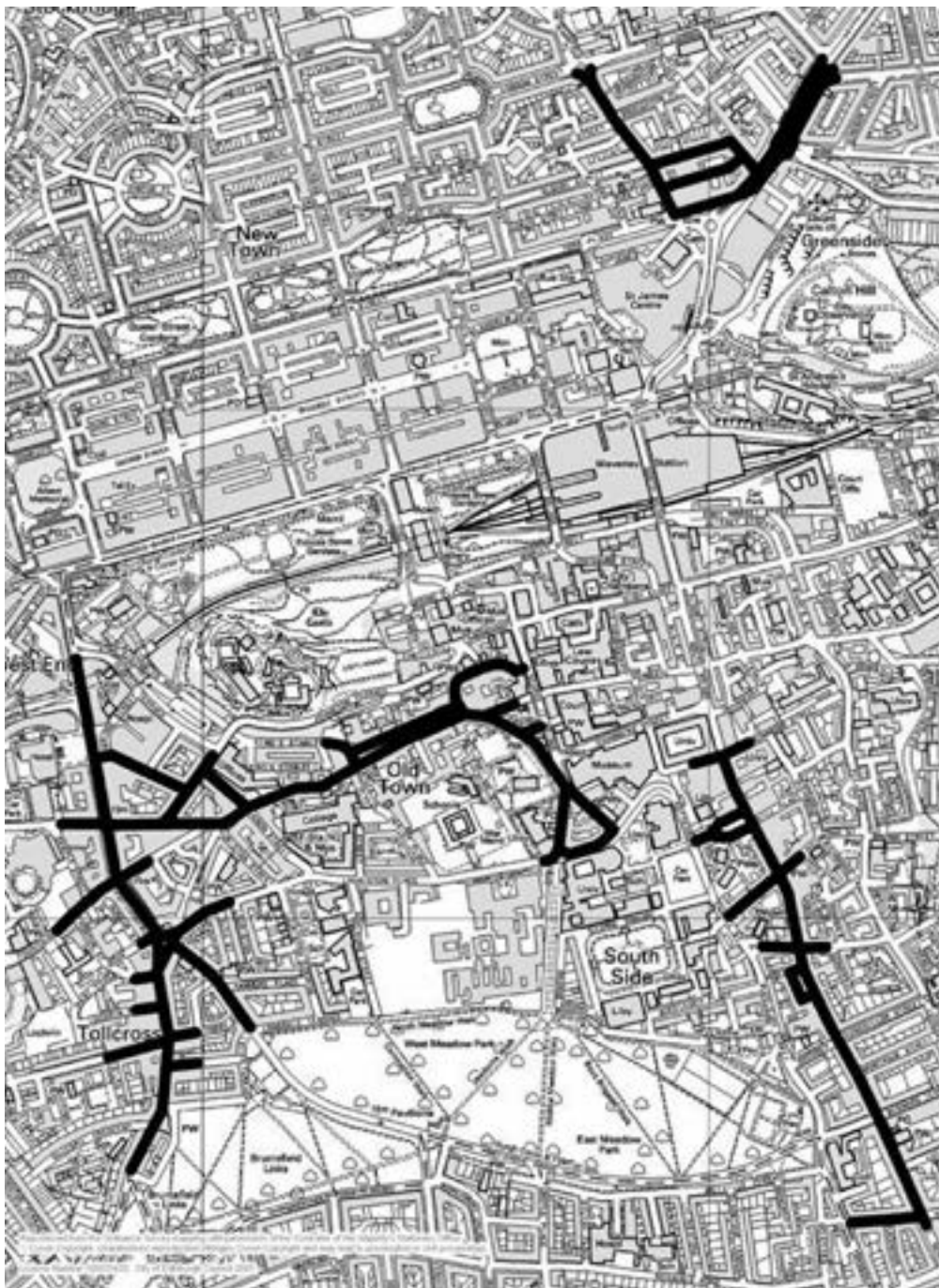
Public houses, entertainment venues and hotels outwith Class 7 (Hotels and Hostels)

In all locations, these uses should be located so as not to impinge on residential surroundings. Accordingly, such developments, with the exception of public houses designed as part of a new build development, will not be allowed under or in the midst of housing¹

There will be a presumption against new public houses and entertainment venues in the areas of restriction (shown on Page 10). Proposals for extensions to venues in the areas of restriction will only be accepted if there will be no adverse impact of the residential amenity caused by night time activity.

