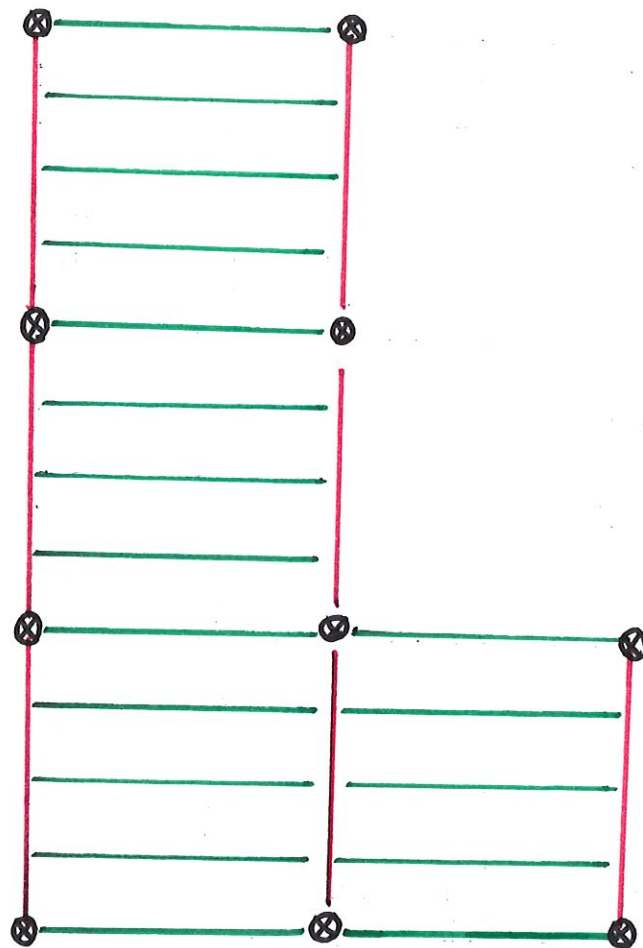


— - 175 X 63 C24 TIMBER (OR LARGER)

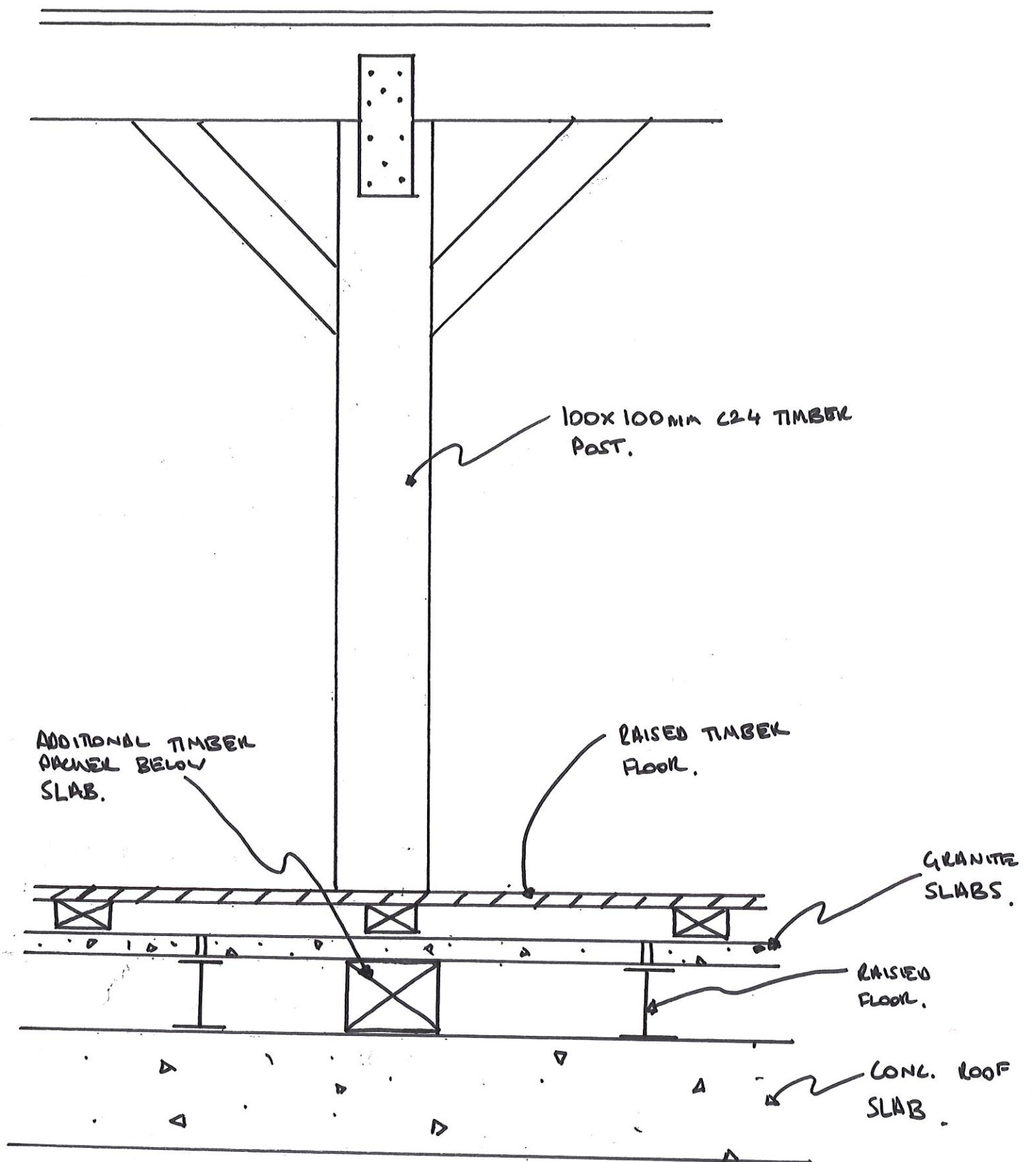
— - 125 X 44 C24 TIMBER (OR LARGER)

⊗ - 100 X 100 C24 TIMBER POST

WAVELLY MALL FESTIVAL VILLAGE
13/06/18
CANOPY AREA 1



CANOPY AREA 2



TYPICAL POST DETAIL

Uniclass	EPIC
L522:P* CI/SFB	E321:X*
(47)	Rn6



SUNLITE®

Multi-Wall Polycarbonate Sheet



Glazing



Construction



DIY



Advertising



Agriculture

► Introduction

SUNLITE sheets combine the characteristic strength of polycarbonate with superior insulation. This combination yields a strong, insulating, lightweight and attractive sheet for varied roofing, cladding, and glazing. SUNLITE provides solutions for markets as diverse as construction, agriculture, industry, DIY and advertising.

► Features at a Glance

- **New:** X-Lite structure for improved overall mechanical performance
- Energy saving
- Excellent impact resistance
- Lightweight
- High light transmission
- Weather and UV resistant benefits
- Superb thermal insulation - Energy saving
- Blocks virtually all UV radiation
- Easy to handle and install
- High fire performance rating

► Applications

- Conservatories
- Skylights
- Signs
- Covered Walkways
- Industrial Roofing and Glazing
- Do-It-Yourself (DIY)
- Swimming Pools
- Greenhouses



► Typical Physical Properties

Property	(Method)	Conditions	Units	Value
Density	(D-1505)		g/cm ³	1.2
Heat Deflection Temperature	(D-648)	Load: 1.82 MP	°C	130
Service Temperature - Short Term			°C	-50 to +120
Service Temperature - Long Term			°C	-50 to +100
Coefficient of Linear Thermal Expansion	(D-696)		10 ⁻⁵ /°C	6.5
Tensile Strength at Yield	(D-638)	10 mm/min	MPa	62
Elongation at Break	(D-638)	10 mm/min	%	>80
Impact Falling Dart	(ISO 6603/1)		J	40 - 400

► Flammability

SUNLITE complies with international fire resistance standards, as presented by the results in the following table :

Method	Classification*
BS 476/7	Class 1
DIN 4102	B-1
NSP 92501	M-1, M-2
ASTM D-635	CC-1 (SUNLITE® SL)
ASTM E-84	Class A

* For additional information please consult your SUNLITE distributor.

Structure	% Light Transmission by Colours										
	Standard Colours							Multi-Layer		New DC	
	Clear	Bronze	Solar Grey	White Opal	Opal WD	Solar Metallic Grey	Solar Ice	Bronze/Opal	Solar Guard	CL	AG
Twin Wall 4 mm	82%	35%	25%	30%		30%					
Twin Wall 4.5 mm	82%	35%	25%	30%		30%					
Twin Wall 6 mm	80%	35%	25%	20%		30%					
Twin Wall 8 mm	80%	35%	25%	35%		25%				45%	45%
Twin Wall 10 mm	79%	35%	25%	30%		25%				45%	45%
Triple Wall 8 mm	76%	35%		48%		25%					
Triple Wall 10 mm	76%	35%		48%		25%					
Triple Wall 16 mm	76%	35%	25%		48%	25%		20%	10%		
X-Lite 10 mm	63%										
X-Lite 16 mm	60%	25%			38%	18%	15%				30%
X-Lite 25 mm	60%	25%			20%	20%	15%	10%	5%		20%
X-Lite 32 mm	58%	20%			20%	20%	15%	10%	5%		20%
X-Lite 35 mm	57%	20%			20%	20%	15%	10%	5%		20%

► Colors

Standard

Clear, Bronze, Opal, Solar Metallic.

Special Transparent

Sky Blue, Sea Green.

ML (Multi-Layered)

Bronze/Opal, Solar Guard.

► Standard Dimensions

Structure	Thickness mm	Area Weight kg/m ²	U-value W/m ² °K	Standard Sheet Width (mm)							
				980	1050	1220	1250	1600	1800	1830	2100
Twin-Wall 	4	0.8	3.8	✓	✓	✓	✓			✓	✓
	4.5	1.0	3.7	✓	✓					✓	✓
	6	1.3	3.5	✓	✓	✓	✓			✓	✓
	8	1.5	3.3	✓	✓	✓	✓			✓	✓
	10	1.7	3.0	✓	✓	✓	✓			✓	✓
Triple-Wall 	8	1.7	2.9							✓	✓
	10	2.0	2.7							✓	✓
	16	2.7	2.3	✓	✓	✓	✓	✓	✓	✓	✓
X-Lite 	10	1.9	2.6								✓
	16	2.5	2.1	✓	✓	✓	✓	✓	✓		✓
	25	3.4	1.7	✓	✓	✓	✓	✓	✓		✓
	32	3.7	1.6	✓	✓	✓	✓	✓	✓		✓
	35	3.9	1.5	✓	✓			✓	✓		✓

► Additional SUNLITE® Products

Solar Control™	Breaking the penetrating heat/light ratio
SUNLITE® UV2	UV protection on two sides
SUNLITE® Plus	Clear SUNLITE with anti-condensation treatment
SUNLITE® CL	With advanced heat filtering for architectural applications
SUNLITE® AG	With special coloring and anti-condensation

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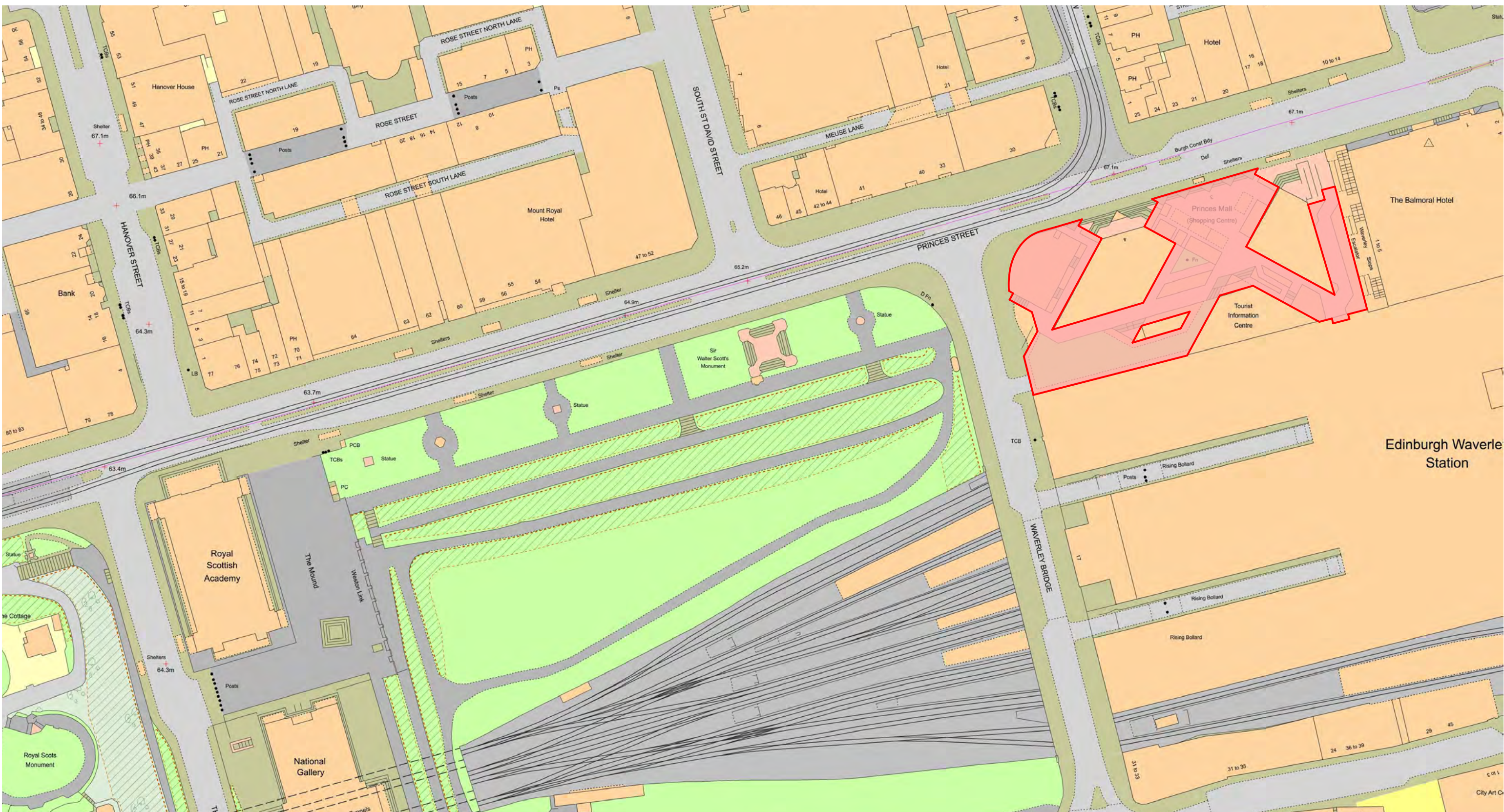
PALRAM AMERICAS

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Application Boundary

0102030405060708090100

N

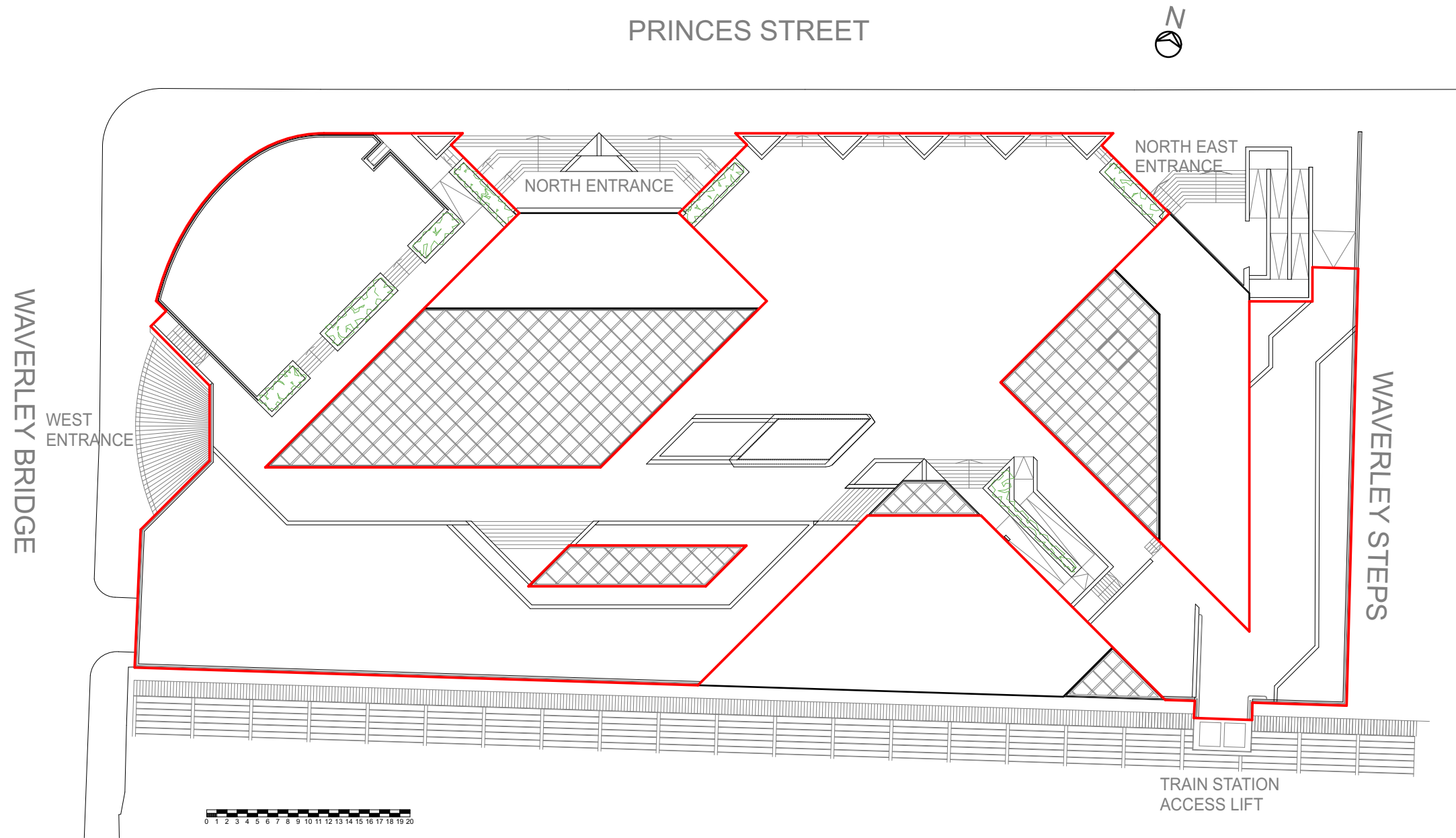


Project	Waverly Mall
Status	Planning

Layout Title	Waverly Mall Roof - Location Plan	
Drawing Number	031801 - 03-01	Rev 05

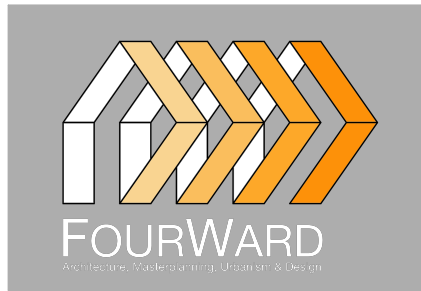
Scales @ A3	1:1250
Date	08/09/2022

05	72	Temporary Use Application	08/09/2022		Planni	
04	70	Temporary Use Application - Draft	25/08/2022		Planni	
03	69	Temporary Use Application - Draft	24/08/2022		Planni	
02	67	Temporary Use Application - Draft	23/08/2022		Planni	
01	66	Temporary Use Application - Draft	09/08/2022		Planni	
RevID	Issue ID	Issue Name	Issue Date	Issuer-Intls	Status	Approved by



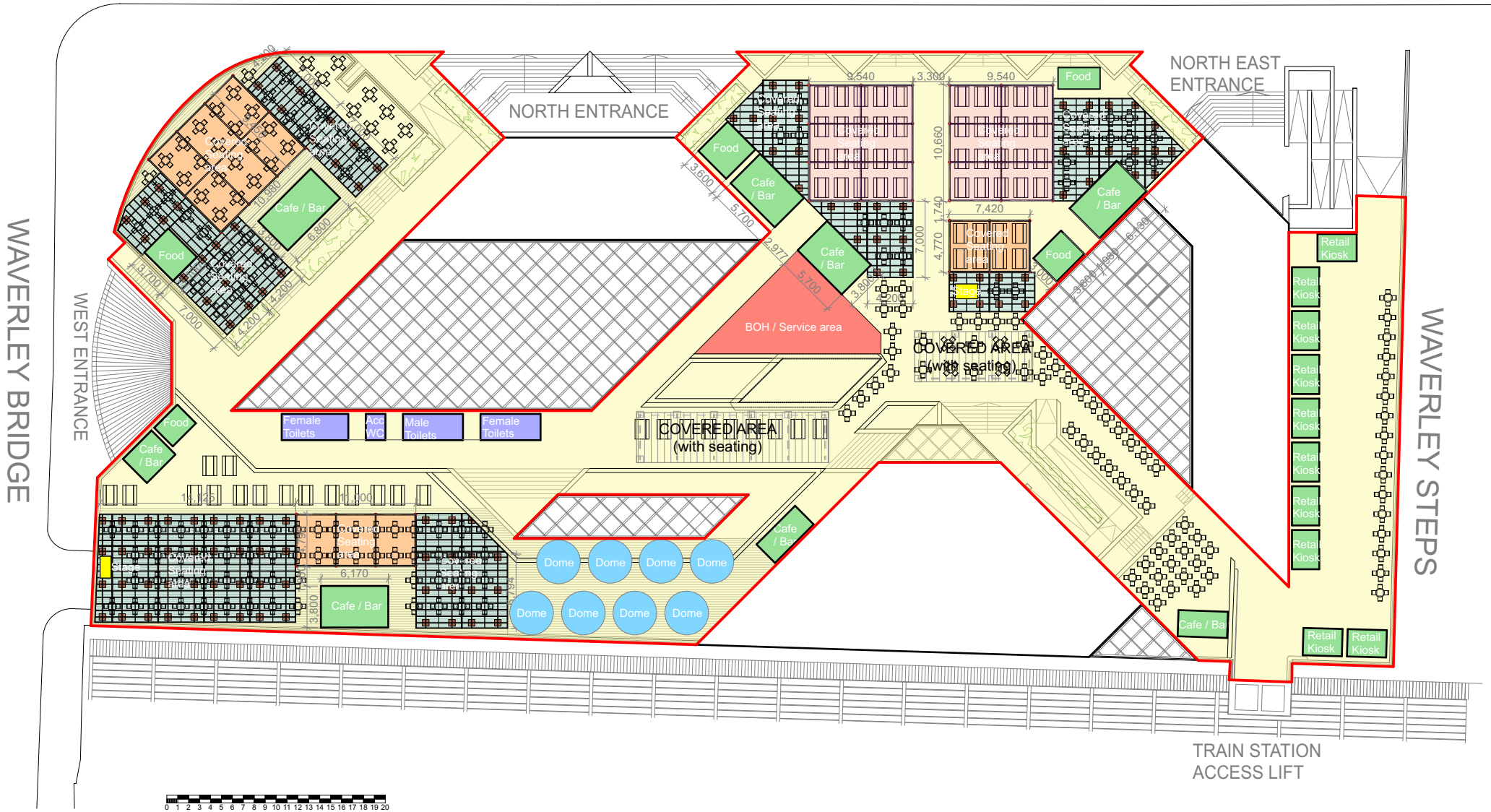
Application Boundary

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Project Waverly Mall		Layout Title Waverly Mall Roof - Site Plan - Existing Permanant Use			Scales @ A3 1:500		05	72	Temporary Use Application	08/09/2022		Planni	
Status Planning		Drawing Number 031801 - 02-02			Date 08/09/2022		04	70	Temporary Use Application - Draft	25/08/2022		Planni	
							03	69	Temporary Use Application - Draft	24/08/2022		Planni	
							02	67	Temporary Use Application - Draft	23/08/2022		Planni	
							01	66	Temporary Use Application - Draft	09/08/2022		Planni	
		Rev		05			RevID	Issue ID	Issue Name	Issue Date	Issuer-Intls	Status	Approved by

PRINCES STREET



KEY

- Application Boundary
- Liscenced Area 3,988sqm
- Covered Seating Areas - Retractable
- Covered Seating Areas - Louvred
- Covered Seating Areas - Timber & Polycarbonate
- WC's
- Stage
- Decking
- Food Unit Structures
- Retail Kiosks
- Covered Seating Areas - Domes
- Back of House / Service Area
- Cafe / Bar Structures



