

Addendum by the Green Group

Planning Committee

29 September 2021

Item 6.1 City Plan 2030 – Approval of Proposed Plan for Statutory Representation Period

In recommendations, add at end:

“1.1.5 thanks council officers and others who have contributed an enormous amount of work to the proposed City Plan; welcomes the clear stated intention that this is a plan to contribute to addressing climate change and to ending poverty by 2030, and further welcomes that it **does not seek to allocate any new greenfield sites** for development;

1.1.6 notes the proposed plan envisages development over the next 10 years; considers that if this is the case, there is a potential risk the City Plan may become out of date; in particular notes that the scale of change required to respond to the climate emergency is likely to need bolder action on decarbonisation than is set out in this plan; notes that the Scottish Government transitional arrangements for the Planning (Scotland) Act 2019 includes measures to ensure that plans do not become out of date, and agrees that the report to committee following the period of representation will set out further information and options to **ensure an up-to-date and climate-ready plan**;

1.1.7 notes the **City Plan 2030 and City Mobility Plan** were initially developed in tandem but that the timetable for the City Plan has slipped due to various factors outwith the council's control; agrees there is value in maintaining synergy between the two plans, and asks officers to ensure this is the case as the City Plan goes through future stages;

1.1.8 welcomes many elements within the plan to encourage more sustainable travel; nonetheless believes that **expansion of Edinburgh Airport is incompatible with the city's and Scotland's climate change objectives**; notes that safeguarding of land for a second runway is required by NPF3, and further notes that, should the forthcoming NPF4 not contain reference to expansion of Edinburgh airport, any reference to expansion would also be removed from City Plan;

1.1.9 welcomes the intention to enhance the city's **green blue network and active travel network**, but nonetheless believes the proposals set out in the plan and the proposals map are insufficient to provide the dense network of active travel infrastructure and blue green corridors which the ecological and climate emergency demands; notes that further workstreams are being taken forward by other parts of the council to expand

these; and agrees to incorporate this wider work into the City Plan at a future date, should there be competent planning grounds to do so;

1.1.10 agrees that choice of language in drafting of policies is important in sending a clear message to developers about the importance the council attaches to specific policies, and in particular to what extent flexibility in applying a particular policy will be considered; therefore agrees to undertake a review of the consistency of language used throughout the document, to run in parallel with the period of representation, and with the aim of **strengthening those policies which help to target the climate and ecological emergency and contribute to ending poverty** by 2030;

1.1.11 welcomes the policy of large purpose-built student accommodation sites requiring 50% housing being enshrined in the City Plan and that student accommodation will be expected to provide amenity equal to ordinary residential housing; notes that since the previous Development Plan was passed there has been a proliferation of applications to build student accommodation across the city and that the Choices document sought to address the amount and type of student housing coming forward; further notes that the Choices document suggested requiring student accommodation be built for, and managed by, one of Edinburgh's universities or colleges; and therefore agrees to include in the Proposed City Plan that **student accommodation should be built for, and managed by, one of Edinburgh's universities or colleges** and that the design guidance will explain how developers could demonstrate sufficient need for such accommodation both for the university or college in question and for the area where the accommodation is proposed;

1.1.12 welcomes the increase in the proportion of **affordable housing** delivered by eligible sites from 25% to 35% in the proposed plan; notes the decision of this committee on 19 May 2021 to receive an assessment of homes delivered under this policy in the last three years, and agrees to consider whether the definition and tenures covered by our affordable housing policy may need to be reviewed once that assessment has been received;

1.1.13 welcomes proposed policy Inf 7 on **Private Car Parking** as an important step towards encouraging more sustainable travel, but considers the area within which private car parking (other than accessible spaces) will not be permitted should extend beyond the proposed LEZ boundary to include all areas of the city which are considered to have good public transport accessibility; agrees the extent of this area should be set out in guidance, and asks officers to make this change to the Proposed Plan prior to publication for the period of determination”

Moved by: Chas Booth
Seconded by: Alex Staniforth