Proposals in predominantly housing areas and residential side streets will not normally be permitted.

[1] "Under or in the midst of housing" means a) where there is existing residential property above the application site or premises; or b) where there is existing residential property immediately adjoining two or more sides of the building or curtilage comprising the application site. "Residential property" means dwelling houses, flats or houses in multiple occupancy and includes any vacant units.



Ventilation

If the use is acceptable in principle, establishments with cooking on the premises must satisfy ventilation requirements to ensure that they do not impinge on the amenity of the residential area or other neighbourhoods.

An effective system for the extraction and dispersal of cooking odours must be provided. Details of the system, including the design, size, location and finish should be submitted with any planning application. A report from a ventilation engineer may also be required where it is proposed to use an internal route in an existing building for ventilation ducting.

The ventilation system should be capable of achieving 30 air changes an hour and the cooking effluvia ducted to a suitable exhaust point to ensure no cooking odours escape or are exhausted into neighbouring premises.

Conditions shall be applied to ensure the installation of an effective system before any change of use is implemented, and/or the restriction of the form and means of cooking where necessary.

On a listed building or in a conservation area, the use of an internal flue should be explored before considering external options. The flue would need planning permission and listed building consent in its own right.

Design

Any external duct should be painted to match the colour of the existing building to minimise its visual impact.

Location

Ventilation systems should be located internally. Where this is not practicable, systems located to the rear may be considered.

Noise

Conditions may be put in place to ensure that there is no increase in noise that will affect the amenity of the area.

The map identifies areas of restriction. These are areas of mixed but essentially residential character where there is a high concentration of hot food takeaways, public houses and entertainment venues.

Changing a Commercial Unit to Residential Use

When is permission required?

Planning permission is required to convert a business to a house or flat. Permission will also be required for physical alterations to any external elevation. Listed building consent, where relevant, may also be required.

What to consider if planning permission is required

Protected shops

Policies Ret 9-11

set out when a non-shop use is acceptable. They should be considered if a shop will be lost as part of the changes.

In some areas of the city, the loss of a shop use will not be permitted. In other areas, certain criteria must be met. These policies should be considered for more information.

Amenity

Policy Hou 5

Sets out the criteria to be met by proposals to convert to residential use.

Applications for a change of use will need to prove that the quality and size of accommodation created is satisfactory.

Units with insufficient daylight will be unacceptable; proposals should fully meet the council’s daylight requirements in the [Edinburgh Design Guidance](#). Basement apartments with substandard light will only be accepted where the remainder of the created unit represents a viable unit in its own right with regards to adequate daylight.

Dwelling sizes should meet the following minimum requirements and exceeding these standards is encouraged. Provision of cycle and waste storage is encouraged and may be required in some instances.

Number of Bedrooms	Minimum Gross Floor Area (sq m)
Studio	36
1 (2 persons)	52
2 (3 persons)	66
2 (4 persons)	81
3 (4 persons)	81
Larger Dwellings	91

Design

New designs should be of a high quality and respect their context

- 1. Consider the architectural or historic merit of the shopfront and its context and identify an appropriate design from one of the following three basic approaches.**

Retain the shopfront



Henderson Street

Retaining the existing shopfront and adapting it for residential use is a simple method of conversion and ensures the property fits well within its context. Where the shopfront is of architectural or historic merit this will be the only appropriate design.

A design which retains the shop front could be used in residential areas or within a row of shops.

Simple contemporary design



Royal Park Terrace

Simple contemporary designs are often the most successful. The existing structural openings should be retained and any features of architectural or historic merit retained and restored. High quality materials should be used.

A simple contemporary design could be used in residential areas or within a row of shops.

Residential appearance

Conversions with a residential appearance are rarely successfully achieved. Attention should be paid to structural openings, materials and detailing to ensure the new residential property does not stand out from its context.

Windows which are a version of those on the upper floors in terms of proportions, location and detail are usually most appropriate. Doors should relate to the scale of the building and should not result in a cluttered appearance.