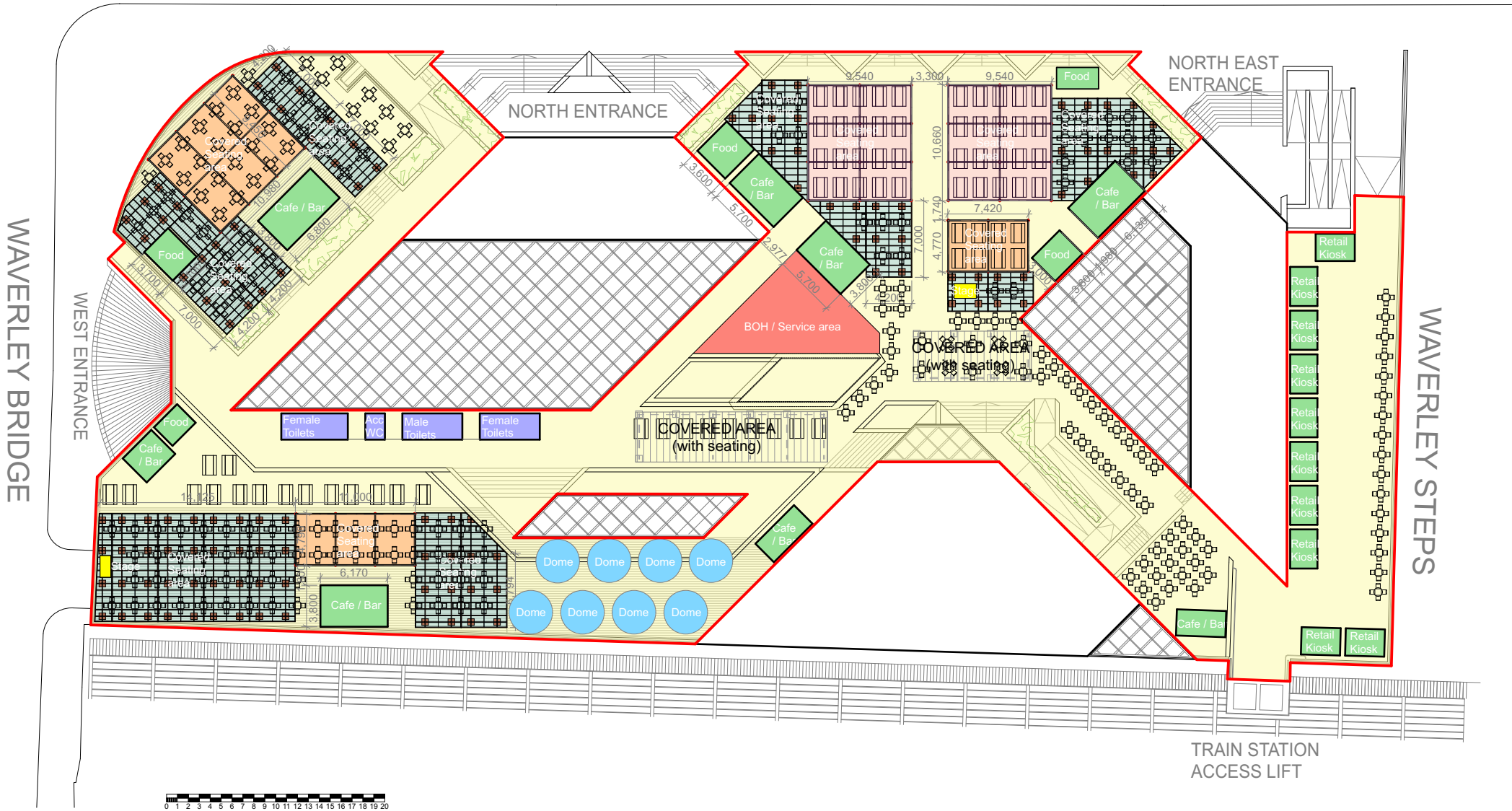
Project	Waverly Mall
Status	Planning

Layout Title	Waverly Mall Roof - Site Plan - Existing Temporary Uses	
Drawing Number	031801 - 02-03	Rev 08

Scales @ A3	1:500
Date	12/09/2022

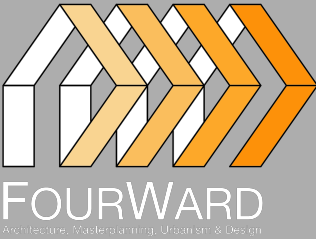
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07	72	Temporary Use Application	08/09/2022		Planning	
06	71	Temporary Use Application - Draft	31/08/2022		Planning	
05	70	Temporary Use Application - Draft	25/08/2022		Planning	
04	69	Temporary Use Application - Draft	24/08/2022		Planning	
RevID	Issue ID	Issue Name	Issue Date	Issuer-Intls	Status	Approved by

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Project	Waverly Mall
Status	Planning

Layout Title	Waverly Mall Roof - Proposed Temporary Uses	
Drawing Number	031801 - 02-04	Rev 08

Scales @ A3	1:500
Date	12/09/2022

08	73	Temporary Use Application	12/09/2022		Planni	ng
07	72	Temporary Use Application	08/09/2022		Planni	ng
06	71	Temporary Use Application - Draft	31/08/2022		Planni	ng
05	70	Temporary Use Application - Draft	25/08/2022		Planni	ng
04	69	Temporary Use Application - Draft	24/08/2022		Planni	ng
RevID	Issue ID	Issue Name	Issue Date	Issuer-Intls	Status	Approved by

MANAGEMENT STATEMENT

FESTIVAL VILLAGE, WAVERLEY MALL

24 NOVEMBER 2022



1.0 MANAGEMENT STATEMENT

- 1.1 This Management Statement has been prepared in support of planning application reference 22/04639/FUL for *"Temporary use of the Waverley Market roof top for pop-up Festival Village, including erection of structures and provision of cafe, bars, food and drink uses, retail kiosks, toilets, seating and ancillary facilities and works"*.
- 1.2 The Management Statement has been prepared from information provided by the operators of the venue, and builds on experience of operating food, beverage and market stall facilities at this location over recent years, as well as bringing in modern management best practice for pop up venues.
- 1.3 The Management Statement should be read in conjunction with the submitted Noise Management Plan, Design Statement and Planning Statement.

MEASURES TO REDUCE ANTI-SOCIAL BEHAVIOUR

- 1.4 **Hours of Operation** – Opening hours are 11am - 10pm Monday - Sunday, apart from during the Fringe Festival and two weeks at the Festive Season where there is a two hour extension to operate from 11am - 12am.
- 1.5 **Capacity** – There is no current requirement to be seated but in practice most users of the facility are. People find their own seats once inside the venue. Once the venue reaches 90% of maximum capacity of 950 a queuing system is put in place. When a queuing system is put in place people are encourage to queue within the site to prevent congestion with the Princes Street footpath. The site is generally not allowed to reach full capacity. Capacity is controlled by the door staff, using in and out clickers and communicating through radios. Management and Supervisory staff also carry radios to communicate. There is no system to take regular bookings for the majority of the site, however the 8 domes at the rear of the site are operated on a reservations only basis.
- 1.6 **Security** – There is an overnight security guard and therefore a 24/7 physical presence on site. Throughout the year the levels of security on site vary significantly depending on the season. There is security present every day but for instance a Monday in October there may be 1 security on the entrance and a Monday at the height of the Fringe there could at least 4 x security officers present all day.

NOISE MANAGEMENT

- 1.7 A Noise Management Plan has been submitted in support of this application, and comment on specific measures to be implemented is included below.
- 1.8 **Hours of Music / Live Performances** – Music is generally between 12pm and 10pm and will be turned off at 10pm. Outwith the 6 weeks a year where there is a two hour extension of licence times until 12am, during these periods live music will take place between 12pm - 12am .
- 1.9 **Number of Live Performances** – There are generally 25 – 45 live music performances a week depending on the time of year. The live music is booked into two hour slots, from 12-2, 2-4, 4-6, 6-8 and 8-10.
- 1.10 **Community Liaison** – There are generally no particularly loud events that would disturb a residential area. The closest dwellings to the stage area are to the west on Princes Street at a separation distance of approximately 440m, and to the south beyond Waverley Station on High Street and Fleshmarket Close. These dwellings are at an approximate separation distance of 305m. The operators are in regular contact with the Balmoral Hotel, advising them when music will be playing and maintain a positive relationship with them. The type of music is only ever solo artists or duos and therefore the music never gets too loud as to effect the local community.

- 1.11 **Maximum Volume** – The sound system used throughout the event will be set up in such a way as to minimise unnecessary noise break-out from the live area. Directional loudspeaker components will be incorporated into the design, with care taken to maximise cancellation behind the stage. There is no limiter on the music equipment, however, the master controls are inside one of the bar units so that musicians do not have access to it.
- 1.12 **Noise Mitigation Measures** – the accompanying Noise Management Plan sets out a range of noise mitigation measures in accordance with Best Practicable Means, as described in the Control of Pollution Act 1974.

WASTE AND SERVICING

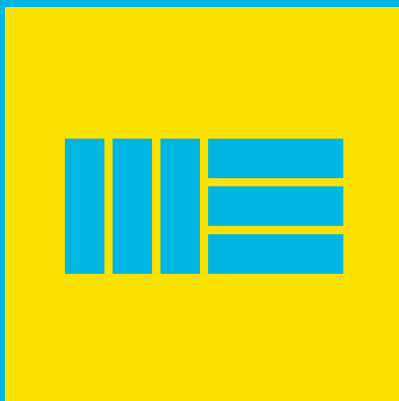
- 1.13 **Waste Storage and Collection** – Waste is collected by Hamilton Waste, a private collector. Waste is collected into 1,100 litre wheeled bins at a closed off centralised location on the site. These bins are then wheeled each night, after operations finish, to a collection point on the boundary of the site. Hamilton Waste then collects all waste types daily, usually between the hours of 5am and 6am. The bins are then brought back to the centralised location during trading hours.
- 1.14 **Hours of Waste Collection** – Waste is typically collected from Princes St. between the hours of 5am and 6am. All types of waste are taken daily, including Mixed Recyclables, General Waste and Glass.
- 1.15 **Servicing for Different Areas of the Rooftop** – Waste is brought by staff to a centralised zone from each area. Items of stock are all stored centrally too, and these will be brought to the different areas ad-hoc throughout the day, or more specifically with food vendors the majority of their stock is brought from the central zone to the individual food units in the morning. The majority of cleaning each area is reserved for after operational hours on a daily basis. There are daily and weekly cleaning checklists to ensure the entire venue is kept tidy at all times. There is currently permission from roads for loading and deliveries to be dropped off on Waverley Bridge.

CONCLUSION

- 1.16 This document has set out measures as to how the site will be managed to prevent any antisocial behaviour and to ensure effective noise and waste management procedures, to ensure the venue continues to be no adverse impact on the surrounding area. This has been prepared from information provided by the operators of the venue, and builds on experience of operating food, beverage and market stall facilities at this location over recent years, as well as bringing in modern management best practice for pop up venues.
- 1.17 It should be read in conjunction with the wider application package including drawings and design commentary, as well as the Design Check Report prepared by Goodsons Associates (please note that this includes reference to an earlier version of a loading plan at Appendix 3, however the general principles remain the same).
- 1.18 The overall approach demonstrates a commitment from the applicant, owners and operators to operating the facility in a safe and efficient manner, and so as to maximise the benefits to users and the local economy whilst minimising the potential for any adverse effects on local amenity, and surrounding uses.
- 1.19 Should further information be required on any aspect we would be pleased to discuss.

MONTAGU EVANS

**302 ST. VINCENT STREET
GLASGOW
G2 5RU**



WWW.MONTAGU-EVANS.CO.UK

London | Edinburgh | Glasgow | Manchester

WE CONSIDER OUR CREDENTIALS, HOW WE HAVE STRUCTURED OUR BID AND OUR PROPOSED CHARGING RATES TO BE COMMERCIALY SENSITIVE INFORMATION.
WE REQUEST THAT THESE BE TREATED AS CONFIDENTIAL.



City Of Edinburgh Council
Planning
Waverley Court
4 East Market Street
Edinburgh
EH8 8BG

Network Rail
Town Planning
151 St Vincent Street
Glasgow
G2 5NW

Evie Porat
Town Planning Technician

Planning reference: 22/04639/FUL
Case Officer: Seán Fallon

E-Mail:
TownPlanningScotland@networkrail.co.uk

Network Rail ref: 326 2022

11/11/2022

Dear Mr. Fallon,

Town and Country Planning (Scotland) Act 1997 (as amended)
Re: Temporary use of the Waverley Market roof top for pop-up festival village, including erection of structures and provision of café, bars, food and drink uses, retail kiosks, toilets, seating and ancillary facilities and works at Roof terrace, Waverley Mall, 3 Waverley Bridge, Edinburgh.

Thank you for consulting with Network Rail regarding this proposed development. Whilst it is noted in the application documentation that there has been a previous temporary consent in place for a similar activity (Council reference 17/03159/FUL) which expired in Sept 2019, Network Rail have no record of being consulted as a statutory consultee on that earlier application, or a number of other temporary applications in the vicinity as is required by the Town and Country Planning (Development Management Procedure) (Scotland) Regulation. Nor were we notified under neighbour notification procedures.

Whilst Network Rail do not object to the principle of the temporary Festival Village development, Network Rail's station management team have raised a number of concerns about aspects of the siting, layout and management of the temporary Festival Village which are likely to adversely affect the safe and efficient operation of the railway station. While Network Rail would be happy to engage positively with the applicants to resolve these issues we currently **object** to the application for the following reasons:

- **Access / Station Operations** - The drawings submitted with the planning application show a number of kiosks installed along the full

route of the walkway to the lift. This would partially block the lift access, and reduce the width of the route (by both the kiosks themselves and potentially by patrons of the kiosks). The attached photo of the site shows that one of the fire escapes from the market is discharging directly on to the walkway (with the potential to interrupt access). We would request that the layout be amended to remove these constraints to accessing the station.

- **Safety** – There are a number of safety concerns:-
 - a. **Antisocial behaviour** – We've recently had a spate of objects thrown from the Mall roof onto the glazed roof of the Station (including bricks and outdoor seat cushions). The brick broke through the laminated glass above platform 20, but thankfully no one was injured (fortunately the brick did not fully pass through). The seat cushions don't damage the glazing, but they do cause blockages in the rainwater system and create overflows onto the platforms. This causes slips, trips and falls risk associated with that. There is a real concern that the introduction of additional licensed premises on the Mall roof will increase the likelihood and frequency of such antisocial behaviour, and therefore increase the safety risk to passengers / users of / employees at the Station. We therefore consider that further discussion around the layout and management of the temporary village are required to address and mitigate those safety risks to users of the station.
 - b. **Fire** – Although the walkway / Mall roof isn't within the Station, given the proximity there is a concern around imported fire safety risk if there's a possibility that the kiosks will use canisters for cooking. As noted above we also consider there to be a potential fire risk regarding the fire exit from the market discharging onto the walkway (potentially blocking access to/from the Station). These matters should be the subject of formal risk assessments by suitably qualified professionals to consider potential fire safety risk and to inform any suitable mitigation required to keep users of the station safe from increased fire risk.
 - c. **Litter / Bins** – We are experiencing ongoing issues with litter and mess on the walkway. It is likely that introduction of food and drink kiosks will increase the volume of rubbish and debris being discarded on the walkway. Introducing bins as a solution is not acceptable in certain locations as we cannot allow bins on the walkway (due to proximity to the Station and the potential terrorism / explosives risk of having bins in this area). We would therefore request that a condition be placed on any consent

requiring a suitable management regime for litter and recycling to be approved prior to the Village being brought into use and thereafter adhered to for the duration of the consent. This management regime should set out the provisions for the management of waste from the site including the frequency and method of waste and litter collection with any proposed bin locations being agreed by the Planning Authority in consultation with Network Rail. We are currently in separate discussions with the applicant around cleaning of the walkway generally (i.e. not in connection with the proposed market) and Network Rail's contribution to the costs of same, and would confirm that Network Rail's willingness to contribute in that regard remains unchanged.

We trust full cognisance will be taken of these comments. We would be grateful if Local Planning Authorities would provide a copy of the Decision Notice.

Yours sincerely,

A black rectangular redaction box covers the signature of Evie Porat. A small portion of a pen or pencil tip is visible at the right edge of the redaction.

Evie Porat
Town Planning Technician

To: Sean Fallon
From: Claire Devlin, Environmental Protection

Date: 8 December 2022

TOWN AND COUNTRY PLANNING (SCOTLAND) ACT 1997

22/04639/FUL | Temporary use of the Waverley Market roof top for pop-up Festival Village, including erection of structures and provision of cafe, bars, food and drink uses, retail kiosks, toilets, seating and ancillary facilities and works. | Roof Terrace Waverley Mall 3 Waverley Bridge Edinburgh

Environmental Protection cannot support this application and recommends refusal.

The site received planning permission for a similar set-up in 2017, after a suitable Noise Impact Assessment and subsequent noise management plan was submitted, and a further stage on the site was removed from the proposal. Historically, prior to planning permission, the site was the subject of several complaints.

This proposal wishes to add a further music stage back onto the site. No further Noise impact Assessment has been received to demonstrate that the new layout will maintain an acceptable level of amenity for nearby residents. The new layout appears to already be operating on the site. Our colleagues in Licensing Standards have received a complaint about the site in November 2022.

We are therefore concerned that the applicants have not demonstrated that noise from their proposal will not impact on nearby residential amenity.

Environmental Protection cannot support this application.

Should you wish to discuss the above please contact me on 0131 469 5685.

MEMORANDUM

To: Planning Officer
Sean Fallon

From: Transport
Steven Saunders

Our Ref: 22/04639/FUL

**22/04639/FUL
ROOF TERRACE
WAVERLEY MALL
3 WAVERLEY BRIDGE
EDINBURGH**

TRANSPORT CONSULTATION RESPONSE

Summary Response

No objection to the application.

Full Response

No objection to the application.

TRAMS - Important Note: The proposed site is on or adjacent to the operational Edinburgh Tram. An advisory note should be added to the decision notice, if permission is granted, noting that it would be desirable for the applicant to consult with the tram team regarding construction timing. This is due to the potential access implications of construction / delivery vehicles and likely traffic implications as a result of diversions in the area which could impact delivery to, and works at, the site. Tram power lines are over 5m above the tracks and do not pose a danger to pedestrians and motorists at ground level or to those living and working in the vicinity of the tramway. However, the applicant should be informed that there are potential dangers and, prior to commencing work near the tramway, a safe method of working must be agreed with the Council and authorisation to work obtained. Authorisation is needed for any of the following works either on or near the tramway:

- Any work where part of the site such as tools, materials, machines, suspended loads or where people could enter the Edinburgh Tram Hazard Zone. For example, window cleaning or other work involving the use of ladders;

- Any work which could force pedestrians or road traffic to be diverted into the Edinburgh Trams Hazard Zone;
- Piling, using a crane, excavating more than 2m or erecting and dismantling scaffolding within 4m of the Edinburgh Trams Hazard Zone;
- Any excavation within 3m of any pole supporting overhead lines;
- Any work on sites near the tramway where vehicles fitted with cranes, tippers or skip loaders could come within the Edinburgh Trams Hazard Zone when the equipment is in use;
- The Council has issued guidance to residents and businesses along the tram route and to other key organisations who may require access along the line.

See our full guidance on how to get permission to work near a tram way

<http://edinburghtrams.com/community/working-around-trams>



TRANSPORT

Steven Saunders

Transport Officer 22.10.2022

8th November 2022

Sent via email to: sean.fallon@edinburgh.gov.uk

Dear Mr Fallon

22/04639/FUL

TEMPORARY USE OF THE WAVERLEY MARKET ROOF TOP FOR POP-UP FESTIVAL VILLAGE, INCLUDING ERECTION OF STRUCTURES AND PROVISION OF CAFE, BARS, FOOD AND DRINK USES, RETAIL KIOSKS, TOILETS, SEATING AND ANCILLARY FACILITIES AND WORKS. AT ROOF TERRACE, WAVERLEY MALL, 3 WAVERLEY BRIDGE, EDINBURGH

Thank you for consulting Edinburgh World Heritage regarding the above application. We offer the following comments, which we hope you find helpful. The scope and emphasis of our comments reflects our principal remit associated with impact on the Outstanding Universal Value (OUV) of the Old and New Towns of Edinburgh World Heritage Site ('World Heritage Site').

EDINBURGH WORLD HERITAGE ADVICE

At the heart of the World Heritage Site's value is the juxtaposition of the outstanding design and character of Edinburgh's Old and New Towns. Views across the Waverley Valley are at the heart of how this is expressed and appreciated. Conserving these views is therefore highly important to the good management of the World Heritage Site. Whilst a modern development, Waverley Mall roof, when unoccupied, ensures that heights are low enough to not disrupt key views, and provides a free public space from which to appreciate them.

Due to their massing and locations, the current 'pop-up' style structures on site disrupt some of the key views from the New Town across the Waverley Valley to the Old Town – most notably those closest to Princes Street pavement. These structures also have some impact by in-effect reducing access to this otherwise publicly accessible 'viewing platform' to primarily paying customers. The proposals therefore have some negative impact on appreciation and enjoyment of key views of the World Heritage Site.

The proposals to retain these 'pop up' style structures for a period of 3 years merits careful consideration both in terms of heritage impact over a notable period of time, and the precedent this sets for this site and wider future development in the Waverley Valley. The public benefits or otherwise justification for any adverse impact is not clearly stated within the application. In line with the national and local policies for the protection of the historic environment, we advise the council to consider whether the proposals are acceptable in principle – giving great weight to the conservation of the World Heritage Site, the public benefits and justification for the proposals. In the instance that the

appropriate planning policies, tests and balances are met, we advise that some elements are reduced/removed to minimise impact on views.

Kind regards,



Christina Sinclair MSc MA BArch IHBC
Director, Edinburgh World Heritage
christina.sinclair@ewht.org.uk



HISTORIC
ENVIRONMENT
SCOTLAND

ÀRAINNEACHD
EACHDRAIDHEIL
ALBA

By email to: sean.fallon@edinburgh.gov.uk

City of Edinburgh Council
Planning and Strategy
4 Waverley Court
East Market Street
Edinburgh
EH8 8BG

Longmore House
Salisbury Place
Edinburgh
EH9 1SH

Enquiry Line: 0131-668-8716
HMConsultations@hes.scot

Our case ID: 300061480
Your ref: 22/04639/FUL
01 November 2022

Dear City of Edinburgh Council

Town and Country Planning (Development Management Procedure) (Scotland)
Regulations 2013

Roof Terrace Waverley Mall 3 Waverley Bridge Edinburgh - Temporary use of the
Waverley Market roof top for pop-up Festival Village, including erection of structures and
provision of cafe, bars, food and drink uses, retail kiosks, toilets, seating and ancillary
facilities and works.

Thank you for your consultation which we received on 19 October 2022. We have
assessed it for our historic environment interests and consider that the proposals affect
the following:

Ref	Name	Designation Type
LB30270	WAVERLEY STATION (4 WAVERLEY BRIDGE), FORMER PARCELS OFFICE (17 WAVERLEY BRIDGE), AND WAVERLEY BRIDGE, (EXCLUDING WAVERLEY STEPS), EDINBURGH	Listed Building

You should also seek advice from your archaeology and conservation service for matters
including unscheduled archaeology and category B and C-listed buildings.

Our Advice

We have considered the information received and do not have any comments to make on
the proposals. Our decision not to provide comments should not be taken as our support

Historic Environment Scotland – Longmore House, Salisbury Place, Edinburgh, EH9 1SH

Scottish Charity No. **SC045925**

VAT No. **GB 221 8680 15**

for the proposals. This application should be determined in accordance with national and local policy on development affecting the historic environment, together with related policy guidance.

Further Information

This response applies to the application currently proposed. An amended scheme may require another consultation with us.

Guidance about national policy can be found in our 'Managing Change in the Historic Environment' series available online at www.historicenvironment.scot/advice-and-support/planning-and-guidance/legislation-and-guidance/managing-change-in-the-historic-environment-guidance-notes/. Technical advice is available through our Technical Conservation website at www.engineshed.org.

Yours faithfully

Historic Environment Scotland

OFFICIAL
NOT PROTECTIVELY MARKED

07 November 2022

Your Ref:
22/04639

Our Ref: ALO28_22

SBD National Ref: 152-22

Sean Fallon
Planning Department
City of Edinburgh Council
Waverley Court
4 East Market Street
Edinburgh
EH8 8BG



Prevention, Interventions & Partnerships
West End Police Station
3-5 Torphichen Place
Edinburgh
EH3 8DY

Sean.fallon@edinburgh.gov.uk

Dear Sean,

**TOWN AND COUNTRY PLANNING SCOTLAND ACT 1997
TEMPORARY USE OF THE WAVERLEY MARKET ROOF TOP FOR POP-UP
FESTIVAL VILLAGE, INCLUDING ERECTION OF STRUCTURES AND
PROVISION OF CAFE, BARS, FOOD AND DRINK USES, RETAIL KIOSKS,
TOILETS, SEATING AND ANCILLARY FACILITIES AND WORKS. AT ROOF
TERRACE, WAVERLEY MALL, 3 WAVERLEY BRIDGE, EDINBURGH,
REFERENCE NUMBER: 22/04639/FUL
WARD NO: B11**

I write on behalf of Police Scotland regarding the above planning application.

We would welcome the opportunity for one of our Police Architectural Liaison Officers to meet with the architect to discuss Secured by Design principles and crime prevention through environmental design in relation to this development.

Yours sincerely


Designing Out Crime Officer
Prevention, Interventions & Partnerships | Edinburgh Division
West End Police Station | 3-5 Torphichen Place, Edinburgh EH3 8DY
Tel: 0131 221 2080
Email: samantha.campbell@scotland.police.uk

NOT PROTECTIVELY MARKED
OFFICIAL

Comments for Planning Application 22/04639/FUL

Application Summary

Application Number: 22/04639/FUL

Address: Roof Terrace Waverley Mall 3 Waverley Bridge Edinburgh

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Case Officer: Sean Fallon

Customer Details

Name: Mr Iain Davidson

Address: 1 Princes Street EDINBURGH

Comment Details

Commenter Type: Neighbour-Commercial

Stance: Customer made comments neither objecting to or supporting the Planning Application

Comment Reasons:

Comment: Please can you confirm the following regarding the proposal for the East footpath.

- What will the days and hours the retail units will be in operation on the east footpath to station elevators
- Will any live music be taking place in this area? If so, what will the timings be?
- Will alcohol be served in this area?
- Will there be on-site security covering this area?
- What will the height of the units be?
- Will access to the station elevators be maintained 24/7?
- Who is responsible for any litter and will there be bins provided?
- Will any additional lighting be installed in the area?

Comments for Planning Application 22/04639/FUL

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Case Officer: Sean Fallon

Customer Details

Name: Not Available

Address: Not Available

Comment Details

Commenter Type: Neighbour-Commercial

Stance: Customer made comments neither objecting to or supporting the Planning Application

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Case Officer: Sean Fallon

Customer Details

Name: Dr Andrew McNiven

Address: 6th Floor, 40 Princes Street Edinburgh

Comment Details

Commenter Type: Neighbour-Commercial

Stance: Customer made comments neither objecting to or supporting the Planning Application

Comment Reasons:

Comment: I would like to see a statement in regard to noise pollution during regular office hours: 08.00 - 18.00. We are affected regularly and adversely by excessive daytime noise from amplified buskers in the area around Waverley Bridge (in breach of local guidelines in busking) and I would like to see some undertaking that noise pollution and amplified music (live and recorded) from the proposed development will be minimised during these hours.

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Case Officer: Sean Fallon

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Name: Not Available

Address: Not Available

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Case Officer: Sean Fallon

Customer Details

Name: Lord Cockburn Association

Address: 1 Trunks Close, 55 High Street, Edinburgh EH1 1SR

Comment Details

Commenter Type: Amenity Body

Stance: Customer made comments neither objecting to or supporting the Planning Application

Comment Reasons:

Comment: This application has been brought our attention by concerned Cockburn stakeholders and has now been scrutinized by our technical committee. We are aware that planning permission has been granted for the roof area of Waverley Market in the past. However, it is disappointing that its current use for bars and food outlets has been permitted to operate without planning enforcement for so long.

No noise assessment is included in the application. This is a concern. If planning approval is given, we suggest that ongoing the monitoring of noise levels would be appropriate with enforcement action, if required.

The application site is adjacent to a particularly busy and congestion section of Princes Street. Every effort should be made to pull back the boundaries of this application to avoid further exacerbating congestion.

Since approval is being sought for an extended period, it would be appropriate on this exposed, city-centre site, and in the context of Edinburgh's ambitious climate change and greenspace targets, to include urban greening and ecological climate adaptation planting schemes to replace the artificial 'greenery' currently used on site.

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Case Officer: Sean Fallon

Customer Details

Name: Not Available

Address: Not Available

Comment Details

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Case Officer: Sean Fallon

Customer Details

Name: Ms Stephanie Rose

Address: 11/12 Buchanan Street Refuge Edinburgh

Comment Details

Commenter Type: Member of Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: I was involved in a focus group a while back about Christmas / Hogmanay and it seems that nothing that was agreed has been implemented. The idea of alcohol free zones, moving the market to Castle Terrace or doing away with the fun fair - all to protect PSG from the terrible damage inflicted on the grass and the trees every year.

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Case Officer: Sean Fallon

Customer Details

Name: Not Available

Address: Not Available

Comment Details

Commenter Type: Member of Public

Stance: Customer objects to the Planning Application

Comment Reasons:

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Case Officer: Sean Fallon

Customer Details

Name: Ms Valerie THORNTON HUNTER

Address: 2 West Castle Road EDINBURGH

Comment Details

Commenter Type: Member of Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: My goodness we are morphing into Blackpool Pleasure Beach... without the sea, or the class. Obviously this will be passed all about the ka-ching these days. Another reason not to visit Princes Street. Perhaps if the concentrated more on all the empty shops. What a dump.. what a dump

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Case Officer: Sean Fallon

Customer Details

Name: Not Available

Address: Not Available

Comment Details

Commenter Type: Member of Public

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Case Officer: Sean Fallon

Customer Details

Name: Mrs E Dickie

Address: 4/1 Hopetoun Credscent Edinburgh

Comment Details

Commenter Type: Member of Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: No way for this length of time; anything on the roof of Waverley Market is an eye sore and detrimental to the city landscape. OK have short season but definitely short!

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Case Officer: Sean Fallon

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Case Officer: Sean Fallon

Customer Details

Name: Ms OLD TOWN ASSOCIATION

Address: 1 Trunks Close, 55 High Street, Edinburgh EH1 1SR

Comment Details

Commenter Type: Amenity Body

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: The proposal is objectionable on many counts.

"Temporary" use of the top of Waverley Market roof top is recurrent and so has, in reality, become permanent.

There is a historic presumption, backed up by Acts of Parliament, against building on the south side of Princes Street. The top-hamper blocks the views of the Old Town from Princes Street.

Bars and take-away outlets encourage anti-social behaviour, whether it be littering, drinking in public, or uncontrolled drunken behaviour.

Erecting shacks on Waverley Market prevents the beneficial use of empty shop units in Princes Street for food provision (now permitted).

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Case Officer: Sean Fallon

Customer Details

Name: Dr Ross Green

Address: 40 Royal Mile Mansions 50 North Bridge EDINBURGH

Comment Details

Commenter Type: Neighbour-Residential

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment:(1) Applications for 'temporary development' seem to now constitute almost constant and permanent development of this space and its negative impact on the heritage site should be assessed on this basis. The level of so-called 'pop-up' development has become a permanent eyesore in the heart of the heritage site.

(2) It should be confirmed that the development complies with legal restrictions, i.e., it meets the restrictions set out in Section 35 (Special provisions as to Waverley Market) of the City of Edinburgh District Council Order Confirmation Act 1991.

(3) Throughout the operation of the 'temporary' Festival Village in 2022, open-air loud music was performed almost constantly throughout the entirety of summer. This was in an acoustic competition with uncontrolled buskers performing on Waverly Bridge. It resulted in an unpleasant and inappropriate cacophony of noise across East Princes Street Gardens that is detrimental to others in the city centre enjoying what is a valuable park, a green space allowing some peace and quiet for a moment of contemplation.

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Case Officer: Sean Fallon

Customer Details

Name: Not Available

Address: Not Available

Comment Details

Commenter Type: Neighbour-Residential

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment:(1) Applications for 'temporary development' seem to now constitute almost constant and permanent development of this space and its negative impact on the heritage site should be assessed on this basis. The level of so-called 'pop-up' development has become a permanent eyesore in the heart of the heritage site.

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Case Officer: Sean Fallon

Customer Details

Name: Mrs Dorothy law

Address: 14 garry park glencraig lochgelly

Comment Details

Commenter Type: Member of Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: This is the worse possible place to have this. Its so congested in this area as it is , with a bus stop and the entrance to the station .

Do we really need more drinking places ?

Think what you are inflicting in the public

Comments for Planning Application 22/04639/FUL

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Name: Not Available

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Case Officer: Sean Fallon

Customer Details

Name: Mr Roy Kilpatrick

Address: 18/1 West Castle Road EDINBURGH

Comment Details

Commenter Type: Member of Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: The near permanent use of Waverley Market roof is an ugly mess of cheaply constructed and poorly decorated buildings. The pavement still has a brass stamp as a photography view point, a relic of when the view was intact. The approach from the lift up from the station is a poor reflection on the Capital City, with the utilities exposed and inevitable rubbish left to collect in corners. Chiefly, the use of the roof totally obscured the view across Waverley Valley, despite legal protection by Act of Parliament. It seems a great pity when local hospitality businesses have to compete with a hotch potch of structures. The location adds severe pressure to the pavement between N Bridge and Waverley Bridge, where it is unpleasant to try and squeeze past. I am opposed to the application.

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Case Officer: Sean Fallon

Customer Details

Name: Ms caroline castle

Address: 24/4 Hillside Crescent Edinburgh

Comment Details

Commenter Type: Member of Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: Structures incompatible with Historic Capital City and UNESCO World Heritage site. Results in increased litter, a tatty and poor quality impression, pavement congestion , and the debasement of a civic space.

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Name: Not Available

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Case Officer: Sean Fallon

Customer Details

Name: Mr James Milne

Address: 27 Stenhouse Place West Edinburgh

Comment Details

Commenter Type: Member of Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: A temporary, 3 year all round semi permanent facility with no safeguards on opening at a pedestrian bottleneck that is the Waverley Market is a recipe for disaster. There are too many vacant premises on Princess Street that need reopened if the applicants are serious about improving the area.

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Case Officer: Sean Fallon

Customer Details

Name: Not Available

Address: Not Available

Comment Details

Commenter Type: Member of Public

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EDINBURGH LOCAL DEVELOPMENT PLAN

NOVEMBER 2016



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

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Published in 2011



Published in 2013



Published in 2014



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Foreword

Edinburgh is a successful, growing city. This growth continues even in this time of economic challenges. It is driven by the city's assets, which include its citizens, its centres of employment and learning, and its quality of life. This growth needs to be guided and shaped in order to maintain and promote those assets and to deliver the Council's objectives. That is what this plan is for.

We will use this plan to provide a clear and fair basis for planning decisions, which in turn provides a stable framework for investment in Edinburgh. This adopted Plan has been shaped by the thousands of responses received at earlier stages of the project. We wish to thank everyone for their contributions so far, and now ask that everyone works together to deliver the Plan and its aims.



Councillor Ian Perry
Convener of the
Planning Committee



Councillor Alex Lunn
Vice-Convener of the
Planning Committee

1 Introduction

- 1 For the first time in over 30 years, Edinburgh has one plan covering the whole of the Council area. Across Edinburgh's Old and New Towns, from the Waterfront areas of Granton and Leith to the Pentland Hills, from Queensferry and Kirkliston to Craigmillar and Newcraighall and many other places in between, the Edinburgh Local Development Plan (LDP) provides a clear and consistent planning framework. Now adopted, the LDP replaces two local plans - the Edinburgh City Local Plan and the Rural West Edinburgh Local Plan.
- 2 The LDP sets out policies and proposals relating to the development and use of land in the Edinburgh area. The policies in the LDP will be used to determine future planning applications. The planning system rests on the powers which planning authorities have to manage development and to take enforcement action against breaches of planning control. When appropriate, the Council will remove, modify or stop unauthorised developments and changes of use. These powers are used at the discretion of the Council.
- 3 The LDP will also inform decisions on investment opportunities and the provision of infrastructure and community facilities. It is hoped that local residents and community groups use the LDP to better understand and get involved in the planning issues affecting their areas.
- 4 There are two main parts to the LDP:

*Part 1***Strategy and Proposals**

This explains what the LDP means for Edinburgh over the next 5 to 10 years. It sets out the plan's five core aims and anticipated land use changes – the main development proposals and where they are expected to take place. It also includes site briefs and development principles to guide some proposals. Part 1 highlights which areas and features of the city will be protected and, where possible, enhanced.

*Part 2***Policies**

This sets out the policies which the Council will use to ensure that development helps meet the core aims of the LDP. Planning applications will be assessed against relevant policies. The policies are presented in 8 sections:

- Delivering the Strategy
- Design Principles for New Development
- Caring for the Environment
- Employment and Economic Development
- Housing and Community Facilities
- Shopping and Leisure
- Transport
- Resources and Services

The LDP also includes a [Proposals Map](#) which illustrates the policies and proposals on an Ordnance Survey base map.

- 5 The LDP itself cannot make development happen. Investment is needed from private sector developers and a range of public sector organisations to bring forward development proposals and supporting infrastructure. The LDP is accompanied by an Action Programme which sets out how the Council intends the plan to be implemented. It includes a list of actions required to deliver the policies and proposals, including who is to carry out the action and the timescales involved.
- 6 In Scotland's four city regions, the development plan is made up of a Strategic Development Plan (SDP) as well as the LDP. The SDP for the Edinburgh city region has been prepared by SESPlan, the Strategic Development Planning Authority for Edinburgh and South East Scotland. SESplan comprises six member authorities – The City of Edinburgh, East Lothian, Fife, Midlothian, Scottish Borders and West Lothian.
- 7 The SDP vision is that:

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

It includes eight aims and a spatial strategy aimed at meeting three key challenges - climate change, demographic change and sustainable economic growth.

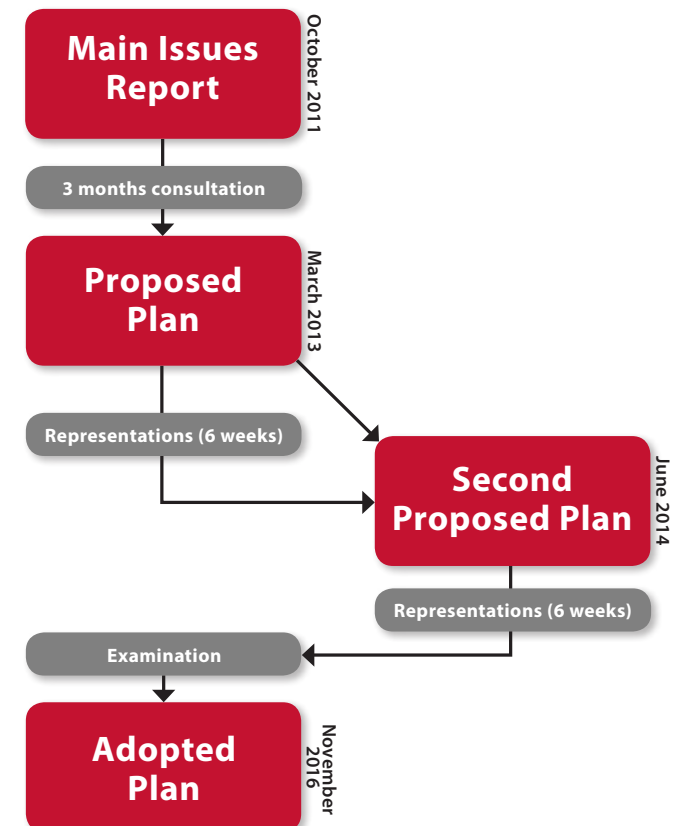
- 8 Edinburgh's LDP is consistent with the SDP and its Supplementary Guidance on Housing Land and has a key role in helping to meet its aims and deliver its strategy.
- 9 The Council is preparing supplementary guidance in connection with:
- Policy Emp 2 Edinburgh BioQuarter
 - Policy Ret 9 in relation to alternative uses in town centres
 - Policy Del 1 in relation to developer contributions
 - Policy RS 1 in relation to heat mapping.

This approach allows more detailed consideration of these topics in consultation with all interested parties. Once adopted, this supplementary guidance will form part of the development plan and be treated as such in determining planning applications.

- 10 In addition, the Council will continue to prepare, use and review its non-statutory guidelines (referred to collectively as Council guidance in this plan), development briefs and frameworks to provide detailed advice on a range of planning matters.

The first Proposed LDP (March 2013) was prepared on the basis of the Proposed SDP. A representation period followed in 2013. Scottish Ministers approved the Strategic Development Plan in June 2013 and required SESplan to prepare Supplementary Guidance to distribute an increased overall housing requirement amongst the six Council areas. These changes led to the preparation of the Second Proposed Plan, which was published for representations from August to October 2014. An examination to deal with the representations ran from June 2015 to June 2016. It recommended modifications, leading to the adopted Plan.

The main stages in the LDP programme are summarised below .



Part 1

Strategy and Proposals



1 Aims and Strategy

11 The challenge for this Local Development Plan (LDP) is to help make Edinburgh the best place it can be, for everyone, now and in the future. This is not an easy challenge. We are living in tough economic times when difficult choices have to be made between competing priorities. In facing this challenge, the LDP aims to:

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

These aims are inter-linked and each can have impacts, both positive and negative, on the other four. The role of the LDP is to balance these aims to maximise the benefits of development for the good of Edinburgh. The LDP aims support the vision and outcomes outlined in the Council's Strategic Plan 2012-2017.

12 The Strategic Development Plan for Edinburgh and South East Scotland (SDP) identifies four Strategic Development Areas in Edinburgh. These will be the biggest areas of change over the next 5-10 years, providing a focus for new housing development, investment opportunities and job creation in locations with good accessibility to existing or planned public transport services. The LDP includes significant development proposals in these areas. It also supports change elsewhere in the city, for example, regeneration opportunities, redevelopment of vacant sites, green network improvements, new uses for empty commercial units and increased densities in appropriate locations.

13 The LDP supports Edinburgh's role as Scotland's capital city and recognises its importance as a key driver of the Scottish economy. Whilst the LDP promotes change and supports the growth of the city, it also places considerable importance on retaining and where possible enhancing Edinburgh's built and natural assets for future generations. The green belt plays an important role in directing the planned growth of the city and supporting regeneration. The quality of Edinburgh's buildings, streets and spaces influences the wellbeing of people living and working in the city and helps attract investment and create jobs. The LDP policies to protect and enhance the built and natural environment are therefore an integral part of the overall strategy. Figure 1 summarises the LDP's spatial strategy and shows what it means for different parts of the city.

- 14 Edinburgh is a successful and growing city. The LDP strategy directs future growth to four Strategic Development Areas – major redevelopment opportunities in the City Centre, continuing regeneration at Edinburgh Waterfront, urban expansion with new tram and rail infrastructure at West Edinburgh and housing and business development on a range of sites in South East Edinburgh. In addition to new greenfield housing allocations in West Edinburgh and South East Edinburgh Strategic Development Areas, new sites have also been identified at Queensferry, Currie and Balerno.
- 15 The plan continues to promote the reuse of previously developed land and relies on windfall sites to contribute to meet the city's housing requirement. Potential large scale regeneration opportunities are shown on Figure 1. These are supported by the LDP's policies and some have master plans or development briefs to guide their development. Prior to identifying additional greenfield housing sites, consideration has been given to potential new brownfield opportunities within the existing urban area. The LDP maintains a green belt around Edinburgh whilst ensuring the strategic growth requirements of the SDP can be accommodated. Key elements of the green belt controlling the outward growth of the city are identified on Figure 1.
- 16 The LDP strategy directs new housing to sites which best meet a range of assessment criteria including landscape impact, green belt boundaries, accessibility to public transport and infrastructure capacity. One of the new housing sites (at Brunstane) will result in further coalescence between Edinburgh and Musselburgh. Whilst development resulting in the coalescence of settlements is not normally supported, it is justified in this instance because this site compared favourably to other possible options in the housing site assessment - see Volume 2 of the Environmental Report Second Revision.

2 A Plan to Protect and Enhance the Environment

1) Climate Change

- 17 The Climate Change (Scotland) Act 2009 and the Planning etc. (Scotland) Act 2006 place a duty on the Council to act in the best way to reduce emissions, adapt to climate change and prepare development plans to further sustainable development. Scottish Planning Policy (SPP) also requires development plans to ensure that the siting, design and layout of all new development will limit likely greenhouse gas emissions.
- 18 The Council’s commitment to fulfilling these duties is evident throughout the LDP, with policies addressing both the reduction of greenhouse emissions and the ability to adapt to a changing climate. The LDP:
- promotes development in sustainable locations and requires new buildings to include carbon reduction measures
 - promotes sustainable and active travel
 - supports small to medium scale, decentralised and community based renewables, and the greater use of micro-generation of renewable energy
 - supports the adaptation of existing homes to reduce energy use, including listed buildings and those located in conservation areas, provided there is no adverse impact on historic character and appearance
 - aims to enhance the city’s green network by encouraging land management practices which capture, store and retain carbon, prevent and manage flood risk

- supports the delivery of facilities needed to divert waste away from landfill and promote the prevention, reuse, recycling and recovery of materials (including heat from waste), with disposal to landfill as the final option.

Figure 2 Current national and city sustainability targets

TARGETS	
Carbon dioxide	Reduce carbon emissions by over 40% across the city by 2020 (Sustainable Edinburgh 2020: base year 1990)
Energy use	Reduce energy consumption by at least 12% by 2020 (Sustainable Edinburgh 2020: base year 1990)
Energy generation	More renewable energy, with renewable energy technologies contributing at least 40% of energy consumed in the city by 2020 (Sustainable Edinburgh 2020)
	Renewable sources to generate the equivalent of 100% of Scotland’s gross annual electricity consumption by 2020 (national target)
Heat	Renewable sources to provide equivalent of 11% of Scotland’s heat demand by 2020 (national target)
Waste	70% of all waste to be recycled by 2025 (Zero Waste Plan). No more than 5% of all waste going to landfill by 2025 (Zero Waste Plan).

2) Edinburgh’s Environmental Assets

- 19 Edinburgh’s natural and historic environment contributes to its distinctive character, local appeal and world-wide reputation. The city lies between the internationally important habitat of the Firth of Forth and the dramatic backdrop of the Pentland Hills Regional Park. The Old and New Towns of Edinburgh World Heritage Site and Edinburgh’s conservation areas comprise

architecturally significant neighbourhoods and villages, together with many individual listed buildings. These interact with the city's open hills and wooded river valleys, to create a unique and diverse townscape. The LDP area supports a range of protected plants and animals and also contains archaeological remains providing valuable evidence of how we used to live.

- 20 Edinburgh's built, cultural and natural heritage are valuable assets which contribute to broader strategic objectives of sustainable economic development, regeneration and community development and provide the context for good urban design. The proper conservation and management of these assets is an integral part of the wider planning function of the Council.
- 21 The detailed policies in Part 2 Section 3 (Caring for the Environment) will be used to ensure development proposals protect and, where possible, enhance the important features of the historic and natural environment.

Historic Environment

- 22 Edinburgh contains the greatest concentration of built heritage assets in Scotland. There are many elements of Edinburgh's built heritage worthy of protection. The Edinburgh Built Heritage Strategy aims to ensure an understanding of Edinburgh's heritage assets in order that they can be protected and conserved for existing and future generations, and managed in a co-ordinated and structured manner.

World Heritage Sites

- 23 Two of Edinburgh's most widely acclaimed assets are its World Heritage Sites. World Heritage Sites are places of outstanding universal value, recognised under the terms of the 1972 UNESCO Convention concerning the Protection of the World Cultural and Natural Heritage. The 'Old and New Towns of Edinburgh' became a World Heritage Site in 1995, and the 'Forth Bridge' became a World Heritage Site in 2015. The boundaries are shown in Figure 3a and Figure 3b and on the Proposals Map.
- 24 UNESCO requires every world heritage site to have a management plan which says how the Outstanding Universal Value (OUV) of the Site will be protected. OUV is the collection of attributes which make the area special and give Edinburgh its international importance.

Figure 3a - The Old and New Towns of Edinburgh World Heritage Site



Figure 3b - Forth Bridge
World Heritage Site



25 Edinburgh's World Heritage Site Management Plans have been prepared by a partnership of the Council, Historic Environment Scotland and Edinburgh World Heritage. They provide a link between the international requirements of World Heritage, the planning process and the wider management issues involved in protecting complex Sites in Edinburgh. The Management Plans informs separate Action Plans and may be a material consideration for decisions on planning matters.

Listed Buildings

26 Listed Buildings are buildings of special architectural or historic interest. Edinburgh has the greatest concentration of listed buildings in Scotland - around 5,000 listed items comprising 31,500 individual buildings. 75% of buildings in the World Heritage Site are listed.

27 Listed buildings have statutory protection, which means that listed building consent is required for the demolition of a listed building, or its alteration or extension in any manner which would affect its character. Some proposals may also require planning permission. Development plan policies have a role to play in helping to protect listed buildings, their setting and features of special interest.

Conservation Areas

28 Across Edinburgh there are a number of designated conservation areas. These are areas of special architectural or historic interest, the character or appearance of which should be conserved or enhanced. A quarter of Edinburgh's urban area lies within a conservation area. Each conservation area has its own unique character and appearance that is identified in a character appraisal. The underlying principle behind the designation of the conservation areas is to maintain the variety of character that illustrates the history of Edinburgh. An ongoing review of conservation areas will consider amendments to boundaries, opportunities for enhancement, and the designation of new conservation areas. In conservation areas, consent is required for changes such as demolitions and window alterations, which elsewhere in the city wouldn't require permission. This additional level of control helps to ensure that small scale incremental changes do not damage the character of the conservation areas. The Proposals Map and Appendix A show which parts of the city are covered by conservation areas.

Inventory of Gardens and Designed Landscapes

29 The national Inventory of Gardens and Designed Landscapes is compiled by Historic Environment Scotland and includes 21 sites in Edinburgh. The

Inventory sites are identified on the Proposals Map and the Council is required to consult Historic Environment Scotland on proposals affecting these. The Council will protect Inventory sites and consider whether restoration or improvement of historic landscape features can be achieved through development proposals.

Archaeology

- 30 Edinburgh has a wealth of archaeological resources, from buildings to buried remains and marine wrecks, dating from earliest prehistory to the 20th century. This archaeological resource is finite and non-renewable. It contains unique information about how the city's historic and natural environment developed over time. In addition to providing a valuable insight into the past, archaeological remains also contribute to a sense of place and bring leisure and tourism benefits. Care must be taken to ensure that these are not needlessly destroyed by development.
- 31 The Council maintains a Historic Environment Record of known designated and non-designated archaeological remains which in 2013 contains 63 nationally important scheduled monuments protected by the Ancient Monuments and Archaeological Areas Act 1979.
- 32 There may also be many potentially important archaeological features which have not yet been discovered. These are therefore not included in national or local records. Scottish Planning Policy sets out the Government's approach to protecting archaeological remains and the weight to be given to archaeological considerations when assessing against the benefits of development. Detailed advice is provided in Planning Advice Note 2/2011 Planning and Archaeology.

Natural Environment

- 33 Edinburgh's open spaces and landscape features contribute to the structure and identity of the city, enhance the quality of life of residents and the city's appeal as a place for tourism and investment. The city's natural environment also supports a diversity of habitats, flora and fauna.