Paint work should be removed to expose the stone or toned to match the building above.

A design with a residential appearance may be appropriate in residential areas but not within a row of shops.



Consider the privacy of residents

To create privacy within the property, shutters or moveable screens behind the window could be considered as an alternative to frosted glass. Where considered acceptable, frosted glass should not occupy more than 50% of the height of the window. Retaining recessed doors also provides a degree of separation from the street. Metal gates could also be added.

Altering a Shopfront

There should always be a presumption to improve, where possible, a poor shopfront.

Understanding your shopfront

Policy Des 12

sets out the principles for altering a shopfront

1. Consider the period of the building and the style of the shopfront

Shopfronts come in many styles, reflecting the different periods of architecture in Edinburgh. Those of architectural merit or incorporating traditional features or proportions should be retained and restored.

2. Determine whether there are any original or important architectural features or proportions which need to be retained

The pilasters, fascia, cornice and stallriser form a frame around the window and should be retained. Recessed doorways, including tiling, should not be removed. Original proportions should be retained.



Pilasters



Cornice



Stallriser

3. Identify any inappropriate additions which should be removed

Large undivided areas of plate glass can be appropriate within a small shopfront, however over a larger area can appear like a gaping hole over which the upper storeys look unsupported.

Large deep fascia boards and other claddings should be removed and any original features reinstated.



Deep Fascia



Proportions



Cladding

Good Example

At 37-41 Nicolson Street, Edinburgh, restoration work has been carried out to remove modern additions and unveil the original Victorian shopfront of 'McIntyre's Drapery Stores'. Architectural features, including the cornice, pilasters and glazing bars have been exposed. Views into the store have now been opened up and the shop is more noticeable in the street.



Context

Shopfronts should be designed for their context

1. Consider the relationship of the frontage to the rest of the street

The relationship of the frontage to the established street pattern should be considered, particularly in terms of fascia and stallriser height and general proportions. Alterations should preserve and strengthen the unity of the street.



One shopfront across two separate buildings will not normally be acceptable as it disrupts the vertical rhythm of the facades above.



2. Consider the relationship to features on the upper floors

Where units have a narrow frontage and vertical emphasis, they should retain their individual integrity, rather than attempting to achieve uniformity with adjoining properties.



Good Examples



St Stephen Street



William Street



Grassmarket

New Design

New designs should be of high quality and respect their surroundings

1. Identify the features or proportions which will need to be retained or restored

The pilasters and frame should be retained, even if the rest of the frontage is not of sufficient quality to merit retention.

Poorly designed fascias and pilasters do not make up a well composed frame. Pilasters should not be flat to the frontage and fascias should not exceed one-fifth of the overall frontage height or be taken over common staircases. Stallrisers should be in proportion to the frontage.

Cornice which continues from the adjacent frontages will require to be restored. No part of the frontage should be located above this.

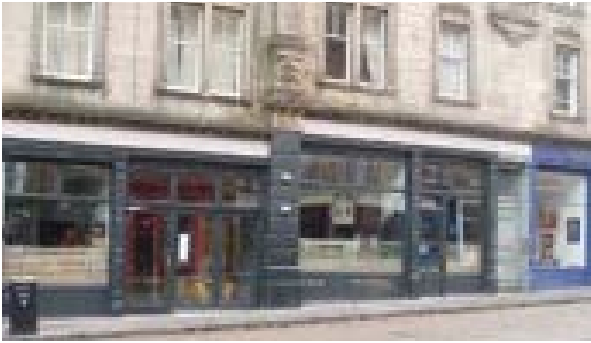
2. Consider the design and materials to be used

Where a new frontage is considered appropriate, there is no particular correct style. Modern designs will be considered acceptable providing they incorporate high quality materials, are well proportioned, and retain any features of architectural merit.

Reproduction frontages should be based on sound historical precedent in terms of archival evidence or surviving features.

Appropriate spacing and cornice should be used to create a visual break between the frontage and the building above.

Good Examples



Barclay Place



Bread Street

In general, natural and traditional materials, such as timber, stone, bronze, brick and render should be used. These should be locally sourced from renewable or recycled materials, wherever possible. Frontages clad in incongruous materials will not be acceptable.

Paint and Colour

When is permission required?