Green Belt

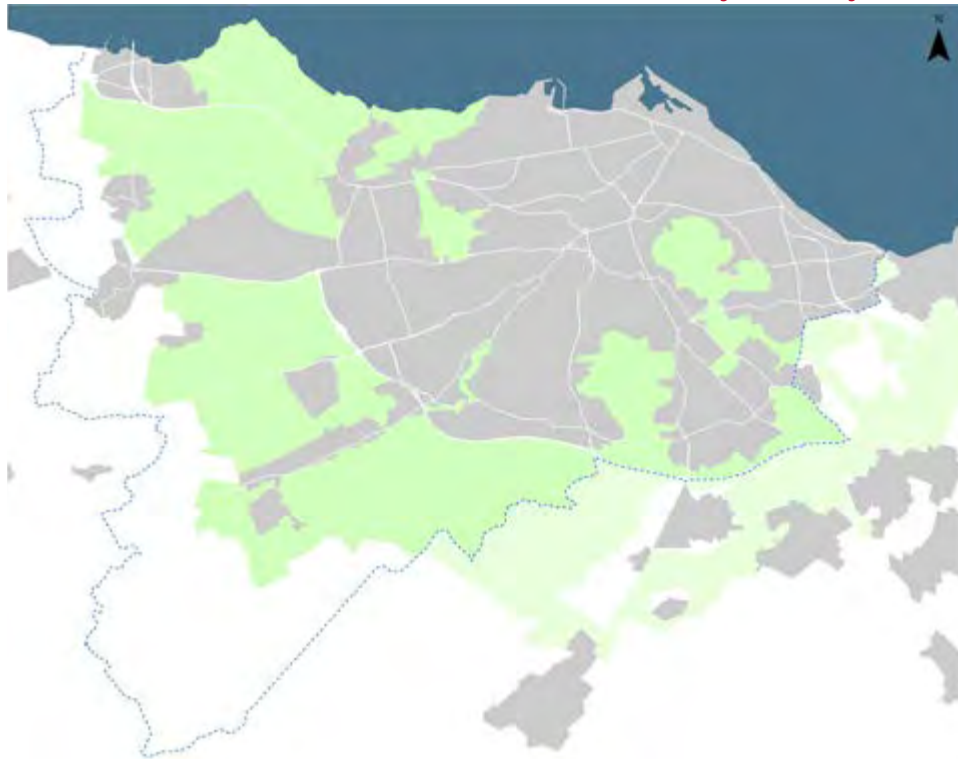
- 34 The Edinburgh Green Belt extends beyond the City of Edinburgh Council area, into East Lothian and Midlothian. Its purpose is to:
- direct planned growth to the most appropriate locations and support regeneration
 - protect and enhance the quality, character, landscape setting and identity of the city and neighbouring towns
 - protect and give access to open space within and around the city and neighbouring towns.

Green belt designation can also be used to prevent the coalescence of settlements.

- 35 The LDP defines green belt boundaries to meet these purposes, ensuring that the strategic growth requirements of the SDP can be accommodated. The boundaries of the green belt shown on the Proposals Map are largely unchanged from previous local plans. However, some areas have been taken out of the green belt for the following reasons:
- land in West Edinburgh and South East Edinburgh Strategic Development Areas to meet SDP strategic housing requirements

- sites at Queensferry, Currie and Balerno also to meet SDP strategic housing requirements
 - Edinburgh Airport, Royal Highland Centre, International Business Gateway, Heriot-Watt Campus and Hermiston Village to accord with Scottish Planning Policy.
- 36 To ensure the Edinburgh Green Belt continues to meet its objectives in terms of directing planned growth, protecting landscape setting and providing access to open space, the LDP controls the types of development that will be allowed in the green belt. The LDP also promotes opportunities to enhance the appearance of the green belt and to increase countryside access.

Figure 4 Edinburgh Green Belt



Landscape

- 37 The Council's Natural Heritage Strategy sets out how planning can help meet the objectives of national landscape policy and the commitments of the European Landscape Convention and Scotland's Landscape Charter.
- 38 Special Landscape Areas (SLAs) are designated to protect locally important landscapes from development which would harm their character and appearance. 22 SLAs are identified on the Proposals Map due to their distinctive characteristics and qualities, which contribute to the city's unique setting and sense of place. These include examples of Edinburgh's coastal margin, hills, valleys and designed landscapes, which are described in the 'Statements of Importance' prepared for each SLA.
- 39 Outwith the SLAs, a range of design and environmental policies and guidance highlight the value and potential of all landscapes. The LDP recognises that development can bring benefits through conserving and enhancing landscape character and important topographical features and creating future landscapes of quality and character in the provision of new green infrastructure.

Trees and Woodland

- 40 Trees and woodland make an important contribution to the character and quality of the urban area and countryside providing biodiversity, landscape and cultural benefits. Specific legislation protects trees in conservation areas and those covered by a Tree Preservation Order. The Edinburgh and Lothians Forestry and Woodland Strategy provides a long term vision for woodland creation and management to increase woodland cover and create better

links. Opportunities will be taken to deliver the Strategy through greenspace proposals and management of the woodland resource throughout the city.

Biodiversity

- 41 The Council's Natural Heritage Strategy sets out how planning can meet the objectives of national policy on biodiversity and fulfil the commitments of the Biodiversity Duty and the Scottish Geodiversity Charter. Planning decisions must comply with environmental legislation on international and national protected sites and species. In addition, Local Nature Reserves and Local Nature Conservation Sites are identified to protect biodiversity at the local level and are shown on the proposals map. The plan includes policies relating to a range of biodiversity designations.
- 42 LDP policies and Council guidance also recognise the value and potential of biodiversity outwith designated areas and set out key principles for enhancing habitat and ecosystems.

Water and Air

- 43 The water environment is a key natural resource which requires stringent protection from the potentially harmful effects of new development, both on ecological quality and in adding to flood risk. Within the urban area, some built and some unbuilt areas have experienced flooding in extreme weather conditions. The Council, with others, has a responsibility to reduce overall flood risk. It has completed a flood prevention scheme for the Braid Burn and is implementing one for the Water of Leith. It has also identified unbuilt areas of land which fulfil an important flood function, and which should be allowed to flood in order to protect other, built-up areas from

floodwater. These are shown on the Proposals Map as areas of importance for flood management. A flood map published by the Scottish Environment Protection Agency shows some areas on Edinburgh's waterfront potentially at medium to high risk of coastal flooding, taking into account climate change. The LDP does not prevent development in such locations but will require all proposals to consider and address any potential risk of flooding.

- 44 The planning system has a role to play in the protection of air quality, by ensuring that development does not adversely affect air quality in Air Quality Management Areas (AQMAS) or, by cumulative impacts, lead to the creation of further AQMAS in the city. These are areas where air quality standards are not being met, and for which remedial measures should therefore be taken. AQMAS have been declared for five areas in Edinburgh - the city centre, St John's Road, Corstorphine, Great Junction Street in Leith, Glasgow Road (A8) at Ratho Station and Inverleith Row/Ferry Road junction. Poor air quality in these locations is largely due to traffic congestion. The Council has prepared an action plan setting out measures intended to help reduce vehicle emissions within these areas. The Council monitors air quality in other locations and may need to declare further AQMAS.

3) Creating Successful Places

Place-making and Design

- 45 Edinburgh's distinct geography and rich and varied heritage of buildings and urban design combine to create a cityscape of excellence. New development, through its design and contribution to place-making, should enhance not detract from the city's overall character and quality of environment. Good

design can help achieve a wide range of social, economic and environmental goals, creating places that are successful and sustainable. The design of a place can define how people live, how much energy they use, how efficient transport systems are and whether businesses succeed. The LDP's design related policies aim to raise design quality and create successful places. Council guidance supports these policies and provides more detailed information and advice.

- 46 This LDP is also supported by a wide range of area and site specific design guidance aimed at promoting high quality place-making and design. These frameworks, development briefs and master plans can be viewed on the Council's website. Their role is to guide and control development, taking account of the particular characteristics of a site or area and addressing matters such as mix of uses, form and height of buildings, streets and public spaces. In creating high quality places, the spaces between buildings i.e. streets, civic squares and public realm, should be given as much consideration as the design of buildings.
- 47 The site briefs and development principles included in Part 1 Section 5 set out key design requirements to guide the development of new housing sites and other major development opportunities. Master plans should be prepared by developers as part of the planning application process to demonstrate how their proposals meet the LDP's design and place-making objectives and any site specific requirements. Master plans should also provide information on the mix of uses, how a development relates to the surrounding area and, where relevant, proposals on an adjacent site and development phasing.

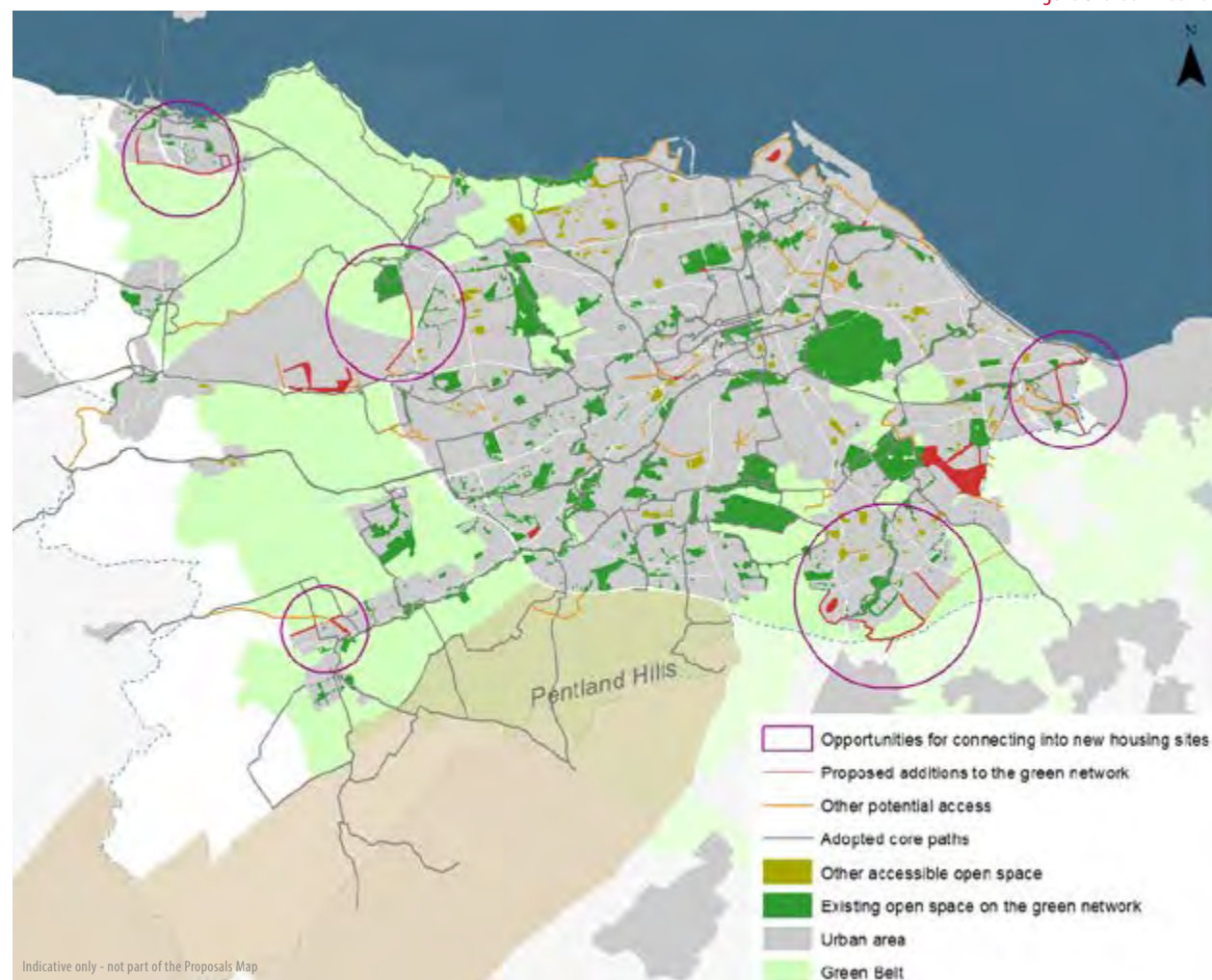
Green Network

- 48 The green network is the linking together of natural, semi-natural and man-made open spaces to create an interconnected network that provides recreational opportunities, improves accessibility within the urban area and to the surrounding countryside and enhances biodiversity and the character of the landscape and townscape, including the setting of new development. Edinburgh's green network forms part of a wider Central Scotland Green Network (CSGN), which is identified as a national development in National Planning Framework 3. The Council is a signatory to the CSGN declaration and is working in partnership with neighbouring authorities and other stakeholders to support and deliver a range of projects.
- 49 Some parts of the green belt contribute to Edinburgh's green network. Key elements include the Pentlands Hill Regional Park, Bonaly Country Park, Cammo estate, the Water of Leith, the Union Canal, Waterfront Promenade and the proposed South East Wedge parkland.
- 50 Through various policies, the LDP aims to protect, promote and enhance the wildlife, recreational, landscape and access value of the green network. Developments are expected to incorporate elements that positively contribute to the green network through, for example:
- providing new open space and/or improving the quality of, or access to existing public open space, thus, reducing areas of deficiency
 - incorporating existing landscape features in new development and providing new landscape planting and other green infrastructure along water courses, coast and urban edge

- extending and linking to the existing path and active travel network where opportunities arise
- providing for a range of different recreational uses which promote healthy living
- providing new and/or enhancing existing wildlife habitats through building and landscape design, thus, preventing habitat fragmentation where possible
- managing surface water drainage, treatment and flood risk through sustainable urban drainage, providing amenity and biodiversity benefits e.g. green roofs, swales and ponds
- mitigating and adapting to the impacts of climate change e.g. resource efficient design, planting trees to capture carbon, intercept and absorb rainfall.

51 Enhancements of the green network will be required to mitigate any impacts from development on existing wildlife habitats or potential connections between them, or other features of value to natural heritage, green space, landscape and recreation. Developers must ensure that green networks are considered in the preparation of future planning applications. Figure 5 is an indicative map of Edinburgh's green network illustrating existing provision and opportunities to improve and/or extend the network.

Figure 5 Green Network



52 Development on greenfield housing sites provides opportunities to extend existing green corridors into the wider countryside. Green network enhancement should be an integral part of the new LDP housing proposals. Green network opportunities are highlighted in the housing site briefs in Part 1 Section 5.

- 53 In 2010, the Council prepared an Open Space Strategy based on an audit of open space resources across Edinburgh. Its purpose is to ensure a co-ordinated and consistent approach to meeting Edinburgh's open space needs and protecting and developing the city's network of open spaces. The Strategy sets standards for the provision of different types of open space and identifies where these standards are not currently met. The Strategy, together with 12 accompanying action plans, identifies opportunities to improve the quantity and quality of open space provision in Edinburgh. A replacement strategy was published in draft in 2016.
- 54 The LDP includes 11 greenspace proposals (Table 1). The majority of these relate to the creation of major new greenspace in conjunction with wider redevelopment proposals. These will play an important role in meeting the open space needs of new residents and will also bring benefits for neighbouring existing communities. Where possible, these proposals will be incorporated into Edinburgh's green network by creating and improving connections to other spaces.

Table 1: Greenspace Proposals

Proposal	Comments
Reference: GS 1 Name: Dalry Community Park Proposal: Extension and enhancement of public park	Opportunity to enhance and extend an existing park to meet existing deficiencies in provision and as part of public open space requirements associated with the redevelopment of Fountainbridge.

Table 1: Greenspace Proposals

Proposal	Comments
Reference: GS 2 Name: Leith Western Harbour Central Park Proposal: Provision of 5.2 hectare publicly accessible park	The approved proposals for Western Harbour include a new park with formal and informal recreational facilities for all ages.
Reference: GS 3 Name: Leith Links Seaward Extension Proposal: Sports pitches, allotments and other recreational uses laid out in a linear greenspace.	The housing-led redevelopment of former industrial land east of Salamander Place is centred on a linear extension of Leith Links. A landscape design study approved in 2008 shows how the extension can connect with the Links by reshaping and enlarging the existing allotments.
Reference: GS 4 Name: South East Wedge Parkland Proposal: Parkland, open land and structure planting	Land around Craigmillar/Greendykes retained in the green belt will be landscaped to provide multi-functional parkland, woodland and country paths linking with parallel developments in Midlothian.
Reference: GS 5 Name: Niddrie Burn Parkland Proposal: New park	The Council has carried out work to remove culverts and form a new channel for the Niddrie Burn as part of the urban expansion proposals at Greendykes. This is the first phase in creating a new park.
Reference: GS 6 Name: IBG Open Space Proposal: Three areas of parkland - 1) along A8 corridor; 2) central parkland and 3) archaeology park	The West Edinburgh Landscape Framework (approved in December 2011) identifies strategic landscape design and open space requirements. Three main areas of open space are proposed as key elements of the International Business Gateway.

Table 1: Greenspace Proposals

Proposal	Comments
Reference: GS 7 Name: Gogar Burn Proposal: Diversion of Gogar Burn	Proposed diversion of the Gogar Burn as shown on the Proposals Map. This will bring benefits in terms of reducing flood risk, improving water quality and enhancing biodiversity
Reference: GS 8 Name: Inverleith Depot Proposal: Conversion of service depot into greenspace	The Council is keeping the operational role of its service depots under review. If that process determines that the depot at Inverleith Park is no longer required for depot functions or other services, it can be converted into green space. The type(s) of greenspace should be identified at that stage in consultation with the local community and should take account of local and citywide needs.
Reference: GS 9 Name : Broomhills Park Proposal: New large park in housing-led development site	The centre of the Broomhills housing site (Proposal HSG 21) is a raised knoll which must remain undeveloped to reduce impact on the landscape setting of the city. This is an opportunity to create a new community park which benefits from attractive views. It should be landscaped and maintained to meet the Council's large greenspace standard.
Reference: GS 10 Name : Clovenstone Drive Proposal: Greenspace enhancement	Proposals to enhance existing greenspace in conjunction with housing development on adjacent site (Proposal HSG31). Will include provision of play space and upgrading of football pitch.
Reference: GS 11 Name : Newmills Park Proposal: New linear park	Proposal to create a new 3 hectare linear park in conjunction with housing development on adjacent site (Proposal HSG 37). It should be landscaped and maintained to meet the Council's large greenspace standard.



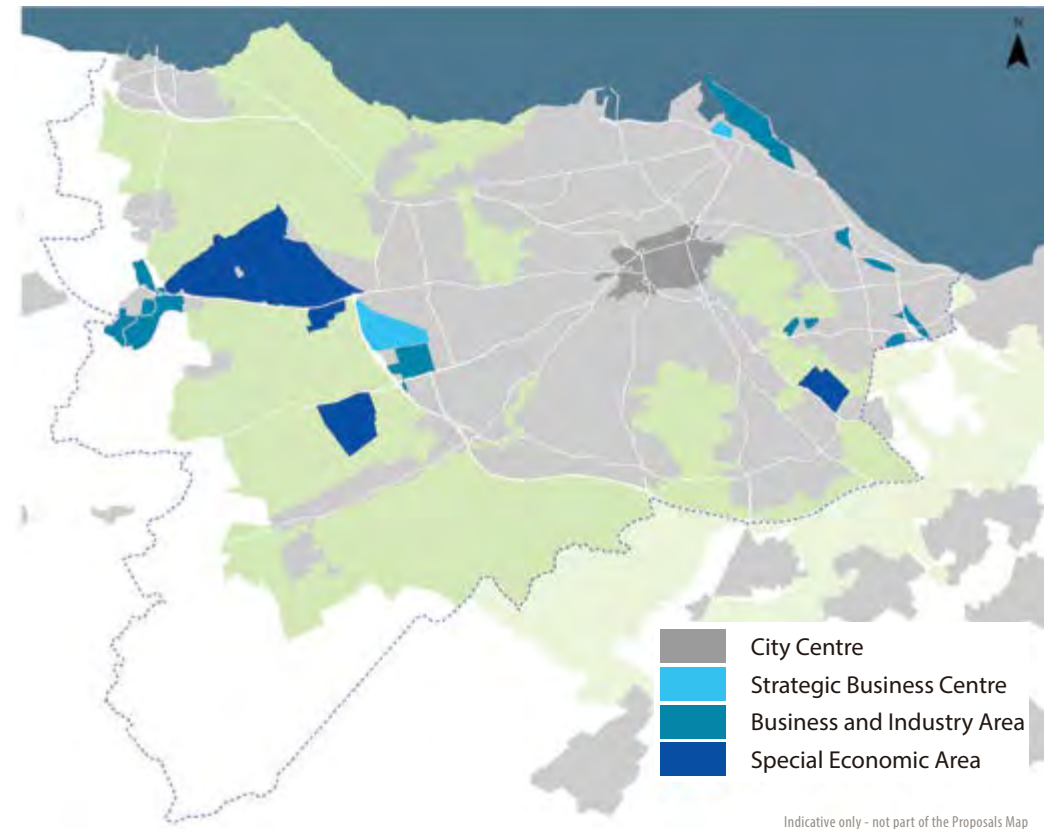
Figgate Park, Edinburgh Living Landscapes

3 A Plan to Provide Jobs, Homes and Services in the Right Locations

1) Economic Development

- 55 The Council's economic strategy seeks sustainable growth through investment in jobs – focussing on development and regeneration, inward investment, support for businesses and helping unemployed people into work or learning. A successful Edinburgh economy will have wider implications across the city region and for Scotland as a whole. The LDP has a key role in helping to deliver this strategy.
- 56 The strength of Edinburgh's economy is based on a range of key sectors, for example tourism, financial services, life sciences and higher education. Edinburgh also has a wide range of cultural, arts and sports venues which bring economic benefits as well as enhancing the wellbeing of residents and visitors. The LDP supports existing businesses, makes specific provision for a growing student population, continues to promote previously identified economic proposals and highlights new investment opportunities.
- 57 There are many economic development opportunities across the city, available to accommodate businesses of varying types and sizes (see Figure 6). These include seven special economic areas, strategic office locations in the city centre, Leith and Edinburgh Park, and planned industrial estates and areas such as Newbridge.

Figure 6 Opportunities for Economic Development



- 58 Economic growth is a key aim of the Strategic Development Plan. The SDP requires the LDP to retain existing levels of strategic employment land and provide a generous range and choice of employment sites in accessible locations. It also recognises the important role of the Edinburgh city region as a key driver of the Scottish economy. Strategic enhancement of Edinburgh

Airport has the status of a national development along with associated provision for business space/mixed use and a new National Showground Facility. In this context the plan identifies land for the expansion of Edinburgh Airport, proposals for business and mixed use at the International Business Gateway and a safeguarded site to the south of the A8 for a new National Showground Facility. The Scottish Government has also identified two enterprise locations in Edinburgh in recognition of their importance to the national economy - Leith Docks (low carbon/renewables) and Edinburgh BioQuarter (life sciences).

Edinburgh's Special Economic Areas

- 59 The LDP identifies seven 'special economic areas' (see Table 2), all of which are of national or strategic economic importance, providing or with the potential to provide a significant number of jobs. The plan includes individual policies for six of these sites (Policy Emp 2 – Emp 7) to ensure development proposals realise their economic potential. A slightly different approach is taken for Leith Docks where economic proposals will be assessed using the general Policy Emp 8 and the area based Policy Del 3.

Table 2 Special Economic Areas

Area	Main Purpose
<p>Name: Edinburgh BioQuarter</p> <p>Location: East of A7, South East Edinburgh</p> <p>Site area: 72 ha</p> <p>Relevant LDP policy - Emp 2</p>	<p>The Edinburgh BioQuarter (EBQ) aims to become a top 10 global centre of excellence for life sciences offering opportunities for academic, commercial and clinical research and development with health care, teaching facilities and appropriate support services and facilities focused on the Edinburgh Royal Infirmary. Its development is being promoted by a partnership of the Council and Scottish Enterprise, University of Edinburgh and NHS Lothian.</p>
<p>Name: Riccarton University Campus and Business Park</p> <p>Location: South of A71, South West Edinburgh</p> <p>Site area: 153 ha</p> <p>Relevant LDP policy - Emp 3</p>	<p>The campus comprises Heriot-Watt University and the adjacent business park. A Master Plan was approved in January 2001. In 2013, it was identified as the preferred location for a National Performance Centre for Sport. Its main purpose is academic teaching and research and business uses with a functional link to the University. There is currently 20.28 hectares of undeveloped land available within Riccarton Research Park.</p>
<p>Name: Edinburgh Airport</p> <p>Location: North of A8, West Edinburgh</p> <p>Site area: 380 ha</p> <p>Relevant LDP policy - Emp 4</p>	<p>The connectivity provided by Edinburgh Airport supports and enhances Scotland's economy. The most recent Airport Master Plan was prepared by the former owner in July 2011 and agreed by the Council in March 2012. The Master Plan sets out development intentions for airport and related uses up to 2020 with more indicative proposals from 2020-2040.</p>

Table 2 Special Economic Areas

Area	Main Purpose
<p>Name: Royal Highland Centre</p> <p>Location: North of A8, West Edinburgh</p> <p>Site area: 129 ha</p> <p>Relevant LDP policy - Emp 5</p>	<p>The main purpose of the RHC site is for showground uses. Its owners, the Royal Highland and Agricultural Society of Scotland, intend to bring forward major proposals to expand and enhance facilities on their current site. A Master Plan has been prepared as part of a planning application. Proposals include a new exhibition hall, Centre for Excellence including retail facilities, Agribusiness and office uses, hotel, improved internal circulation and a new entrance boulevard onto Eastfield Road.</p> <p>The RHC may need to relocate to the south of the A8 in the longer term to allow for airport expansion.</p>
<p>Name: International Business Gateway</p> <p>Location: North of A8, West Edinburgh</p> <p>Site area: 136 ha</p> <p>Relevant LDP policy - Emp 6</p>	<p>The International Business Gateway is a key location to attract international markets and secure appropriate business led mixed use development. National Planning Framework 3 identifies West Edinburgh, including the International Business Gateway, as being a significant location for investment. The International Business Gateway is a key location to attract international markets and secure appropriate business led mixed use development. It will come forward in a series of phases incorporating business development and supporting uses. The supporting uses include an opportunity for housing development as identified in Table 4. The Development Principles in Part 1 Section 5 identify the requirements for the consideration of proposals for the IBG through the development management process, indicating how business development and other uses can be accommodated together.</p>

Table 2 Special Economic Areas

Area	Main Purpose
<p>Name: RBS Headquarters, Gogarburn</p> <p>Location: South of A8, West Edinburgh</p> <p>Site area: 45 ha</p> <p>Relevant LDP policy - Emp 7</p>	<p>The main purpose of the site is for office development in a high quality landscape setting. A tram stop is to be provided to the north east of the site, increasing accessibility by public transport. Part of the site remains undeveloped and provides the opportunity for additional office and ancillary development.</p>
<p>Name: Leith Docks</p> <p>Location: Northern and eastern part of Leith Waterfront</p> <p>Site area: 128 hectares</p> <p>Relevant LDP policy - Emp 8 and Del 3</p>	<p>The main purpose of this area is for business and industry.</p> <p>The National Renewables Infrastructure Plan highlights the potential of Leith Docks as a suitable location for the manufacturing and servicing of wind turbines and other equipment to support the off-shore renewables industry.</p>

2) Housing and Community Facilities

60 Edinburgh is a growing city as a result of increased birth rates, residents living longer and people moving into the area for work or study. Its population is now 477,000 (National Records of Scotland, 2011 Census). Population and household changes have implications for housing need which in turn influences the amount of housing land to be identified in LDPs. Providing more and better homes for people is one of the overall aims of the plan, to help meet housing need and support economic growth. The LDP also recognises that a growing population increases the need for local shops and community facilities such as schools, health care services and community centres.