Planning permission, and where relevant listed building consent, will be required to paint a building which is listed or within a conservation area, including a change of colour.

Planning Permission will not be required to paint an unlisted building out with conservation areas. However the painting and colour of a building should reflect its character and the area.

Good Example



Victoria Street

Listed Buildings and Conservation Areas

Paint

Unpainted stonework and other good quality materials should not be painted.

Colour Schemes

The creation of a strong identify for a business must come second to an appropriate balance with the context. Colour schemes should clarify the architectural form and not apply alien treatments and design. The most successful are simply schemes which employ only one or two colours.

Muted or dark colours are preferable.

Uniform Appearance

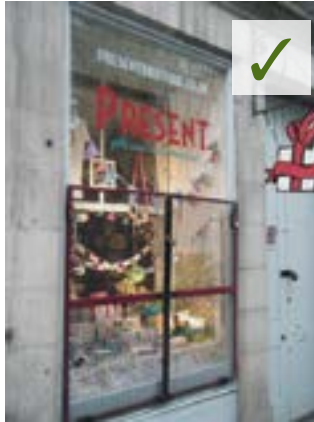
Coordinated paint schemes are encouraged and should be retained where present. In particular, common details, such as arches and pilasters, should have a uniform treatment. Similar lettering and signage should also be used.

The range of colours within a block should be limited.

Security

1. Determine whether a security device is necessary and consider alternative solutions

Security devices should not harm the appearance of the building or street. Toughened glass or mesh grilles could be used as an alternative to security shutters.



3. Identify an appropriate shutter design

Solid roller shutters are unacceptable. They do not allow window shopping at night, the inability to view the inside of the shop can be a counter security measure and they tend to be a target for graffiti.



Where there is evidence of early timber shutters, they should be restored to working order or replaced to match.

External roller shutters require planning permission.



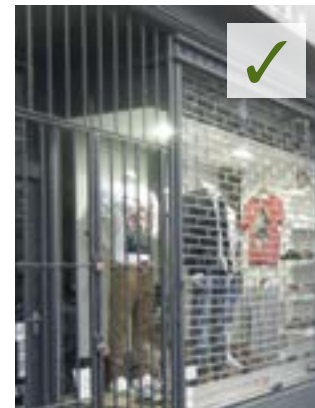
2. If a device is considered acceptable, consider its location in relation to the window

Where shutters are not common within the immediate area, they should be housed internally, running behind the window.

Elsewhere, shutters should be housed behind the fascia or a sub-fascia.

Shutters should not be housed within boxes which project from the front of the building.

Roller shutters of the non-solid type may be acceptable in a perforated, lattice, brick bond or open weave pattern. Shutters made up of interlocking clear polycarbonate sheets running externally to the glass may also be acceptable.



Listed Buildings and Conservation Areas

Externally mounted shutters will not be considered acceptable.

The most appropriate security method is toughened glass. Internal open lattice shutters or removable mesh grilles may also be acceptable.

Metal gates are most appropriate on recessed doors.

Shutters should be painted an appropriate colour, sympathetic to the rest of the frontage and immediate area.

Blinds and Canopies

1. Consider whether a blind or canopy is appropriate on the building

Blinds and canopies should not harm the appearance of the building or street.

Traditional projecting roller blinds, of appropriate quality, form and materials, will be considered generally acceptable

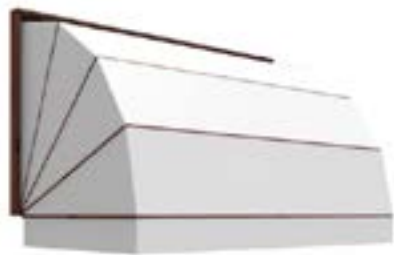
Dutch canopies will not be acceptable on traditional frontages where important architectural elements would be obscured.

Listed Buildings and Conservation Areas

Dutch canopies will not be acceptable on listed buildings or in conservation areas.

Blinds and canopies will not be considered acceptable on domestic fronted buildings.

Solar glass and film are acceptable alternative methods of protecting premises from the sun, providing they are clear and uncoloured.



Dutch canopy

2. If acceptable, consider the location of the blind or canopy

Blinds and canopies should fold back into internal box housings, recessed within the frontage. They must not be visually obtrusive or untidy when retracted.