61 A housing needs and demand assessment (HNDA) for South East Scotland

was undertaken as part of the preparation of the Strategic Development Plan and local housing strategies across the SESplan area. The SESplan area, which covers Edinburgh, the Lothians, Scottish Borders and part of Fife, functions as one housing market area. This means that some of the housing demand generated by the city can and will be met in the wider city region.

- 62 The approved SDP indicates that land for a total of 107,560 new homes will be required across the SESPlan area in the period up to 2024. SESPlan has prepared Supplementary Guidance which sets out how much of this requirement should be met in each Council area. The requirement for the City of Edinburgh Council area is:

2009 - 2019	2019 – 2024	Total 2009-2024
22,300	7,210	29,510

- 63 The rate at which housing sites are developed is constrained by a variety of factors including market conditions. The SDP accepts that the required housing targets will be challenging to deliver. It stresses the importance of ensuring growth is accompanied by the appropriate infrastructure. It also requires greenbelt release to be minimised. Current programming assumptions are subject to consultation with the house-building industry and are monitored and updated through an annual housing land audit.
- 64 Figure 7a shows the current programming assumptions (drawing on the 2015 housing land audit) for existing sites and new sites as identified through this plan. Alternate figures presented by the house-building industry assume a more significant on-going shortfall extending over the plan period and beyond. There has been a recent increase in completions and the Council

considers it has identified land with sufficient total capacity overall. However Figure 7a signals a shortfall in the effective housing supply to 2019 and potential on-going difficulties in maintaining a 5 year land supply.

Figure 7a Current anticipated programming of the Housing Land Supply (November 2015)

	2015-2019	2019-2024	Remainder 2024-2026	Total 2015-2026
Remaining SDP Supply Target from 2015	15,034	7,210	2,884	25,128
Plus 10% to ensure generosity	16,537	7,931	3,172	27,640
Effective supply	6,410	4,774	1,490	12,674
Contribution from sites capable of becoming effective	0	2,324	826	3,150
Windfall	1,694	2,116	846	4,656
Total supply from existing sources (derived from 2015 HLA)	8,104	9,214	3,162	20,480
Required New LDP allocation	8433	-1283	10	7,160
Brownfield	221	519	75	815
West Edinburgh SDA	175	1,400	400	1,975
South East Edinburgh SDA	756	1,396	280	2,432
Outwith SDA	162	1,080	288	1,530
Total new LDP allocations	1,314	4,395	1,043	6,752
Estimated shortfall	7,119	-5,678	-1,033	408

65 Figure 7b shows additional sites, as included in Table 4, which are also identified for inclusion in the plan to assist in meeting the SDP housing target. They are not currently accounted for in Table 7a as an assumed programming remains to be established through the annual audit process.

Figure 7b Additional capacity from existing new sites.

Site	Approximate Additional Capacity
Gilmerton Station Road HSG 24	160
Ravelrig Road Balerno	120
Edmonstone	170
The Wisp	71
Lang Loan	220
Total additional potential	742

- 66 The Council has a clear role in working with developers and other agencies to ensure that there are no land use planning barriers to an increased take up of its identified stock of housing land. This will be facilitated through Supplementary Guidance to set out a realistic approach to enabling infrastructure provision taking into account financial viability and looking at innovative approaches to forward and gap funding. This will be particularly important if the considerable potential of the waterfront is to be realised.
- 67 It may take time for any increase in the uptake of the identified land supply and this may create pressure for the release of additional land through Policy Hou 1. However any shortfall in the housing land supply, whilst carrying considerable weight, does not over-ride other considerations such as directing development to sustainable locations, securing green belt objectives and the appropriate provision of infrastructure.

68 The current housing target is based on a ten year period and the development plan is to be reviewed every five years. The process of preparing a new SDP is already underway and the plan will be due for replacement in 2018. An early review of this local development plan is proposed in order to ensure a timeous response to any revised strategic housing target and to secure an ongoing sufficient supply of housing land.

- 69 The City Housing Strategy 2012-2017 was approved in December 2011. It aims to deliver three outcomes:
- People live in a home they can afford
 - People live in a warm, safe home in a well-managed neighbourhood; and
 - People can move if they need to.

This LDP can help meet these outcomes through the identification of sites to increase the housing supply and the inclusion of policies on affordable housing, sustainable building and design and place-making.

70 The proposals listed in Tables 3 and 4 provide a generous supply of land for housing development on a range of sites across the city. Proposals HSG 1 – HSG 18, EW 1a-c, EW 2a-d, CC 2 – CC 4 relate to sites which already have planning permission for housing development or were identified as housing proposals in previous local plans. Sites HSG 19 – HSG 37, Del 4 and Emp 6 are new housing opportunities identified to meet Edinburgh’s housing requirement. Detailed information on these proposals is provided in Part 1 Section 5. Apart from sites identified for development in this plan to deliver the planned growth of the city, housing on greenfield land is unlikely to be supported.

- 71 The plan aims to ensure that housing development on the sites listed in Tables 3 and 4 and any other site that emerges during the period of the plan, provides for a range of housing needs, meets climate change and sustainable development objectives and is of a high quality in terms of site layout and design. It also includes policies to ensure development doesn't detract from the appearance of or cause nuisance or disturbance in existing housing areas.
- 72 Since its introduction in 2001, the Council's affordable housing policy has delivered nearly 700 new affordable homes. The availability of affordable housing continues to be a major issue in Edinburgh and the Council and its partners are using a range of innovative and flexible approaches to increase the supply of new affordable homes. More information is available in the Council's Housing Strategy 2012 -2017. One element is the LDP requirement for all private development of 12 or more homes to include 25% affordable housing (Policy Hou 6).
- 73 In addition to providing affordable housing, the LDP also recognises the housing needs of particular groups such as students, gypsies, travellers and travelling showpeople.

Table 3 Existing Housing Proposals

Housing Proposal	Comments
Reference: HSG 1 Name : Springfield, Queensferry Site area: 13 hectares Estimated total capacity: 150	The site lies on the western edge of the town between existing housing at Springfield and the line of the replacement Forth Crossing. Proposals should include playing fields, changing facilities and amenity open space. Opportunity to create a link road from Bo'ness Road to Society Road should be investigated.
Reference: HSG 2 Name: Agilent, South Queensferry Site area: 14 hectares Estimated total capacity: 450 (440*)	Planning permission granted for a housing-led mixed use development on the site of former Agilent plant.
Reference: HSG 3 Name: North Kirkliston Site area: 44 hectares Estimated total capacity: 680 (153*)	Site identified in previous local plan to meet strategic housing need. Planning permission granted and development underway.
Reference: HSG 4 Name : West Newbridge Site area: 20 hectares Estimated total capacity: 500	Opportunity for housing-led regeneration in heart of Newbridge. Environmental concerns such as the proximity of the site to industrial uses and impact of aircraft noise must be addressed through a comprehensive master plan for the whole site. Proposals should accord with the West Edinburgh Strategic Design Framework. The finalised site capacity, design and layout should be informed by an adequate flood risk assessment.

* homes still to be built (calculated from the 2015 Housing Land Audit)

Table 3 Existing Housing Proposals

Housing Proposal	Comments
Reference: HSG 5 Name : Hillwood Road, Ratho Station Site area: 5 hectares Estimated total capacity: 50-100	Opportunity for housing development and community facilities (either provided on site or elsewhere in Ratho Station). Environmental concerns such as the proximity of the site to nearby sources of noise, including aircraft noise must be addressed through a comprehensive master plan for the site and proposals should accord with the West Edinburgh Strategic Design Framework. The finalised site capacity, design and layout should be informed by an adequate flood risk assessment.
Reference: HSG 6 Name : South Gyle Wynd Site area: 3 hectares Estimated total capacity: 204	Planning permission granted for housing development on site adjacent to the Forrester's and St Augustine's High Schools.
Reference: HSG 7 Name : Edinburgh Zoo Site area: 4 hectares Estimated total capacity: 80	Land on the western edge of the zoo which is no longer required for zoo purposes. Opportunity for high quality housing development within a mature landscape setting.
Reference: HSG 8 Name: Telford College (North Campus) Site area: 3 hectares Estimated total capacity: 330 (119*)	Redevelopment of former college site. Planning permission granted and development underway.
Reference: HSG 9 Name: City Park Site area: 2 hectares Estimated total capacity: 200	A Statement of Urban Design Principles has been prepared by the Council to guide housing development.

Table 3 Existing Housing Proposals

Housing Proposal	Comments
Reference: HSG 10 Name: Fairmilehead Water Treatment Works Site area: 11 hectares Estimated total capacity: 275 (150*)	Planning permission granted for the redevelopment of the former Scottish Water treatment works. The existing tanks have been decommissioned to make the site suitable for housing use.
Reference: HSG 11 Name: Shrub Place Site area: 2 hectares Estimated total capacity: 410	Redevelopment of former transport depot and Masonic hall for housing and other uses. A Statement of Urban Design Principles has been prepared by the Council to guide development.
Reference: HSG 12 Name: Lochend Butterfly Site area: 5 hectares Estimated total capacity: 590 (198*)	Major redevelopment opportunity on land located in the east of the city. Planning permission granted and development underway.
Reference: HSG 13 Name: Eastern General Hospital Site area: 4 hectares Estimated total capacity: 295 (231*)	Redevelopment on former hospital site. Proposals to retain three existing buildings (two of which are listed). Planning permission granted for housing including 64 affordable units and a care home. The affordable housing is complete and comprises a mix of tenures.
Reference: HSG 14 Name: Niddrie Mains Site area: 21 hectares Estimated total capacity: 814 (498*)	This proposal forms part of the wider regeneration of Craigmillar led by PARC. Development which has already taken place includes housing, two new primary schools, a new neighbourhood office and public library and refurbishment of the White House. Future housing proposals should accord with the Craigmillar Urban Design Framework.

* homes still to be built (calculated from the 2015 Housing Land Audit)

Table 3 Existing Housing Proposals

Housing Proposal	Comments
Reference: HSG 15 Name: Greendykes Road Site area: 3 hectares Estimated total capacity: 145	The site is expected to become available for housing once a decision is made on the future of Castlebrae High School. Proposals should accord with the Craigmillar Urban Design Framework
Reference: HSG 16 Name: Thistle Foundation Site area: 8 hectares Estimated total capacity: 256 (179*)	Redevelopment opportunity in the heart of Craigmillar. Planning permission granted and development underway.
Reference: HSG 17 Name: Greendykes Site area: 12 hectares Estimated total capacity: 990 (841*)	A vacant site within an established residential area. Its redevelopment forms part of the wider regeneration of Craigmillar. Planning permission granted on part of the site and development underway. The finalised site capacity, design and layout should be informed by an adequate flood risk assessment.
Reference: HSG 18 Name: New Greendykes Site area: 26 hectares Estimated total capacity: 878 (829*)	Longstanding proposal for new housing on greenfield land to south of Greendykes. Outline planning permission granted in 2010 for 1000 houses. The proposal includes a mix of unit sizes and types, 200 of which are affordable. The finalised site capacity, design and layout should be informed by an adequate flood risk assessment.
City Centre	
Reference: CC 2 Name: New Street Site area: 3 hectares Estimated total capacity: 250	Housing as part of a major mixed use redevelopment opportunity. Proposals should accord with the New Street Development Principles (set out in Table 10).

* homes still to be built (calculated from the 2015 Housing Land Audit)

Table 3 Existing Housing Proposals

Housing Proposal	Comments
Reference: CC 3 Name: Fountainbridge Site area: 37 hectares Estimated total capacity: 1,200 (994*)	Housing as part of mixed use redevelopment of former brewery site. Development underway with nearly 200 new homes provided. Proposals should accord with the Fountainbridge Development Principles (set out in Table 10).
Reference: CC 4 Name : Quartermile Site area: 8 hectares Estimated total capacity: 1,110 (340*)	Regeneration of the historic Edinburgh Royal Infirmary site creating a sustainable, mixed-use urban community. Nearly 400 homes already built. Further details provided in Table 10.
Edinburgh Waterfront	
Reference: EW 1a Name: Leith Waterfront (Western Harbour) Site area: 49 hectares Estimated total capacity: 3,000 (1,873*)	Major housing-led mixed use regeneration opportunity on land to west of Ocean Terminal shopping centre next to recently built flatted development. Proposals should accord with the Leith Waterfront Development Principles (set out in Table 11).
Reference: EW 1b Name: Central Leith Waterfront Site area: 61 hectares Estimated total capacity: 2,720	The mixed use regeneration of Central Leith Waterfront will provide a significant number of new homes. Proposals should accord with the Leith Waterfront Development Principles (set out in Table 11).
Reference: EW 1c Name: Leith Waterfront (Salamander Place) Site area: 13 hectares Estimated total capacity: 1,500 (1,355*)	Housing-led regeneration on former industrial land. Planning permission granted on western part of site for 781 units incorporating a wide range of house types. Proposals should accord with the Leith Waterfront Development Principles (set out in Table 11).

Table 3 Existing Housing Proposals

Housing Proposal	Comments
Edinburgh Waterfront	
Reference: EW 2a Name: Forth Quarter Site area: 45 hectares Estimated total capacity: 1,800 (1,041*)	Major housing-led mixed use regeneration opportunity. Nearly 800 homes already built along with offices, superstore and a new park. Proposals should accord with the Granton Waterfront Development Principles (set out in Table 11).
Reference: EW 2b Name: Central Development Area Site area: 41 hectares Estimated total capacity: 2,050 (1,747*)	Housing-led mixed use development. Some housing completed along a new avenue. Proposals should accord with the Granton Waterfront Development Principles (set out in Table 11).
Reference: EW 2c Name: Granton Harbour Site area: 38 hectares Estimated total capacity: 1,980 (1,634*)	Housing-led mixed use development. Some housing development in accordance with an approved master plan. Proposals should accord with the Granton Waterfront Development Principles (set out in Table 11).
Reference: EW 2d Name: North Shore Site area: 16 hectares Estimated total capacity: 850	Opportunity for housing-led mixed use development. Implementation of this proposal unlikely to come forward in the short term. Proposals should accord with the Granton Waterfront Development Principles (set out in Table 11).

* homes still to be built (calculated from the 2015 Housing Land Audit)

Footnote: depending on the current planning status of the site proposals should address the required delivery of infrastructure in accordance with the relevant General Development Principles in Part 1 Section 5 of the Plan and with Policies Tra 8 and Del 1.

Table 4 New Housing Proposals

Housing Proposal	Comments
Sites in West Edinburgh	
Reference: HSG 19 Name: Maybury Site area: 75 hectares Estimated number of houses : 1,700-2,000	Proposal for housing-led development on land to the north and south of Turnhouse Road. Development must accord with the Maybury and Cammo Site Brief
Reference: HSG 20 Name: Cammo Site area: 28 hectares Estimated total capacity: 500-700	New housing site on land to the west of Maybury Road. Development must accord with the Maybury and Cammo Site Brief
Reference: Policy Emp 6 Name: International Business Gateway (IBG) Site area: n/a Estimated number of houses: to be confirmed through the master plan process	An opportunity for housing development as a component of business-led mixed use proposals is identified. However this is subject to further consideration through the master plan process in terms of the extent that this would contribute to place making and sustainable development objectives and to the primary role of the site in supporting strategic airport enhancement and international business development. The continuing master plan process for the IBG will demonstrate the relative balance of uses that would be appropriate. The development principles in Part 1 Section 5 identify the requirements for the consideration of proposals for the IBG through the development management process. Proposals must also accord with the provisions of Policy Emp 6.

Table 4 New Housing Proposals

Housing Proposal	Comments
Reference: Policy Del 4 Name: Edinburgh Park/South Gyle Site area: n/a Estimated number of houses : 450-700 Δ	Policy Del 4 supports the introduction of housing and other uses into an area currently dominated by employment uses. This new approach represents the first step in changing the character of the Edinburgh Park/ South Gyle area in line with place making and sustainable development objectives. Proposals must accord with the Edinburgh Park and South Gyle Development Principles.
Sites in South East Edinburgh	
Reference: HSG 21 Name: Broomhills Site area: 30 hectares Estimated total capacity: 425-595	A site to the west of Burdiehouse Road, incorporating a public park (Proposal GS 9). Development must accord with the Broomhills and Burdiehouse Site Brief.
Reference: HSG 22 Name: Burdiehouse Site area: 14 hectares Estimated total capacity: 250-350	Planning permission has now been granted for development in the western part of the site and development has commenced. This proposal incorporates additional land to north and east. Development must accord with the Broomhills and Burdiehouse Site Brief.

Δ The estimated number of houses expected to be built in the period of this plan i.e. up to 2026. This site may provide additional housing beyond 2026.

Table 4 New Housing Proposals

Housing Proposal	Comments
Reference: HSG 23 Name: Gilmerton Dykes Road Site area: 2.5 hectares Estimated total capacity: 50-70	Small site located to the south of Gilmerton Dykes Road. Development must accord with the Gilmerton Site Brief.
Reference: HSG 24 Name: Gilmerton Station Road Site area: 36 hectares Estimated total capacity: 600-650	Proposals for housing-led development on land to the north of Gilmerton Station Road as detailed in the Gilmerton Site Brief.
Reference: HSG 25 Name: The Drum Site area: 6 hectares Estimated total capacity: 125-175	Housing proposal on land to the north of Drum Street Development must accord with the Gilmerton Site Brief.
Reference: HSG 26 Name: Newcraighall North Site area: 9 hectares Estimated total capacity: 220	Planning permission was granted for 160 houses on the site in 2012. The site may provide the opportunity for a greater number of houses. Development must accord with the Newcraighall Site Brief.
Reference: HSG 27 Name: Newcraighall East Site area: 17 hectares Estimated total capacity: 275-385	Planning permission was granted for housing on the majority of the site in 2012. This site is larger with a higher estimated capacity. Development must accord with the Newcraighall/Brunstane Site Brief.
Reference: HSG 28 Name: Ellen's Glen Road Site area: 4 hectares Estimated number of houses : 220-260	Housing proposal incorporating land currently occupied by the Blood Transfusion Centre of Liberton Hospital and an area of semi-natural open space adjacent to Malbet Wynd. Proposals must accord with the Ellen's Glen Road Site Brief.

Table 4 New Housing Proposals

Housing Proposal	Comments
Reference : HSG 29 Name: Brunstane Site Area: 48 hectares Estimated total capacity: 950-1,330	Proposal for housing-led development on land to the south of Brunstane Burn and north of Newcraighall Road. Development must accord with the Newcraighall/Brunstane Site Brief.
Reference: HSG 30 Name: Moredunvale Road Site area: 5 hectares Estimated total capacity: 188	Proposal for housing development and open space improvements. Proposals must accord with Moredunvale Development Principles.
Reference: HSG 39 Name: North of Lang Loan Site Area: 13 hectares Estimated total capacity: 220	Planning permission in principle for housing on this site was granted in 2016. Development principles are set out in Part 1 Section 5.
Reference: HSG 40 Name: South East Wedge South: Edmonstone Site Area: 28 hectares Estimated total capacity: 170-370	Planning permission in principle for housing on this site was granted in 2016. Development principles are set out in Part 1 Section 5.
Reference: HSG 41 Name: South East Wedge North: The Wisp Site Area: 2 hectares Estimated total capacity: 71	Planning permission for housing on this site was granted in 2016. Development principles are set out in Part 1 Section 5.

Table 4 New Housing Proposals

Housing Proposal	Comments
Elsewhere in the City	
Reference: HSG 31 Name: Curriemuirend Site area: 6 hectares Estimated total capacity: 150 - 180	Proposal for housing and allotments with opportunity to improve the quality of green space at Clovenstone Drive (Proposal GS10). Proposals must accord with the Curriemuirend Development Principles.
Reference : HSG 32 Name : Builyeon Road, Queensferry Site Area: 41.5 hectares Estimated total capacity: 700 - 980	Proposal for housing-led development on land to the south of Builyeon Road. Development must accord with the Builyeon Road Development Principles contained in the Queensferry South Site Brief.
Reference : HSG 33 Name : South Scotstoun, Queensferry Site Area: 20 hectares Estimated total capacity: 312-437	Proposal for housing development on land to the north of the A90. Development must accord with the South Scotstoun Development Principles contained in the Queensferry South Site Brief.
Reference : HSG 34 Name : Dalmeny Site Area: 1 hectare Estimated total capacity: 12 -18	Proposal for small housing development on land to the west of Bankhead Road. Development must accord with the Dalmeny Development Principles contained in the Queensferry South Site Brief.
Reference: HSG 35 Name: Riccarton Mains Road, Currie Site area: 1 hectare Estimated total capacity: 25 -35	Well contained site on the edge of Currie, located to the west of Riccarton Mains Road. Opportunity to provide additional housing on land within walking distance of schools and local services.

Table 4 New Housing Proposals

Housing Proposal	Comments
Reference : HSG 36 Name : Curriehill Road, Currie Site Area: 2.5 hectares Estimated total capacity: 50 - 70	Housing proposal on land to the west of Curriehill Road. Development must accord with Curriehill Road Development Principles contained in the Balerno and Currie Site Brief.
Reference : HSG 37 Name : Newmills Road, Balerno Site Area: 8 hectares Estimated total capacity: 175 - 245	Proposal for housing development on land to the west of Newmills Road. Development must accord with the Newmills Road Development Principles contained in the Balerno and Currie Site Brief.
Reference : HSG 38 Name : Ravelrig Road, Balerno Site Area: 14 hectares Estimated total capacity: 120	Planning permission in principle was granted in December 2015 for housing development on the site. Proposals must accord with the Development Principles set out in Section 5 of the Plan and the planning conditions attached to the decision notice granting planning permission in principle (reference PPA-230-2140).

Footnote: depending on the current planning status of the site, proposals should address the required delivery of infrastructure in accordance with the relevant General Development Principles and with Policies Tra 8 and Del 1.

Schools and Healthcare Provision

- 74 Table 5 and Proposals SCH 1–SCH 10 on the Proposals Map identify school proposals which involve development on new sites. An education assessment was undertaken as part of the preparation of the LDP. This sets out the implications of the proposed housing growth on existing schools and identifies what is needed in terms of new and expanded educational facilities. New primary schools are required in West Edinburgh (SCH 6), South

East Edinburgh (SCH 7, SCH 8 and SCH 9) and Queensferry (SCH 10). The LDP Action Programme sets out the mechanisms for delivering new and expanded education facilities where required in conjunction with LDP housing proposals.

- 75 Anticipated population growth in Edinburgh and the housing proposals identified in Tables 3 and 4 will have implications for the provision of primary care and other community health services. The Council and NHS Lothian will work in partnership to identify actions to adjust existing health care facilities and services to meet the future needs of Edinburgh's population. This could mean services being provided in a different way or the provision of new facilities.

Table 5 School Proposals

Existing School Proposals

Reference: SCH 1 Name : Portobello High School Site area: 7.4 hectares	Planning permission has been granted for a replacement school on a site at Portobello Park. Proposal is for a three storey building and two sports pitches.
Reference: SCH 2 Name: High School, Craigmillar Site area: Not yet determined	A new high school is to be built as part of the ongoing regeneration of Craigmillar. It is anticipated to open in 2020 and to occupy a central location near other local services. The site for the new school has not yet been identified. Proposals should accord with the Craigmillar Urban Design Framework.
Reference: SCH 3 Name : New Greendykes Site area: Not yet determined	Indicative proposal for new two-stream primary school if required in association with new Greendykes housing proposal HSG 18. Exact location of the site for the new school has not yet been determined.

Table 5 School Proposals

Existing School Proposals

Reference: **SCH 4**
 Name : **North of Waterfront Avenue, Granton**
 Site area: **1.2 hectares**

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

Reference : **SCH 5**
 Name : **Western Harbour, Leith**
 Site area: **1.1 hectares**

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

New School Proposals

Reference: **SCH 6**
 Name : **Maybury**
 Site area: **2 hectares**

New primary school to provide educational facilities in conjunction with housing growth in West Edinburgh.

Reference: **SCH 7**
 Name : **Gilmerton**
 Site area: **2 hectares**

New primary school to provide educational facilities in conjunction with housing growth in South East Edinburgh.

Reference: **SCH 8**
 Name : **Broomhills**
 Site area: **2 hectares**

New primary school to provide educational facilities in conjunction with housing growth in South East Edinburgh. This is a preferred option in the revised education appraisal and may not be required.

Reference: **SCH 9**
 Name : **Brunstane**
 Site area: **2 hectares**

New primary school to provide educational facilities in conjunction with housing growth in South East Edinburgh.

Reference: **SCH 10**
 Name : **Queensferry - South**
 Site area: **2 hectares**

New primary school to provide educational facilities in conjunction with new housing in Queensferry.

3) Shopping and Leisure

76 Shopping and leisure uses are major providers of jobs, especially for young people, and have strong links with other economic activities, particularly tourism. In Edinburgh, shopping and leisure uses are mainly provided in a network of centres distributed across the city.