Boxes housing blinds and canopies that project from the building frontage will not be acceptable.

Blinds and canopies will not be acceptable above the ground floor level.



3. Determine an appropriate design and materials

Blinds and canopies must be made of high quality fabric. Shiny or high gloss materials in particular will not be supported.

An advert, including a company logo or name, on a blind or canopy will need advertisement consent.



Other works affecting or relating to a shopfront or other business which may require planning and/or listed building consent:

- Installation of garlands, particularly if they are supported by a structure
- Free standing advertisement fixtures, awnings, flagpoles and banners

Where permission is **required** these will generally not be acceptable.

Automatic Teller Machines

1. Consider whether an ATM will be acceptable

ATMs should not impact upon the character of the building or area.

Free standing ATMs add to street clutter and will not be considered acceptable.

ATMs may be considered acceptable when integrated into a frontage, providing no features of architectural or historic interest will be affected and the materials and design are appropriate.

2. If acceptable, consider the location, design and access

Consideration should be given to pedestrian and road safety. Terminals should be sited to avoid pedestrian congestion at street corners and narrow pavements. The assessment of the impact on road safety will include any potential increase in the number of vehicles stopping, visibility and sightlines.

The use of steps for access to ATMs should be avoided and the units should be suitable for wheelchair access.

Where ATMs are removed, the frontage should be reinstated to match the original.

Listed Buildings and Conservation Areas

Consideration should first be given to locating the ATM internally. For guidance on internal alterations, consider the Listed Buildings and Conservation Area guidance.

Externally, ATMs should be located in a concealed position on the façade, within an inner vestibule or on a side elevation.

ATMs should not be fitted to finely detailed façades or shopfronts of historic or architectural merit. They will not be acceptable where stone frontages, architectural features or symmetry will be disturbed. New slappings (knocking a hole through a wall to form an opening for a door, window etc) will be discouraged.

Only one ATM will be allowed on the exterior of any building.

Where acceptable, the ATM should not be surrounded by coloured panels or other devices and signage should not be erected. The ATM and any steps or railings, where necessary, should be formed in high quality materials and be appropriate to the area. Surrounding space should match the façade in material and design.

Permissions Required

ATMs which materially affect the external appearance of a building require planning permission. Listed building consent may also be required for an ATM on a listed building. In addition, advertisement consent may be required for any additional signage.

Air Conditioning and Refrigeration

Location

Air conditioning and refrigeration units should not be located on the front elevation or any other conspicuous elevations of buildings, including roofs and the flat roofs of projecting frontages.

It will normally be acceptable to fix units to the rear wall. These should be located as low as possible.

Design

Units should be limited in number, as small as practicably possible and painted to tone with the surrounding stonework or background.

Listed Buildings and Conservation Areas

The preferred location for units on listed buildings and within conservation areas are:

- standing within garden or courtyard areas (subject to appropriate screening and discreet ducting)
- Within rear basement areas
- Inconspicuous locations on the roof (within roof valleys or adjacent to existing plant). However, in the New Town Conservation Area and World Heritage Site, aerial views will also be considered.
- Internally behind louvers on inconspicuous elevations. This should not result in the loss of original windows.

Where it is not practicably possible to locate units in any of the above locations, it may be acceptable to fix units to the wall of an inconspicuous elevation, as low down as possible.

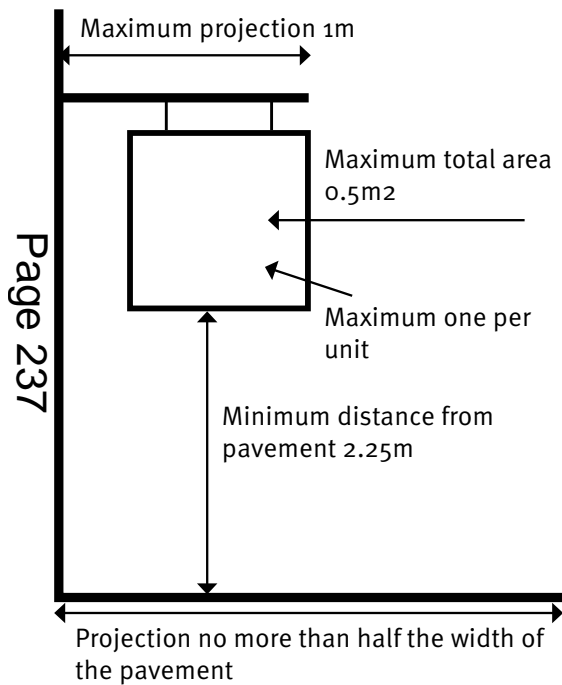
Units should be limited in number, as small as practicably possible and painted to tone with the surrounding stonework or background.