- **City Centre:** The retail core of the city centre is the largest shopping centre in the Edinburgh City Region with a wide range of shops and other entertainment, leisure and cultural uses and excellent public transport services.
- **Town Centres:** The other eight town centres serve as a focal point for their local communities providing a diverse mix of shopping facilities and other commercial and community services. Each of the town centres is characterised by traditional shop units under tenements located on main roads with good bus services.
- **Commercial Centres:** Seven shopping malls and retail parks of varying size and character. The individual characteristics of each centre are described in Table 7.
- **Local Centres:** There are 61 local centres (with four more proposed) located across the city. These contribute to the quality of life and sense of identity of neighbourhoods by providing local shops and other services within walking distance. Sizes vary from larger local centres such as Wester Hailes, Easter Road and Davidson's Mains to smaller parades of shops in the villages of Currie and Queensferry.

Table 6 Network of Shopping Centres

1 : City Centre

Edinburgh City Centre Retail Core

2 : Other Town Centres

Corstorphine	Gorgie / Dalry	Leith/Leith Walk
Morningside / Bruntsfield	Nicolson St / Clerk Street	Portobello
Stockbridge	Tollcross	

3 : Commercial Centres

Cameron Toll	Craigleith	Hermiston Gait
Meadowbank	Newcraighall / The Jewel	Ocean Terminal
The Gyle		

4 : Existing Local Centres

Ashley Terrace	Balgreen Road	Blackhall
Boswall Parkway	Broughton Street	Bryce Road, Currie
Buckstone Terrace	Chesser	Chesser Avenue
Colinton	Comiston Road	Corslet Place, Currie
Craiglockhart	Craigmillar	Dalkeith Road
Davidsons Mains	Drylaw	Drumbrae
Dundas Street	Dundee Street	East Craigs
Easter Road	Ferry Road (East)	Ferry Road (West)
Forrest Road	Gilmerton	Goldenacre
Gracemount	Hillhouse Rd/Telford Rd	Jocks Lodge
Juniper Green	Liberton Brae	Main Street, Balerno
Main Street, Kirkliston	Marchmont North	Marchmont South
Mayfield Road	Milton Road West	Moredun Park Road
Muirhouse / Pennywell	Oxgangs Broadway	Parkhead
Pentland View Court, Currie	Piershill	Polwarth Gardens
Queensferry (Centre)	Ratcliffe Terrace	Restalrig Road
Rodney Street	Roseburn Terrace	Saughton Road North
Scotstoun Grove, Queensferry	Sighthill	Stenhouse Cross
Viewforth		

Table 6 Network of Shopping Centres

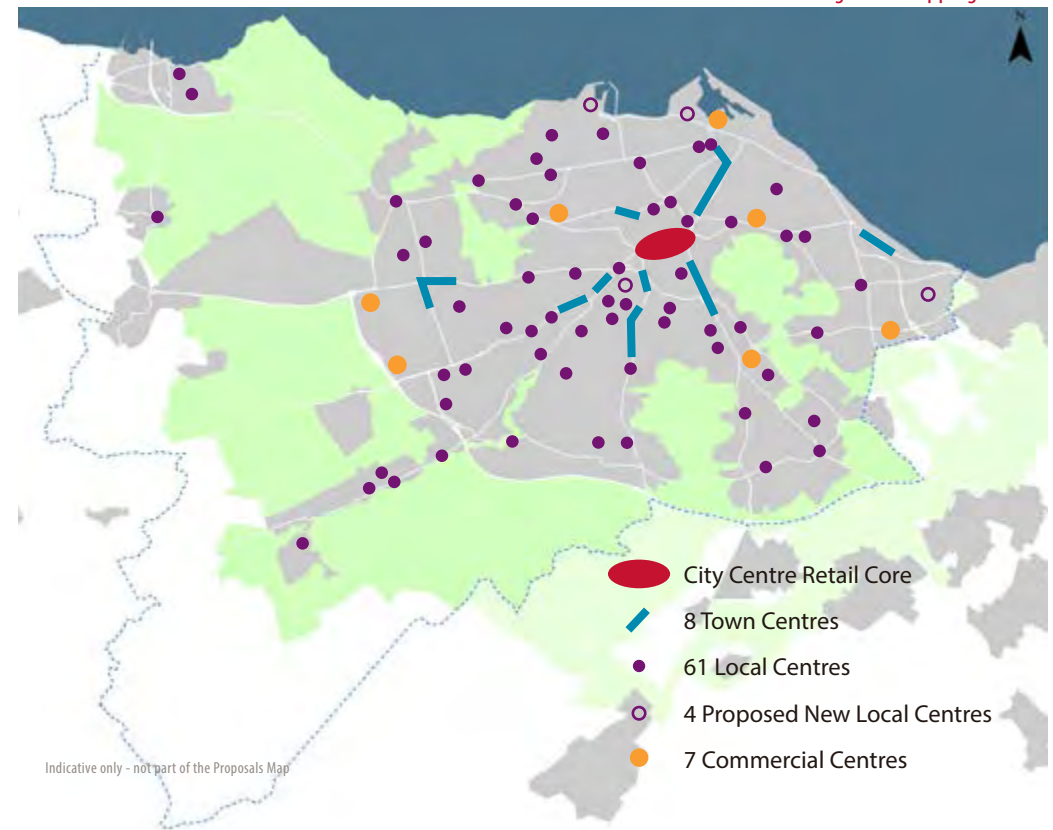
4 : Existing Local Centres

Walter Scott Avenue	Waterfront Broadway	West Maitland Street
Western Corner	Whitehouse Road	Wester Hailes

5 : Proposed new Local Centres

Fountainbridge	Granton Waterfront	Western Harbour
Brunstane		

Figure 8 Shopping Centres



- 77 The LDP continues to support the existing network of city, town and local centres. These are important focal points for people who live and work in Edinburgh, providing shopping, leisure and community facilities in locations which can be easily accessed by walking, cycling or public transport. It also recognises the valuable role of commercial centres as popular destinations for shopping and leisure activities.
- 78 The recession has had a significant adverse impact on many conventional retail businesses. Growth in consumer spending has slowed and it is unlikely that spending rates will increase again in the next five years. Some high street brands have gone into administration, leaving empty units. Others are considering cutting floorspace targets or reducing their number of stores. How customers make purchases is also changing, with more on-line spending, which also has implications for how we plan for retail uses.
- 79 Prioritising the city centre remains a key objective of the LDP. The Council aims to strengthen the position of the city to maintain its shopping role within the region and to attract more investment. The planned redevelopment of the Edinburgh St James will bring major benefits to the city centre providing additional retailing floorspace, significant environmental improvements and a more vibrant mix of uses (Proposal CC 1). A change in policy from previous plans aims to improve the overall shopping experience in the city centre by allowing uses other than shops in ground floor units in the retail core. Supplementary Guidance will set out how this change of policy will be applied.
- 80 Policies will continue to direct new development to existing centres, with town centres being given priority over commercial centres. There is not

expected to be sufficient growth in retail spending over the next five years to support further expansion of commercial centres (over and above that which already has planning permission), whilst also sustaining the existing network of town and local centres. Despite recent economic improvements and some increase in retail spending, the view of retail analysts is that the rate of spending growth will be well below that experienced in recent decades and largely offset by factors such as more efficient use of sales space and the continued increase in internet shopping. Justification for any net increase in retail provision in Edinburgh is expected to come mainly from population growth. However, there may also be opportunities to improve the quality of shopping and leisure facilities, including changes to layout of the centre and unit sizes. Table 7 takes account of these considerations and provides information on each of the commercial centres, including its characteristics, current expansion proposals and anticipated future role.

- 81 The factors affecting retail spending and provision will be kept under review, particularly as Edinburgh is a growing city where the population is expected to increase. Whilst the city and town centres are likely to remain the preferred locations for new shopping and leisure development, the policies relating to commercial centres may be revised in future plans.

Table 7 Commercial Centres

Centre	Existing Role and Characteristics	Current Commitments and Future Role
Cameron Toll	Enclosed shopping centre, built in 1984. Located in South East Edinburgh on major transport intersection well served by bus. 45 units including a superstore.	Permission granted in 2012 for additional 8,600 m ² retail space and a cinema which will enhance its leisure role.

Table 7 Commercial Centres

Centre	Existing Role and Characteristics	Current Commitments and Future Role
Craigleith	Retail park opened in 1996. Recently reconfigured with a mix of bulky goods, fashion and large food store (20 units in total). Located in North West Edinburgh close to major transport routes but not well served by buses.	No current proposals for expansion, reconfiguration or enhancement.
Hermiston Gait	Retail park opened in 1995 originally with bulky goods focus. Now includes a food store. Located in West Edinburgh next to City Bypass and M8 motorway, and close to railway station and the tram route. Poor bus service and limited walking catchment. Currently has 10 units.	Permission granted for small retail and food and drink units to serve as a gateway to rail and tram stops and improve public realm and pedestrian links. Main purpose should continue to be for bulky goods.
Meadowbank	Smaller retail park with supermarket and high representation of homeware and clothing stores. Located in North East Edinburgh on major transport route with good bus services. Opened 1997. Currently has 10 units.	No current proposals for expansion, reconfiguration or enhancement.
Newcraighall / The Jewel	One of the largest out-of-centre shopping areas in UK. Contains a superstore, some retail warehouses and many other shops. Planning permission was recently granted for a multiplex cinema. Located on the edge of the urban area, it provides shopping facilities for the south east of the City and beyond. The first phase was opened in 1989. Although improvements in public transport access have been made, bus and walking catchment is still limited. The centre as a whole now has 60 units.	Planning permission was granted in 2011 to reconfigure the centre. Retail floorspace is capped at 71,502sqm. There is a commitment to limit retail unit sizes and the amount of new floorspace.

Table 7 Commercial Centres

Centre	Existing Role and Characteristics	Current Commitments and Future Role
Ocean Terminal	Edinburgh's newest shopping mall (opened 2001) offers a range of high street retailing, including an anchor department store, dining and a multiplex cinema over three floors. Serving north Edinburgh and planned as part of the Waterfront regeneration. Well served by buses. 80 units.	Located in Edinburgh Waterfront, an area where significant regeneration is still proposed, although on a smaller scale than envisaged previously. Any future increase in floorspace must reflect the scale and phasing of residential development.
Gyle	Enclosed, managed shopping centre (built 1993) with some ancillary services. Providing shopping facilities in the west of the city, it is located on the urban edge close to the City Bypass and major business park. Well served by buses and next to the tram route. However, its catchment is restricted by rail lines and major roads. 75 units.	Permission granted for 5,000 sq.m. extension to provide a new anchor store. Future opportunity to enhance the community and leisure role of the centre to support housing growth in West Edinburgh.

- 82 In 2011, the Council approved a town centres strategy and has appointed town centre co-ordinators to support businesses and help deliver improvements identified in town centre action plans. This plan recognises that Edinburgh's town centres have had varying levels of resilience to the economic downturn. Policy Ret 9 in Part 2 Section 6 indicates the intention to prepare separate Supplementary Guidance for each of the town centres, in consultation with local communities and businesses. These will promote an appropriate mix of uses and set out criteria for assessing change of use proposals in town centres.

- 83 Table 8 provides information on four new local centres to be provided as part of large mixed use development proposals at Granton, Leith, Fountainbridge and Brunstane. It also includes a proposal to redevelop and enhance the local centre at Craigmillar, a key component of wider regeneration proposals.

Table 8 Shopping Proposals

Reference: S1 Name: Niddrie Mains Road, Craigmillar Proposed Use: Redevelopment and enhancement of local centre	Opportunity to enhance the role of the local centre through the development of new retail units and other local facilities as part of the wider regeneration of Craigmillar.
Reference: S2 Name : Granton Waterfront Proposed Use: Creation of a new local centre	The approved master plan proposes a new local centre in the Granton Harbour area as part of the overall regeneration of the area. The location of this centre is shown on the Proposals Map.
Reference: S3 Name : Leith Waterfront - Western Harbour Proposed Use: Creation of a new local centre	The approved master plan and framework propose a new local centre as part of the overall regeneration of the area. This has been part implemented by a superstore at Sandpiper Drive.
Reference: S4 Name : Fountainbridge Proposed Use: Creation of new local centre	<p>The approved Fountainbridge Development Brief proposes a new local centre as part of the overall regeneration of the area. The indicative location of this centre is shown on the Proposals Map.</p> <p>Two retail units have been secured beneath student accommodation on Fountainbridge North. The master plan for the outline permission for Fountainbridge South supports active frontages at ground level, including retail units arranged around a new commercial amenity space.</p>

Table 8 Shopping Proposals

Reference: S5 Name : Brunstane Proposed Use: Creation of new local centre	The site brief proposes a new local centre to meet local convenience needs centrally located within the site. The indicative location of this new centre is shown on the Proposals Map and should comprise of commercial units located under flatted development.
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4) Transport

- 84 Reducing the need to travel and promoting use of sustainable modes of transport are key principles underpinning the LDP Strategy. Future growth of the city based on excessive car use and dependency would have serious consequences in terms of congestion and deteriorating air quality. This will have a knock on effect on the economy and environment and would also disadvantage people who do not have access to a car. An improved transport system based on sustainable alternatives to the car is therefore a high priority for Edinburgh. This is the central objective of the Council's Local Transport Strategy, which proposes continued investment in public transport (including tram), walking and cycling.
- 85 The policies in Part 2 Section 7 support the transport strategy, by seeking to minimise travel demand and encourage a shift to more sustainable forms of travel. Major travel generating developments should take place in locations well served by public transport, walking and cycling networks, and development in non-central locations with limited sustainable travel options will be resisted. The LDP also helps reduce car dependency by encouraging higher densities in accessible locations and mixed use developments which

bring homes, shops and work places closer together, and by paying careful attention to the design of development and to the supply and quality of car and cycle parking provision.

- 86 A number of public transport improvements have been introduced in recent years, for example, bus priority measures on main roads and park and ride facilities. Other projects have started and will be completed over the next few years. Scottish Government, Network Rail and the Council are all committed to investing further in public transport infrastructure in and around Edinburgh.
- 87 The re-introduction of tram services will be an important part of an integrated transport network in Edinburgh. The tram link between the city centre and the Airport became operational in summer 2014. The Proposals Map safeguards two routes to extend the tram network. Work is underway on the Edinburgh and Glasgow Improvement Programme to improve rail connections between Scotland's two main cities and includes the new Edinburgh Gateway Station and improvements at Waverley and Haymarket Stations. The Borders railway opened in 2015. A new Forth Road crossing is due to be completed in 2017. This will become the main route for general traffic allowing the existing Forth Road Bridge to become a dedicated public transport/walking/cycling corridor.
- 88 Edinburgh is a compact city and well suited to travel by cycle or on foot. As part of its Active Travel Action Plan, the Council is looking to increase the number of people walking and cycling, both as a means of transport and for pleasure. This takes into account the need to provide for people with limited mobility. The LDP includes safeguards for a number of public transport

improvements, footpaths and cycleways. The implementation of these proposals will further improve accessibility across the city by sustainable transport modes.

- 89 There is a clear link between new development and impact on the transport network. As part of the LDP preparation, a transport appraisal has been undertaken to understand the transport effects of the new strategic housing sites and to identify the transport interventions needed to mitigate these. This work builds on previous transport studies which have identified a number of key measures necessary to support existing proposals. For example, the West Edinburgh Transport Appraisal undertaken in 2010 identified the transport measures required to support development proposals at Edinburgh Airport, the Royal Highland Centre and International Business Gateway (policies Emp 3 – Emp 5). These include the tram, Edinburgh Gateway Station and new and widened roads and junction improvements. The North East Edinburgh Transport Appraisal identified the need for a new east-west street at Leith Waterfront to support environmental improvements and accommodate additional traffic. Proposals T16 – T20 are required in conjunction with new housing proposals in West and South East Edinburgh.

Figure 9 Transport Overview Map

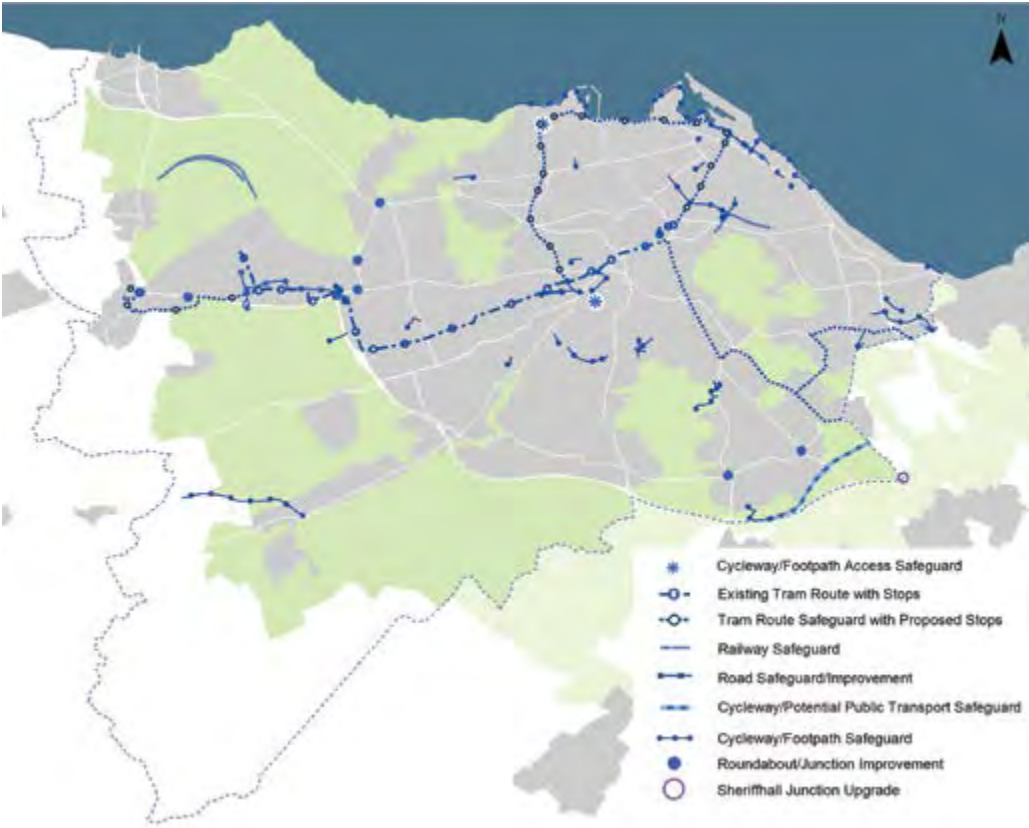


Table 9 Transport Proposals and Safeguards	
Public Transport	
Reference: T1 Name : Edinburgh Tram	The first phase of the tram line has now been completed and is operational. The plan safeguards long term extensions to the network connecting with the waterfront, to the south east and Newbridge.
Reference: T2 Name : Edinburgh Glasgow Improvement Project safeguards	There are two railway safeguards required as part of the Edinburgh Glasgow Improvement Project. The Almond Chord to the south of Dalmeny will allow Glasgow and Dunblane services to access Edinburgh Gateway Station and will increase public transport accessibility to West Edinburgh from West and Central Scotland. The route shown is indicative at this time. Part of the Abbeyhill branchline to the east of the city centre is needed for new turnback facilities to allow reversing of trains.
Reference: T3 Name: Rail Halts at Portobello, Piershill and Meadowbank	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.
Reference: T4 Name : Rail Halts on the South Suburban Rail Line	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.

Table 9 Transport Proposals and Safeguards

Reference: T5 Name : Orbital Bus Route	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 for appropriate public transport use or use as a cycle / footpath. The other parts of the orbital bus route are either within the land of existing roads or have yet to be identified in detail and can therefore not be safeguarded in this plan. The environmental effects of the proposed orbital bus route, including the loss of any green belt, will be fully considered through the development management process.
Reference: T6 Name : Newcraighall to QMUC public transport link	Development led improvement associated with housing development on Newcraighall East (HSG 27). Further information is provided in the Newcraighall Site Brief.
Active Travel	
Reference: T7 Name : Various off-road cycle/footpath links	The Proposals Map shows proposed and potential cycle/footpath links and new access points. Many of these are included in the Council's Core Paths Plan and Active Travel Action Plan's 'Family Network'. The creation of these links will help meet climate change and sustainable development objectives. The proposed coastal footpath and cycle link at Joppa will only be supported if there are no adverse impacts on the nature conservation interests of the Firth of Forth Special Protection Area (see Policy Env13)

Table 9 Transport Proposals and Safeguards

Road Access and Capacity	
Reference : T8 Name : Eastfield Road and dumbbells junction	Improvements required to support development in West Edinburgh. Dualled road with bus priority and segregated cycle and pedestrian provision along whole length from A8 dumbbells junction to roundabout at the airport. Additional carriageway to be provided on land to east of existing road line. Existing dumbbells to be replaced by upgraded and signalised roundabouts giving bus priority. Widening on A8 approaches to and possibly through junction to provide bus priority.
Reference : T9 Name : Gogar Link Road	Required to support long term development in West Edinburgh. Largely single carriageway through IBG with some widening to allow public transport priority. Link may be bus/cycle/pedestrian only.
Reference : T10 Name: A8 additional junction	Required to support development in West Edinburgh. New junction on A8 west of dumbbells to serve Royal Highland Centre development north and, potentially in the future, south of the A8.
Reference : T11 Name : Improvements to Newbridge Roundabout	Required to support development in West Edinburgh. Improvements to provide public transport priority and capacity improvements on the approach roads.

Table 9 Transport Proposals and Safeguards

Reference : T12 Name : Improvements to Gogar Roundabout	Required to support development in West Edinburgh. Likely to include extra lane on inside of existing roundabout. May also require some widening of approaches.
Reference: T13 Name : Sheriffhall Junction Upgrade	Grade separation of existing roundabout junction on city bypass. Should incorporate bus priority and safe crossing of the bypass for pedestrians and cyclists.
Reference: T14 Name : New Street in Leith Docks	Route for extension of Ocean Drive to support port development. Likely to be required by 2015.
Reference: T15 Name : West of Fort Kinnaird road to The Wisp	Link between The Wisp and Newcraighall Road to improve traffic conditions on the approaches to Fort Kinnaird Retail Park.
Reference: T16 Name: Maybury Junction	Proposal to increase junction capacity, including consideration of access from Turnhouse Road, and efficiency of traffic signals. Will provide bus priority and better provision for pedestrians and cyclists. Required to mitigate the impact of new housing development at Maybury (HSG 19) and Cammo (HSG20).
Reference: T17 Name: Craigs Road Junction	Proposed improvements to Craigs Road and increased junction capacity/bus priority at junction with Maybury Road. Includes new signalised cross roads allowing bus, pedestrian and cycle access to and from Craigs Road. Required to mitigate the impact of new housing development at Maybury (HSG 19) and possibly to Cammo (HSG20).

Table 9 Transport Proposals and Safeguards

Reference: T18 Name: Barnton Junction	Proposal to increase junction capacity based on increasing the efficiency of the traffic signals. Required to mitigate the impact of new housing development at Maybury (HSG 19) and Cammo (HSG20).
Reference: T19 Name: Gilmerton Crossroads	Proposal to increase junction capacity based on improved efficiency of traffic signals. An access and parking strategy for Drum Street is proposed to alleviate congestion caused by parked cars close to the junction. Required to mitigate the impact of new housing development at Gilmerton Station Road (HSG 24).
Reference: T20 Name: Burdiehouse Junction	Proposal to increase junction capacity based on improved efficiency of traffic signals to ease congestion and maintain or improve bus priority for north to south traffic. Required to mitigate the impact of new housing development at Broomhills (HSG 21) and Burdiehouse (HSG 22).

5) Resources and Services

- 90 The LDP has a role in supporting development which meets needs vital to modern life. These include the use of natural resources such as energy and materials, and the provision of network services such as water supply, drainage and telecommunications.

Sustainable Energy

- 91 The Council requires new buildings to include carbon reduction measures. This will help meet climate change targets but only by a small amount, at least in the short term. There is also a need to help make existing buildings more efficient and to support new low and zero carbon energy generation developments.

92 The majority of on-shore capacity for meeting national targets will come from large-scale developments such as wind farms. These are not appropriate for location in Edinburgh's urban area or surrounding countryside, much of which is green belt and/or is in close proximity to Edinburgh Airport. The LDP instead supports small-scale wind turbines and other forms of low and zero carbon energy generation, including solar panels, combined heat and power, district heating, ground source heat pumps, energy-from-waste and biomass.

Waste

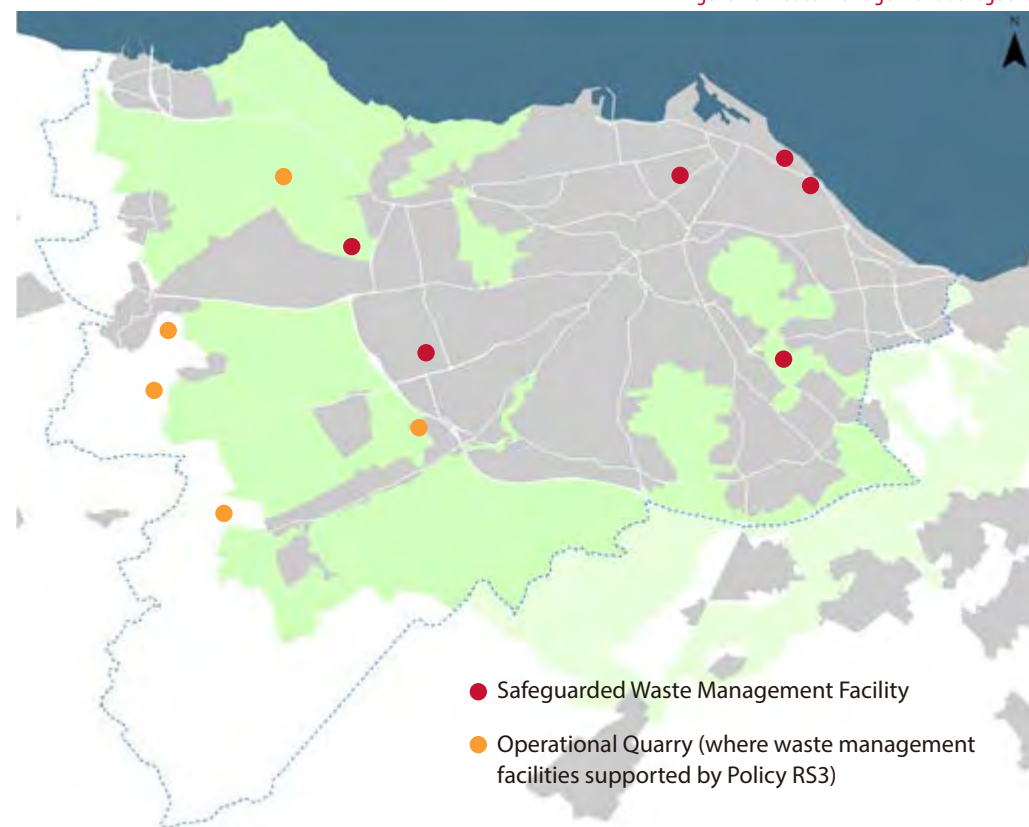
93 Scotland's national waste strategy, the Zero Waste Plan, is based on a waste hierarchy. This means that waste should be:

- prevented,
- reused,
- recycled or
- recovered, and that the
- landfilling of waste is the last resort.