Ducting must not detract from the character of the building.

Signage and Advertisements

1. Consider the scale, location and materials of the advertisement and any lettering

High level signage is not normally considered acceptable.



NB. Dimensions may be reduced for smaller frontages

Projecting and Hanging Signs

Traditional timber designs are most appropriate on traditional frontages.



Fascia

Box fascia signs applied to existing fascias are not considered acceptable.

Individual lettering should not exceed more than two thirds the depth of the fascia, up to a maximum of 450mm.

Princes Street

Projecting signs and banners will not be supported. Illumination must be white and static.

Listed Buildings, Conservation Areas and Royal Mile

Signage obscuring architectural details is not acceptable.

Signage should be timber, etched glass or stainless steel; synthetic materials are not appropriate.

Signage should harmonise with the colour of the shopfront.

Applied fascia boards/panels will not normally be acceptable. Lettering shall be applied directly onto the original fascia. If there is an existing applied fascia board/panel in place, this should a) be removed and the original fascia restored, or b) an appropriate new fascia applied but only where there is no original fascia.

Letters must be individual and hand painted.

On buildings of domestic character, lettering or projecting signs are not acceptable. Guidance on alternative signage is given on the next page.

In the Royal Mile area of Special Control, there are additional controls on advertisements.

2. Consider an appropriate method of illumination

External illumination will only be acceptable if unobtrusive.

Individual letters should be internally or halo lit. Discreet spotlights painted out to match the backing material or fibre optic lighting may also be acceptable. Illumination must be static and no electrical wiring should be visible from outside of the premises. White illumination is preferable.

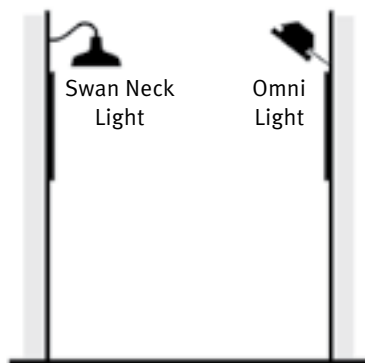
Projecting signs should only be illuminated by concealed trough lights.

LED strip lighting to illuminate signage may be acceptable where it can be positioned discreetly on the shop front.

Page 238

Listed Buildings and Conservation Areas

Swan neck lights, omni-lights on long arms or trough lights along the fascia will not normally be acceptable. Letters should be halo or internally lit.



3. Consider alternative advertisements

Internal Advertisements

Advertisements behind the glass should be kept to a minimum to allow maximum visibility into the premises.



Directional Signs/ Temporary On-Street Advertising / A boards

Advance directional signs outwith the curtilage of the premises to which they relate (including 'A boards' and other temporary on-street advertising) will not be permitted.

Guest Houses

Houses in residential use (Class 9) but with guest house operations should not display signs, except for an official tourism plaque or a window sticker.

For properties operating solely as a guest house (Class 7), any pole signs located in front gardens should not exceed 0.5sq metres in area.

Listed Buildings and Conservation Areas

Basement properties

Basement properties may be identified by a name plate or modest sign on the railings, or where they don't exist, discreet and well designed pole mounted signs may be acceptable.



Buildings of domestic character

On buildings of domestic character, identification should consist of a brass or bronze nameplate, smaller than one stone. Where the building is in hotel use, consideration will be given to painted lettering on the fanlight or a modest sign on the railings.