The waste hierarchy is being implemented through the Waste (Scotland) Regulations 2012. These will lead to a significant increase in the number and range of waste management facilities needed in order to collect, sort and treat all waste (municipal, commercial and industrial) which would otherwise have gone to landfill.

94 The main types of installation that will be needed are: composting and anaerobic digestion facilities; transfer stations; materials recycling facilities; and plants for mechanical, biological and thermal treatment. There will also be opportunities to capture heat and power generated through the waste recovery process. Some developments may include a combination of the above processes.

Figure 10 Waste Management Safeguards



- 95 The Zero Waste Plan identifies the total operational capacity for waste management at both national and regional level. In the Edinburgh city region, some of the need will be met by a new waste management facility at Millerhill in Midlothian, dealing mainly with household waste.
96. Edinburgh's household waste is only a quarter of total waste produced in the city, so more new facilities will be needed in the city region. The location of these facilities will depend mainly on the procurement of services from private waste management operators. However, the European Waste Framework Directive establishes the proximity principle. This aims to limit the environmental impact of transporting waste by ensuring all waste is managed as near as possible to its place of production.
- 97 Proximity can be relative – currently some waste types have to be transported elsewhere because the particular material recovery processes do not take place in Scotland. Edinburgh, as a concentration of homes and businesses, generates a significant amount of waste and so, where possible, should make some provision to deal with its own waste. Accordingly, this plan supports existing and new waste management facilities.
- supports expansion of modern telecommunications, including the introduction of public wireless connectivity in public areas.

Other Resources and Services

- 98 The plan also:
- safeguards extraction of economically viable mineral deposits
 - ensures that new development is adequately served by water supplies and drainage

4 A Plan That Can Deliver

- 99 A successful plan is one that achieves the right balance between ambition and pragmatism. This plan is visionary and aims to make Edinburgh the best it can be. But it also takes account of the resources available to implement the policies and proposals, particularly in the context of current economic uncertainty.
- 100 In identifying new housing proposals, consideration was given to whether the sites can be made available for development and whether any necessary enhancements, in terms of accessibility or infrastructure are feasible.
- 101 The growth of the city, through increased population and housing, business and other development, will require new and improved infrastructure such as schools, public transport, changes to the road network and access to suitable greenspace. To ensure the city grows in a sustainable way, the infrastructure provision and enhancements associated with new development must be delivered. Otherwise future generations will have to deal with unacceptable levels of traffic congestion and housing areas with poor access to public transport and local services.
- 102 The plan will help in two ways. Firstly, it provides opportunities for business and service uses to locate close to new housing. The housing site briefs identify suitable locations for commercial units which could be occupied by a range of uses including healthcare practices and local services. Secondly, it is accompanied by an Action Programme which sets out how the infrastructure and services required to support the growth of the city will be delivered.
- 103 The timeous delivery of this infrastructure to address the individual and cumulative impacts of development is an important consideration. Policy Del 1 sets out a policy requirement to ensure that appropriate developer contributions are sought to enable this delivery at the appropriate time. Part of this approach will include the establishment of cumulative contribution zones.
- 104 In these zones contributions will be sought to address the impact of a number of sites within areas defined relative to schools, transport infrastructure, public realm and green space requirements. These will be based on the transport and education appraisals and the Open Space Strategy carried out by the Council during the plan preparation process. The relative zones will be mapped and defined through Supplementary Guidance. The geographical extent of a contribution zones relates to the type and nature of the action in relation to transport, education, public realm and green space.
- 105 Developer contributions must be proportionate and attributable to the impacts of the development. They also have to be realistic in light of current economic circumstances otherwise they may impede development. This is particularly important given the emphasis placed on securing the required uplift in housing completions. In this context mechanisms for forward and gap funding may also have to be considered.
- 106 To address the detail of these matters within the development plan statutory Supplementary Guidance is to be prepared. This should enable a clear understanding of what is required at the outset, provide the required basis for the Council's approach to developer contributions, define cumulative contribution zones in map form and address community concerns about the timeous provision of the required infrastructure. This should set a clear foundation for future action programmes which will be updated annually to provide a framework for the implementation of the specific actions required to ensure delivery.

5 A Plan for All Parts of the City

107 The LDP strategy focuses the growth of the city on four Strategic Development Areas. This approach is consistent with the SDP and the Council's economic strategy. This section of the plan sets out the main proposals, anticipated changes and key investment opportunities in each of the four Strategic Development Areas. It also explains what the plan means for others parts of the city, smaller settlements and the countryside.

City Centre

108 Edinburgh's city centre is the vibrant hub of the city region – it's the regional shopping centre and an important tourist destination with a wide range of entertainment and cultural attractions. It has excellent public transport connections and provides employment for over 80,000 people. Edinburgh city centre's stunning setting and iconic architecture is celebrated internationally. It incorporates Scotland's only urban World Heritage Site and many listed buildings and important green spaces. The city centre is also an area where people live, with a wide range of housing types and styles contributing to its character.

109 The plan aims to ensure that development in the city centre achieves the right balance between a number of competing priorities – from realising its economic potential, to protecting its built and natural heritage, from promoting its role as a capital city to making it an attractive place to live.

110 This plan provides support for four major development opportunities in the City Centre which were identified in previous plans or through the planning application process (Proposals CC1 – CC4). Table 10 summarises the main elements of these proposals. With the exception of Quartermile where development is well underway, it sets out key development principles to guide any new or revised proposals on these important sites.

111 Other major changes expected to take place in the City Centre in the next five or so years include the introduction of tram services running between York Place and the Airport, further investment and redevelopment along Princes Street, and at Haymarket, West Port/King's Stables and Dewar Place. A number of major public realm projects are also likely to be implemented. All future proposals in the city centre will be assessed in relation to Policy Del 2. Figure 11 illustrates the city centre locations where major change is either proposed or anticipated. There are not expected to be many other large scale redevelopment opportunities in the City Centre in the next five or so years. However, the cumulative effect of a number of smaller developments could bring significant benefits for the City Centre and Edinburgh as a whole.

Figure 11 City Centre Overview Map

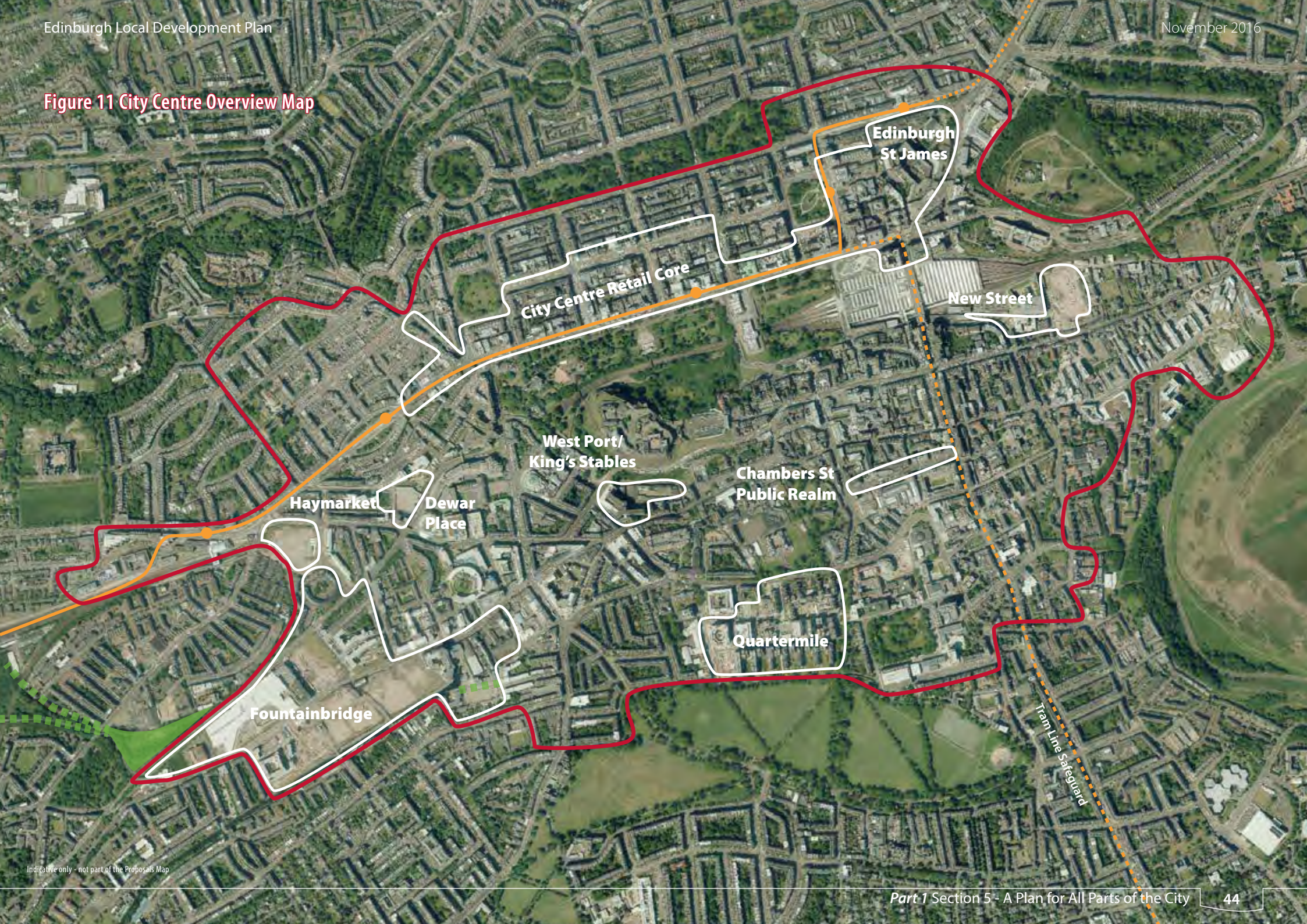
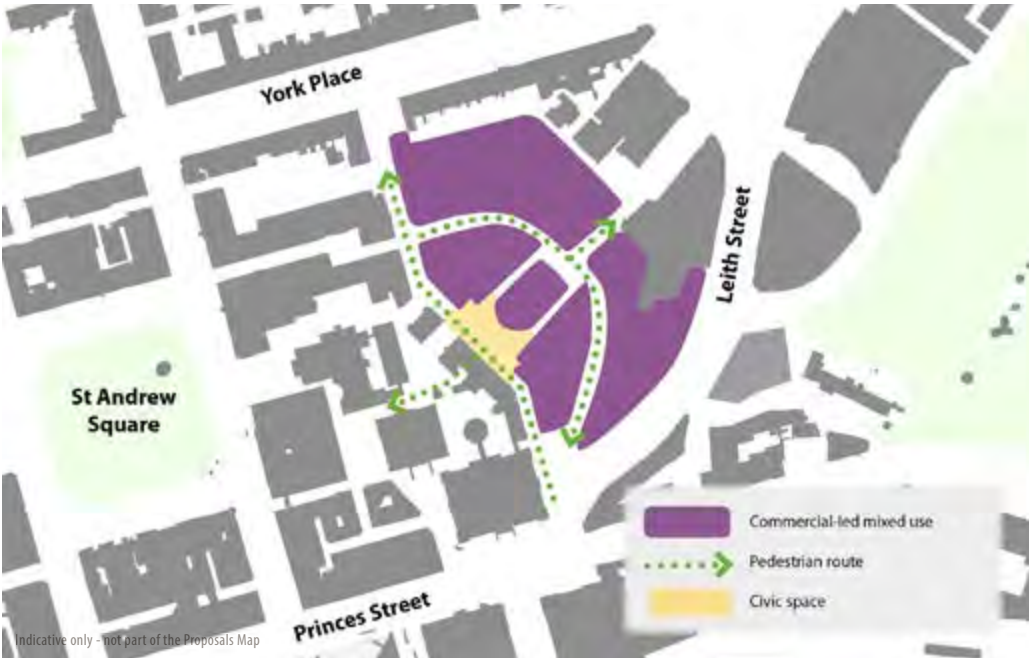


Table 10 City Centre Proposals - Development Principles

Reference: CC 1

Location : **Edinburgh St James**

Description: Comprehensive redevelopment of the existing shopping mall, hotel, vacant offices and multi-storey car park. A development brief was approved in 2007.



Development Principles

Proposals should create the opportunity for:

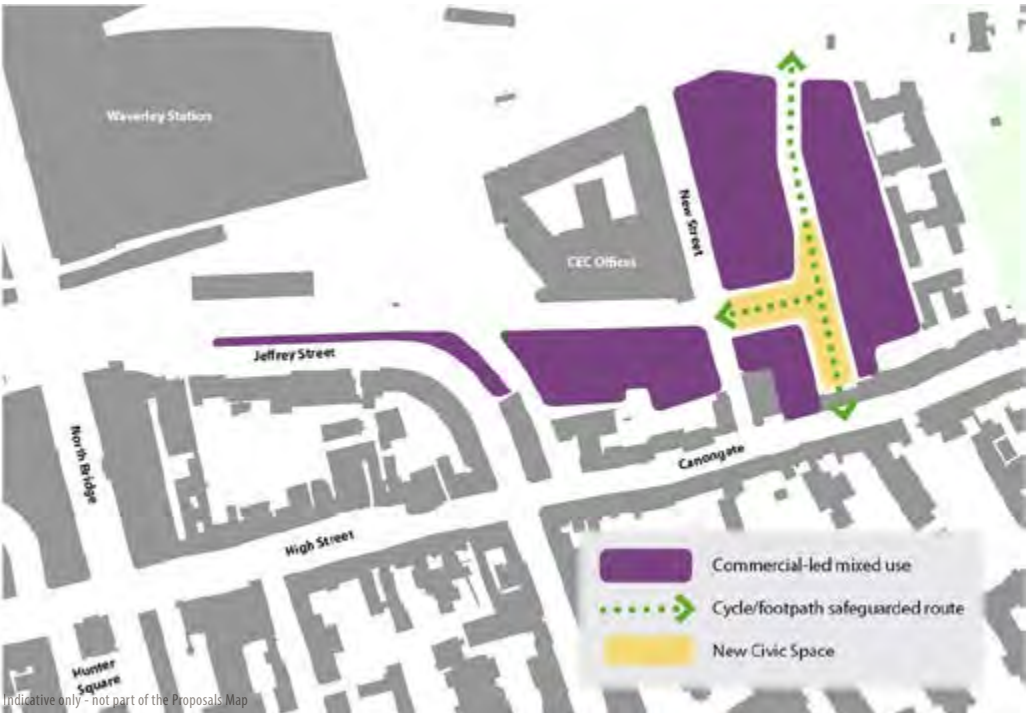
- a more outward-looking and less dominating form of development than currently exists, with new buildings that are well integrated into the surrounding townscape, for example by re-establishing an active frontage to Leith Street
- a significant expansion of retail floorspace
- provision of offices, hotel, housing, leisure and cultural uses
- replacement provision of off-street short stay car parking for public use
- a new civic space and public pedestrian routes to strengthen links with the surrounding area, especially St Andrews Square and Princes Street

- development that enhances local views into and across the site and contributes positively to the historic skyline from more distant views.

Reference: CC 2

Location: **New Street**

Description: Mixed use redevelopment to create a sustainable and integrated city quarter in the heart of Edinburgh’s Old Town. A Master Plan was approved in 2006. Redevelopment is underway.



Development Principles

Proposals will be expected to provide for:

- a mix of uses including housing, offices, small business units, hotels, shops (including a small supermarket), food and drink premises and community facilities
- a close-grained layout which reflects the distinctive spatial pattern of the Old Town, provides a new strategic route between East Market Street and Canongate and includes a

new civic space within the site.

- new buildings, including landmark buildings, which respect the form and contours of the Waverley Valley and which preserve or enhance important existing views and the potential to create new views into and across the site.

Reference: **CC 3**

Location: **Fountainbridge**

Description: Comprehensive mixed use redevelopment of the land previously occupied by the Fountainbridge Brewery. Located close to the city centre and includes the Edinburgh terminus of the Union Canal. There are two approved development briefs for the site (Fountainbridge, 2005 and Tollcross, 2006). Development is underway.



Development Principles

Proposals will be expected to:

- provide mixed use development including a local centre, residential, office, small business units, retail, leisure, community and tourist/visitor facilities

- create a layout which integrates with adjoining neighbourhoods in Dalry, Tollcross and Viewforth
- improve north-south linkages, in particular provide a strong pedestrian/cycle link to Haymarket that reduces the barrier effect of the West Approach Road
- create new public spaces and streetscape consistent with the approved Fountainbridge Public Realm Strategy
- proposals should explore potential for expansion of water space and should provide attractive frontages to the canal, safeguarding its nature conservation. Proposals should also take the opportunity, where appropriate, to enhance the use, physical appearance and condition of the canal, where this would be of benefit to development implemented through Proposal CC 3.
- contribute to the improvement of Dalry Community Park (Proposal GS 1).
- protect and enhance key townscape views.

Reference: **CC 4**

Location: **Quatermile**

Description: Redevelopment of the historic Edinburgh Royal Infirmary site to create a sustainable, mixed-use urban community is well underway. The development involves a network of pedestrian routes and landscaped public spaces to draw the park directly into its heart. New development is combined with refurbishment of the historic buildings. On completion, Quatermile will be home to almost 2000 residents with 3000 people employed in its offices, shops, restaurants and a hotel.



Edinburgh Waterfront

112 North Edinburgh has seen 40 years of decline in industrial activity and port-related use of land. This has created an opportunity for mixed-use regeneration on the largest scale and has started to help meet the city's growth needs, particularly for new housing. The regeneration of Edinburgh Waterfront has been guided by master plans and frameworks prepared in collaboration with the principal landowners.

113 These documents have set out long-term strategies which aim to:

- transform the waterfront into one of the city's landmark features
- attract high quality developments which will contribute towards economic prosperity in the city region
- create distinctive high density urban quarters and build exemplar sustainable communities with a reduction in the influence of the car in design and layout
- support regeneration in adjoining areas and provide an incentive for the construction of the tram.

114 For much of the waterfront, the basis for the current vision remains unchanged. There is no identified demand for large-scale industrial uses in Granton or Central and Western Leith. There is still an overall housing need, and the Council still aspires to realise the waterfront's potential as a series of attractive and memorable places.

115 This plan therefore continues to support the regeneration of Granton

Waterfront and part of Leith Waterfront for housing and other uses. However, current economic conditions mean that progress on the ground will be slower than envisaged. Policy Del 3 sets out the principles which development must implement, if the full potential of the city's waterfront is to be realised.

116 A new opportunity has emerged in the northern and eastern parts of Leith Waterfront (Leith Docks). The national renewable energy targets referred to in Figure 2 create the prospect of a much larger off-shore renewable energy industry in the North Sea. New large-scale industrial development in suitable ports will be needed to construct and service wind turbines and other equipment. The National Renewables Infrastructure Plan (2010) identifies Leith as the best location to accommodate major operations, supported by other east coast ports.

117 This is an opportunity to realise several LDP aims, in particular growing the number and range of jobs in the city and helping address climate change. The LDP therefore designates the north and eastern docks as a Business and Industry Area in which proposals are assessed using Policy Emp 8 in Part 2 Section 4. Other plan policies will also be relevant, including those which protect nationally and internationally designated nature conservation sites and key views across the city.

118 This change in policy designation means that the docks area of Leith Waterfront will now be unavailable for housing development. The short term implications of this change are addressed partly through the identification

of additional housing opportunities in Leith Waterfront and Granton as described in Table 11. Any longer term implications for the housing land supply across the city region will be considered through the SDP. Figure 12 shows how Edinburgh Waterfront has been subdivided for the purposes of the plan. Proposals in areas EW 1a-e should be guided by the Leith Waterfront Development Principles and in areas EW 2a-d by the Granton Waterfront Development Principles

The Council recognises that only part of the housing capacity within the Edinburgh Waterfront will be delivered within the plan period, but considers that the local development plan should retain the proposals in full, because the longer term strategic importance of the waterfront outweighs the limited deliverability of the housing within the plan period.



Figure 12 Waterfront Overview Map.

Table 11 Edinburgh Waterfront Development Principles

Leith Waterfront

Reference: **EW 1a**

Location: **Leith Western Harbour**

Description: Housing-led mixed use development with an approved master plan. Around a third of the estimated maximum housing capacity has been implemented.

Development Principles

Proposals will be expected to:

- complete the approved street layout and perimeter block urban form
- revise the housing mix towards a greater number of townhouses than identified in the master plan, where it would be appropriate in terms of place-making and would accelerate completions,
- meet the Council's Large Greenspace Standard by delivering the Western Harbour Central Park (Proposal GS2)
- complete the partly implemented new local centre by providing smaller commercial units under flatted development on the other corners of the centre's junction
- deliver school provision as specified in the Action Programme
- create a publicly-accessible waterside path around the perimeter of the area, connecting east and west
- design new housing to mitigate any significant adverse impacts on residential amenity from existing or new general industrial development
- review the flood risk assessment that has already been provided for this site.



Reference: **EW 1b**

Location: **Central Leith Waterfront**

Description: Area of commercial and housing-led mixed use development sites in various ownerships. Forth Ports Ltd has decided to retain land at the Britannia Quay and south of Edinburgh Dock in port related use, and therefore a modified approach to the development of this area from what is included in the Leith Docks Development Framework (2005) is required. The bullet points below within the development principles remain applicable, but the development framework will be reviewed in order to provide a revised approach to the development of the area, including a revised diagram representing this approach. The feasibility and route of the east-west cycle path shown on the Proposals Map will be further considered within the review of the development framework.

Development Principles

Proposals will be expected to:

- locate any major office development within the strategic business centre identified on the Proposals Map
 - create a publicly-accessible waterside path connecting east and west
 - help meet the Council's open space standards through financial contributions to major improvements to or creation of off-site spaces
 - design new housing to mitigate any significant adverse impacts on residential amenity from existing or new general industrial development
 - review the flood risk assessment that has already been provided for this site
- LDP provisions relating to Ocean Terminal are set out in Table 7 and Policy Ret 4.



Table 11 Edinburgh Waterfront Development Principles
Leith Waterfront (continued)

Reference: **EW 1c**

Location: **East of Salamander Place**

Description: Housing-led mixed use development on sites in various ownerships. Housing shown in the Salamander Place Development Brief (2007) is under construction. There is now also an opportunity for housing to the east of the Leith Links Seaward Extension (Proposal GS 3). This land was identified for industry in the previous local plan and the development brief, but is no longer needed due to the increase in industrial land elsewhere in Leith Waterfront.

Development Principles

- Proposals should provide for:
- (west) the key streets and frontages set out in the approved development brief
 - implementation of the park extension
 - (east) the key streets and frontages identified in the above diagram
 - streetscape improvements along Salamander Street
 - the design of new housing to mitigate any significant adverse impacts on residential amenity from existing or new general industrial development
 - review the flood risk assessment that has already been provided for this site.



	Housing-led mixed use development		Cycle/footpath safeguarded route
	Commercial-led mixed use		New major streets
	Business & Industry area		Tram line safeguard
	New green space		School safeguard

Reference: **EW 1d and e**

Location: **Seafield (EW 1d) and Northern and Eastern Docks (EW 1e)**

Description: Area of general industrial, storage and business development and port-related uses. Identified in this plan as a Special Economic Area. Identified nationally as an Enterprise Area, which has implications for tax and a speedier development management process. There is potential for new deep water berth(s) outside the current port lock gates. In order to provide a flexible context for renewable industry-related developments, this LDP does not set detailed layout or design principles.

Development Principles

- Proposals should take account of the following:
- within the Northern and Eastern Docks (EW 1e), proposals will be assessed to ensure there are no adverse impacts on the nature conservation interests of the Firth of Forth Special Protection Area or other relevant Natura 2000 sites. Policy Env 13 will apply.
 - the character and sense of place in The Shore is important to the tourism potential of Leith. Views from The Shore will be a factor in considering proposals for new larger buildings.
 - the Seafield area (EW 1d) is the subject of a waste management / combined heat and power safeguard (see Policy RS 3).
 - existing pedestrian footpaths at Marine Esplanade and Albert Road have the potential form part of a coastal cycle route and be extended to Salamander Street and Leith Links. These routes avoid the secure port area, which is no longer expected to be available as a section of the wider Edinburgh Promenade.
 - review the flood risk assessment that has already been provided for this site.



Table 11 Edinburgh Waterfront Development Principles
Granton Waterfront

Reference: EW 2a

Location: Forth Quarter

Description: Housing-led mixed use development on land primarily owned by National Grid. An approved master plan has been partly implemented, with several housing blocks, a major office development, a college and a new large park. A proposed new Local Centre to meet the convenience shopping needs of local residents and workers has been delivered in the form of a large foodstore. Additional housing capacity is now available on land formerly designated as part of a strategic business centre.