Cycle Storage

Commercial buildings which operate under class 4, 5 or 6 of the use classes order* have permitted development rights to erect a structure for the purpose of the temporary storage of pedal cycles, provided that the following criteria are met:

- The structure will not be sited within the curtilage of a listed building
- If the site is located in a conservation area, the structure will be located within the front curtilage of the commercial building
- The structure will not obstruct the clear line of sight of a road or footpath by the driver of a vehicle entering or leaving the commercial building (a driver's view of pedestrians and drivers on the footpath and road next to the building should not be worsened as a result of the structure being erected)
- The structure would create an obstruction to light to another building

To get written confirmation that you do not require planning permission you can apply for a Certificate of Lawfulness. You can do this online and you will get a decision from us on whether permission is required. This certificate can be used to confirm you do not need permission. It can also be useful should you decide to sell or rent the premises, or if you are asked if you have permission for ancillary buildings.

Note: The planning authority will not provide informal opinions as to whether a building will obstruct either the clear sight of a driver, or light to another building. If you wish to seek clarification as to whether your proposal complies with these requirements in order to be considered permitted development, a certificate of lawfulness must be applied for.

* Use classes order

Class 4 - Business use

- As an office, other than a use within class 2 (financial, professional and other services)
- For research and development of products or processes
- For any industrial process

Being a use which can be carried on in any residential area without detriment to the amenity of that area by reason of noise, vibration, smell, fumes, smoke, soot, ash, dust or grit.

Class 5 - General Industrial

Use for the carrying on of an industrial process other than one falling within class 4 (business)

Class 6 - Storage or distribution

Use for storage or as a distribution centre



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CITY OF EDINBURGH COUNCIL

Item No 3

PLANNING COMMITTEE

19 April 2023

DEPUTATION REQUESTS

Subject	Deputation
3.1 In relation to Item 8.1 on the agenda – Proposed Changes to Short Term Let Guidance in the Non-Statutory Guidance for Businesses – Report by the Chief Planning Officer	Living Rent
3.2 In relation to Item 11.1 by Councillor Osler – Edinburgh Design Guidance – Cycle Parking	Spokes

Spokes support Cllr Osler's motion on Edinburgh Design Guidance - Cycle Parking, and urge committee members to approve it.

Edinburgh has a history of poor provision of cycle parking in new developments. Many developments were built without provision for non-standard cycles, such as cargo bikes and adapted tricycles. If such cycles are to become a practical option for all who want to use them, then providing better storage for non-standard cycles is essential. Additionally, two-tier racks are often used to fit the desired number of parking spaces into a smaller area. However, two-tier racks are hard to use, even with conventional bikes. They are particularly difficult to use for people with low upper body strength or heavier cycles such as e-cycles. The majority of cycle parking in developments should thus be Sheffield stands. Short-term parking at locations such as supermarkets should always be single-tier.

The current guidance has improved matters, particularly the policies stipulating "Maximum 50% of provision in two-tier racks" and "Minimum 20% provision for non-standard cycles". However, further improvement is still needed. For example, the guidance does not cover wall-mounted racks, which are used to avoid the two-tier rack policy. Wall-mounted racks have the same issues as two-tier racks, and they should be counted together. We look forward to the review addressing such matters, and will be happy to provide feedback.

An important matter not covered by this motion is the patchy compliance with existing guidance. For example, the council recently approved these applications:

- Yeaman Place (22/03556/FUL) - with 0% provision for non-standard cycles.
- Beaverhall Road (22/01654/FUL) - with 64% of provision in two-tier racks and 1% being for cargo bikes.

We understand that training for officers is ongoing, but committee members should also be rejecting applications which are so flagrantly non-compliant.

A wider review of cycle parking policy could also consider the use of Section 75 contributions to fund a public cycle hire scheme.

A further problem is poor provision of both access and parking at legacy sites, where permission was given long ago. An example which has caused repeated complaints over many years is Craighleith Retail Park/ Sainsbury, where the cycle (and pedestrian) access is extremely poor. Whilst the Council may not have powers to compel action here, it could work with the Chamber of Commerce, Cycling Scotland and others to encourage and incentivise businesses to recognise their responsibilities in the context of the climate crisis.

Action on measures such as cycle hire and cycling-unaware legacy developments is of growing urgency given the council's welcome commitment to 2030 net zero. Planning needs to play a full part in this.

We urge you to support this motion, and look forward to contributing to the review.

David French
Spokes planning group