Development Principles

Proposals will be expected to:

- complete the approved street layout and perimeter block urban form
- provide housing-led development on sites formerly identified for major business-led development
- provide a housing mix that is appropriate to the site in terms of place-making and would maximise completions within this urban regeneration proposal within the plan period
- deliver school provision as specified in the Action Programme
- provide a strategic flood risk assessment



Reference: EW 2b

Location: Central Development Area

Description: Housing-led mixed use development on land assembled by a joint-venture regeneration company. Some housing development has been completed along a new avenue in accordance with an approved master plan. Additional housing capacity is now available on land formerly designated as part of a strategic business centre.

Development Principles

Proposals will be expected to:

- complete the approved street layout and perimeter block urban form
- provide housing-led development on sites formerly identified for major business-led development
- provide a housing mix that is appropriate to the site in terms of place-making and would maximise completions within this urban regeneration proposal within the plan period
- deliver school provision as specified in the Action Programme
- expressly encourage the enhancement of employment and a 'destination' through existing and new commercial, cultural, tourist and retail opportunities
- provide a strategic flood risk assessment.



	Housing-led mixed use development		Cycle/footpath safeguarded route
	Commercial-led mixed use		New major streets
	Business & Industry area		Tram line safeguard
	New green space		School safeguard
	Cultural use or housing led regeneration		

Table 11 Edinburgh Waterfront Development Principles
Granton Waterfront (continued)

Reference: EW 2c


Location: Granton Harbour

Description: Housing-led mixed use development on land owned by Forth Ports Limited and others. Some housing development has been completed in accordance with an approved master plan.

Development Principles

Proposals will be expected to:

- complete the approved street layout and perimeter block urban form
- provide a housing mix that is appropriate to the site in terms of place-making and would maximise completions within this urban regeneration proposal within the plan period
- meet the convenience shopping needs of new and future residents by implementing the proposed Local Centre (Proposed S2)
- complete the relevant section of the waterside Edinburgh Promenade
- provide for retained and improved mooring facilities and boat storage and retain Middle Pier as a ‘working pier’
- include tourism and waterfront-related leisure and entertainment uses
- provide a strategic flood risk assessment.



Indicative only - not part of the Proposals Map

Reference: EW 2d

Location: North Shore

Description: Area identified for housing-led mixed use development in an approved master plan. However, the slower pace of development in the waterfront means that the North Shore area is unlikely to be available for residential development within the first half of this LDP period. Temporary consents for light industrial development would allow productive use of this area and address the small business needs targeted by Policy Emp 9 without prejudicing residential amenity in new development to the south.

Development Principles

Proposals will be expected to:

- be compatible with future residential development in Forth Quarter and the Central Development Area
- complete the relevant section of the waterside Edinburgh Promenade
- avoid prejudicing future housing-led redevelopment on their sites or on adjacent land
- provide a strategic flood risk assessment.



Indicative only - not part of the Proposals Map

Housing-led mixed use development

Commercial-led mixed use

Business & Industry area

New green space

Cycle/footpath safeguarded route

New major streets

Tram line safeguard

School safeguard

West Edinburgh

- 119 West Edinburgh focuses on land along the A8 corridor and new tram route and around the proposed Edinburgh Gateway inter-modal station at Gogar. It includes a number of major existing uses such as the Airport, Royal Highland Centre, Gyle and Hermiston Gait shopping centres and a range of employment/investment locations as shown on Figure 13. National planning policy identified the potential of this area for nationally important economic development through the enhancement of the Airport and Royal Highland Centre and opportunity for an International Business Gateway. The implementation of already committed public transport proposals, in particular the tram, will greatly enhance the accessibility of the West Edinburgh area.
- 120 This plan continues to support these important economic development opportunities and also major office development at Edinburgh Park/South Gyle and, previously identified, housing led regeneration proposals at Newbridge and Ratho Station. The Strategic Development Plan identifies West Edinburgh as a strategic growth area. A range of new opportunities for housing development are therefore being brought forward in the LDP. Transport assessments have been undertaken to identify key transport interventions, including measures to encourage public transport use, walking and cycling as well as junction upgrades and other road improvements required to support the proposed development.
- 121 Housing is proposed on two greenfield sites at Maybury and Cammo and as an integrated component of business led mixed use proposals in the IBG and Edinburgh Park/SouthGyle. Proposals must accord with the relevant Site Brief or Development Principles to ensure high quality development consistent with the aims of the plan.

Figure 13 West Edinburgh Overview Map



Indicative only - not part of the Proposals Map

West Edinburgh - General Development Principles

- 122 All proposals will be required to make appropriate contributions to the delivery of the infrastructure necessary to support the development strategy. The general development principles below outline the anticipated main transport and education actions for West Edinburgh.
- 123 The Council's approach to infrastructure delivery is set out in Policy Del 1 and its associated Supplementary Guidance. Policy Tra 8 is also relevant in requiring cumulative and cross boundary transport impacts to be addressed. Development should only progress subject to sufficient infrastructure already being available or where it is demonstrated that it can be delivered at the appropriate time. Further assessment of individual and cumulative impacts may be required to further detail the required mitigation.

Transport Assessment

Contributions to address the area wide transport interventions, detailed below and as specified through Supplementary Guidance, will be applied through a cumulative contribution zone. Delivery will be monitored and managed through the Action Programme. The Council's approach to secure timeous delivery of the required infrastructure is to be detailed through its Supplementary Guidance.

Detailed Transport Assessments, where required, should include modelling of the cumulative effect of increased traffic flows on the trunk and local road networks (taking into account all known proposed development and any potential cross-boundary impacts). This should draw on the conclusions of the Council's Transport Appraisal and further work being carried out to assess the wider cumulative and cross-boundary impacts on the trunk road network and should show how mode share targets are to be met.

Education Appraisal

Contributions to the required education provision, as detailed below and as specified through Supplementary Guidance, will be applied where appropriate through a cumulative contribution zone drawing on the conclusions of the Council's Education Appraisal. The Council's approach to secure timeous delivery of the required schools capacity as outlined below is to be detailed through Supplementary Guidance. Delivery will be monitored and managed through the action programme.

- 124 The following sections indicate the main infrastructure requirements which were identified following initial assessment and should be considered in the context of Policy Del 1.

Scope of transport mitigation subject to further assessment and the detail to be included in Supplementary Guidance (Del 1):

- Eastfield Road and Dumbells junction (T 9)
- Gogar Link Road (T 20)
- A8 additional junction (T 11)
- Improvements to Newbridge Roundabout (T 12)
- Bus Priority Measures on M8 and A89
- Improvements to Gogar Roundabout (T 13)
- Maybury Junction (T 17)
- Barnton Junction (T 19)
- Craigs Road Junction (T 18)

Scope of education mitigation subject to further assessment and the detail to be included in Supplementary Guidance (Del 1):

- New Maybury (ND) primary school (SCH6)
- Extension to Gylemuir (ND) Primary School

- Extension to Hillwood (ND) Primary School
- Extension to Fox Covert (RC) Primary
- Extension at St Cuthbert's RC Primary School
- High School Extension (ND) - Further detailed assessment is necessary to determine where the additional capacity would be best provided; either at The Royal High School, Craigmount High School or Forrester High School or a combination across some, or all, of these schools, and or
- Extension to St Augustines (RC) High School

All proposals will be required to make appropriate contributions to new and improved infrastructure as detailed in Part 2 Section 1 of the Plan.

Maybury and Cammo Site Brief

site boundary

tram line

bus route

junction improvement

street improvement & frontage

housing

long term redevelopment opportunity

proposed school

commercial / retail opportunities

Green network:

green corridor

new woodland

high point of site

pedestrian / cycle bridge

existing footpath / cyclepath

new footpath / cyclepath



Maybury and Cammo Site Brief - Development Principles

Description

The Maybury and Cammo sites lie within the Almond basin, set against the backdrop of Lennie Hill with views to the Pentlands to the south. These housing sites are served by bus, rail and tram connections and will be physically integrated with their surroundings by street design and green corridors linking to Cammo Estate Park and the River Almond to the north and the Gyle, Edinburgh Park and IBG to the south.

Comprehensive master planning and phasing of development will be required drawing upon place-making and street design principles to create distinctive and sustainable urban communities at the gateway to the City.

Maybury (HSG 19)

- development should start in the eastern part of the site forming an extension of the existing built up area.
- pedestrian/cycle bridge must be provided linking site with Edinburgh Gateway Station and providing onward connections to the Gyle and Edinburgh Park to the south and IBG to the west.
- new 30 m wide green network link is to be provided from new pedestrian/cycle bridge through the Maybury site to connect via Cammo Walk and Cammo Estate park to the north. This will provide a new, strategic, north-south green network link to the west of the City. No vehicular access should be taken through the green corridor.
- opportunity to change the character of Turnhouse Road through street design providing avenue trees, verges and incorporating existing stone walls. New residential development should be positioned to address Turnhouse Road. A new reduced speed limit will be required.
- the entirety of Craigs Road should be widened on the southern edge to facilitate all vehicle movements.
- opportunity for higher density development within 400 metres of pedestrian/cycle bridge.
- site layout must allow bus route to be formed linking Craigs Road with Turnhouse Road.
- development must respect the ridgeline of Craigs Road and elevated slopes within the site

- opportunity to create a community focal point providing local services in a accessible location close to new pedestrian/cycle bridge. This should include a new primary school, civic space and units suitable for local shopping (maximum 800 (gross) sq.m.) and healthcare facilities.
- provision of new woodland and grassland habitat (30m depth) to create a strong green belt boundary adjoining Craigs Rd along the northern edge of the site.
- provision of two new large greenspaces to meet the two hectare green space standard as required by the Open Space Strategy. There is potential to create local green space on the high point of the site next to Maybury Road.
- proposals should enable co-ordination with long term redevelopment opportunity of existing industrial/employment sites for high quality employment or residential uses, incorporating pedestrian, cycle and public transport safeguards
- Address the General Development Principles on transport and education for West Edinburgh (as set out in paragraphs 122-124)
- Address appropriate and safe access from Turnhouse Road and Craigs Road
- Proposals should address a new footway/cycleway along the south-west side of Turnhouse Road and upgrading of bus infrastructure on Turnhouse Road
- Address any identified impacts on the safe operation of the local road network
- Provision of new bus infrastructure on internal roads and Maybury Road
- High quality pedestrian and cycle routes within the site
- Further investigation/consultation is required to determine the nature of any flood risk on the site and whether further assessment and mitigation measures are required.

Cammo (HSG 20)

- the site layout should provide maximum accessibility by public transport, including direct pedestrian links to enhanced bus infrastructure and services on Maybury Road and to the north east corner of the site to minimise distance to bus stops for services along Queensferry Road.
- opportunity to change the character of Maybury Road through street design, to enable and improve path connections across Maybury Road and create residential frontage with reduced speed limit.

- proposals should enable views through the site to focal points of Mauseley Hill, Cammo Water Tower, Cammo Estate Park and the Pentland Hills from within the site and Maybury Road by means of street design and open space provision.
- the context of the Designed Landscape should be enhanced through sensitively designed development and an appropriate landscape framework.
- provision of new woodland, grassland and wetland habitat (40 m depth) to create strong green belt boundaries along the southern and western edges of the site. This should include a multi user path overlooked by new housing.
- improve the quality of the water environment through works to realign and improve the bank side treatment of the Bughtlin Burn.
- provide green network connections through the site and enhance off-site links to improve the connectivity of the Cammo Estate from the Bughtlin, Drumbrae and East Craigs residential areas to the east and, via changes to Cammo Walk, to the south.
- Address the General Development Principles on transport and education for West Edinburgh (as set out in paragraphs 122-124)
- Appropriate access from Maybury Road including the potential for two junctions, with traffic signals
- Safe pedestrian crossing of Maybury Road including the potential for a signal controlled pedestrian crossing
- Address any identified impacts on the safe operation of the local road network
- The finalised site capacity, design and layout should be informed by an adequate flood risk assessment.

International Business Gateway - Development Principles

International business development and ancillary uses, hotel and conference facilities and potentially housing and education. A more detailed vision for the area is set out in the West Edinburgh Strategic Design Framework, approved in May 2010. Policy Emp 6 applies.

International Business Gateway

- the IBG must be master planned and developed in a phased manner. Master plans should incorporate an appropriate mix of uses to help support the main purpose of the IBG as a location for international business development.
- proposals should contribute to the creation of a sustainable extension of the city based on a grid pattern with a focus on place-making, good public transport and footpath and cycle connections, parkland (Proposal G S6) and a strong landscape structure (see West Edinburgh Landscape Framework).
- the preferred location for initial phases of development is within 250 metres of tram stops. Higher density development and uses which attract high volumes of visitors should be located close to a tram stop.
- the prevailing building height should be four storeys with some higher landmark buildings and lower building heights adjacent to structural green spaces.
- any necessary road infrastructure improvements should be identified, taking into account the general development principles for West Edinburgh and the relevant transport proposals listed in Table 9. Car parking provision for all uses should be set at levels which help achieve sustainable transport objectives in the context of Policy Tra 2.
- the central parkland area of open space will be of particular importance in meeting the Council's large greenspace standard and should be designed and maintained accordingly
- a flood risk assessment shall be carried out in order to inform the capacity, design and layout of development proposals.

Edinburgh Park/South Gyle - Development Principles

The Vision

To create a thriving business and residential community, well integrated with the rest of the city through good public transport, pedestrian and cycle connections, a more balanced mix of uses and facilities and high quality public realm and green spaces. Policy Del 4 applies.

General

- Proposals should help contribute towards realising the long term vision for Edinburgh Park/South Gyle.
- Where possible, proposals should incorporate new cycle and pedestrian links through the site and consider how these connect to other uses and routes across the Edinburgh Park and South Gyle area.
- a flood risk assessment shall be carried out in order to inform the design and layout of development proposals. Consideration should be given to any culverted watercourses within the site and pluvial flooding.

Area EP 1

Description - development opportunities in this area include undeveloped land and the potential to reconfigure existing surface car parks to accommodate new buildings.

- proposals should incorporate a mix of business and residential uses and ancillary uses. The creation of a commercial hub adjacent to Edinburgh Park station is supported.
- development should work with and extend the existing grid layout to ensure a cohesive townscape framework and deliver sustainable movement through the site.
- the continuation of the existing north to south greenspace corridor and creation of new pedestrian and cycle links through the site are essential requirements. The potential exists to create a strategic pedestrian/cycle route linking Wester Hailes, Broomhouse and Sighthill to Edinburgh Gateway Station.

Area EP 2

Description - redevelopment opportunity on vacant land and adjacent sites currently occupied by vacant office buildings.

- proposals should incorporate a mix of business and residential uses and create an element of active commercial frontage onto South Gyle Broadway.
- a mixed use development provides the opportunity to create new pedestrian and cycle routes through the site.

Areas EP 3 – EP5

Description - sites occupied by a variety of low density commercial property with the potential for some incremental change over time.

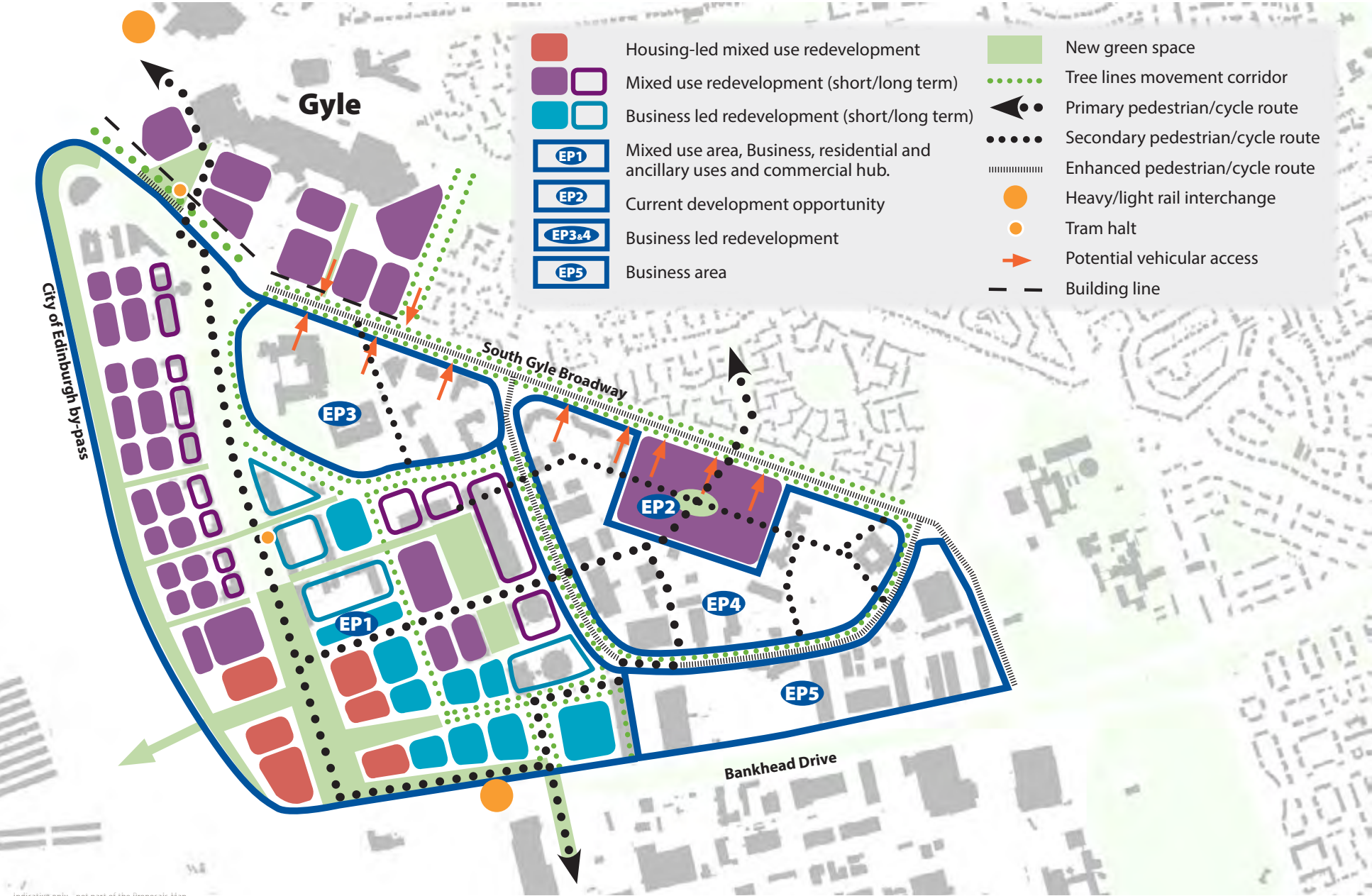
- in EP 3 and EP 4, commercial and mixed use proposals will be supported. Where practicable, development should provide increased permeability, create a direct relationship with South Gyle Broadway and improve the pedestrian and cycling environment along South Gyle Crescent.
- EP5 should remain in predominantly business and industrial use. Where opportunities arise, consideration should be given to improving accessibility for pedestrians and cyclists.

Gyle Centre

Description - commercial centre which currently has 75 units

- any expansion of the Gyle shopping centre to meet the needs of the expanding population in West Edinburgh should provide an active frontage to South Gyle Broadway, contribute to the green network and provide good pedestrian connections to the tram stop and wider area.
- the opportunity exists to create of a new green space incorporating the tram halt and a north-south pedestrian cycle route, framed by additional development to help the centre contribute to the long term vision for the area.

Edinburgh Park / South Gyle Development Principles



Indicative only - not part of the Proposals Map

South East Edinburgh

- 125 South East Edinburgh is expected to experience major change over the next five to seven years. The plan incorporates a number of existing proposals, some of which have started but are not yet completed and others that have still to be implemented. These include housing development at Greendykes, mixed use regeneration at Craigmillar and life sciences related business development at Edinburgh BioQuarter. The LDP allocates a number of additional housing sites across South East Edinburgh to meet SDP requirements – two sites within the existing urban area at Ellen’s Glen Road and Moredunvale, two sites along the Burdiehouse corridor, three sites along the Gilmerton corridor, one site north of Lang Loan, two sites at the south east wedge and three sites at Newcraighall/Brunstane. It includes sites briefs for the new LDP housing proposals and Development Principles for the BioQuarter.

Figure 14 South East Edinburgh Overview Map



Indicative only - not part of the Proposals Map

South East Edinburgh General Development Principles

- 126 All proposals will be required to make appropriate contributions to the delivery of the infrastructure necessary to support the development strategy. The general development principles below outline the anticipated main transport and education actions for South East Edinburgh.
- 127 The Council's approach to infrastructure delivery is set out in Policy Del 1 and its associated Supplementary Guidance. Policy Tra 8 is also relevant in requiring cumulative and cross boundary transport impacts to be addressed. Development should only progress subject to sufficient infrastructure already being available or where it is demonstrated that it can be delivered at the appropriate time. Further assessment of individual and cumulative impacts may be required to further detail the required mitigation.

Transport Assessment

Contributions to address the area wide transport interventions, detailed below and as specified through Supplementary Guidance, will be applied through a cumulative contribution zone. Delivery will be monitored and managed through the action programme. The Council's approach to secure timeous delivery of the required infrastructure is to be detailed through its Supplementary Guidance.

Detailed Transport Assessments, where required, should include modelling of the cumulative effect of increased traffic flows on the trunk and local road networks (taking into account all known proposed development and any potential cross-boundary impacts). This should draw on the conclusions of the Council's transport appraisal and further work being carried out to

assess the wider cumulative and cross-boundary impacts on the trunk road network and should show how mode share targets are to be met.

Education Appraisal

Contributions to the required education provision, as set out below and as detailed through Supplementary Guidance, will be applied where appropriate through a cumulative contribution zone drawing on the conclusions of the Council's education appraisal. The Council's approach to secure timeous delivery of the required schools capacity is to be detailed through Supplementary Guidance. Delivery will be monitored and managed through the action programme.

- 128 The following sections indicate the anticipated infrastructure requirements which were identified following initial assessment and should be considered in the context of Policy Del 1.

South East Edinburgh (South)

Scope of transport mitigation subject to further assessment and the detail to be included in Supplementary Guidance (Del 1):

- Straiton junction on the A720
- T14 Sheriffhall Junction
- Gimerton junction (A720)
- Burdiehouse junction (Proposal T 21)
- Gilmerton Crossroads (T 20) junction capacity upgrade

- Access and parking strategy for Drum Street
- Improved capacity and other enhancements to bus services.

Scope of education mitigation subject to further assessment and the detail to be included in Supplementary Guidance (Del 1):

- A new Gilmerton primary school (SCH 7) and new Broomhill primary school (SCH 8), and/or
- Extension to Gilmerton (ND) primary school, Gracemount (ND) primary school and Liberton and Craigour Park if required due to catchment changes
- Extension to St John's Vianney (RC) Primary School and St Catherine's (RC) Primary School

and

- Extension to South East Edinburgh High Schools- subject to further detailed assessment as to whether the additional capacity would be best provided; either at Liberton High School or Gracemount High School.

South East Edinburgh (North)

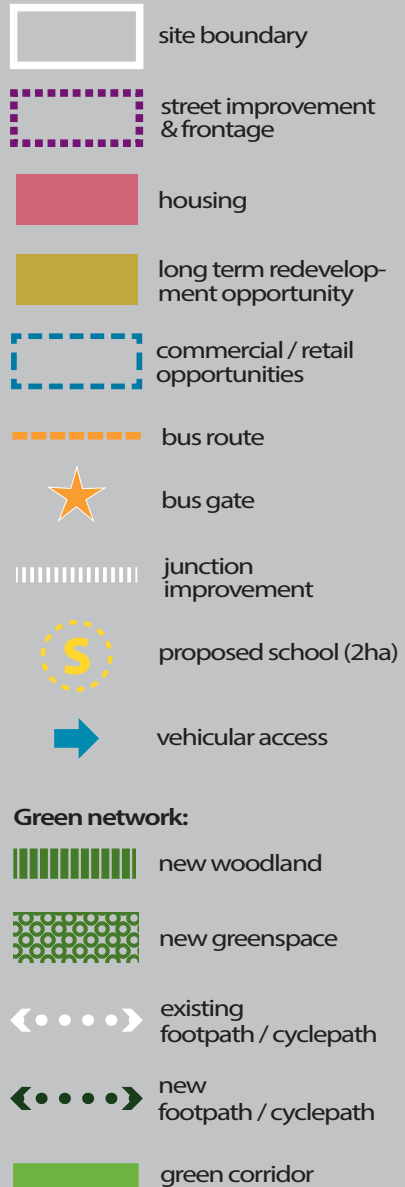
Scope of transport mitigation subject to further assessment and the detail to be included in Supplementary Guidance (Del 1):

- Sheriffhall roundabout (T 14)
- West of Fort Kinnaird Road to the Wisp (T 16)
- Gilberstoun link (T 8)
- Old Craighall Junction

Scope of education mitigation subject to further assessment and the detail to be included in Supplementary Guidance (Del 1):

- Option 1 - New Brunstane Primary School (SCH 9)
- Option 2 - As option 1, but additional extension to Newcraighall Primary School
- New Greendykes Primary School (SCH 3)
- Extension to Castlebrae High School or Replacement Castlebrae High School (SCH 2)

Broomhills, Burdiehouse and Lang Loan Site Brief



Broomhills, Burdiehouse and Lang Loan Site Brief - Development Principles

Description

These sites provide the opportunity to integrate new homes with the existing townscape and landscape setting, whilst enhancing important approaches to the city through street design. The housing sites will support the creation of vibrant urban areas served by public transport.

New open spaces will sit within the context of the Pentland Hills, the city skyline and Burdiehouse Burn valley and provide a focus for community life, enhance habitats and connect to local routes and the Midlothian core path network.

Broomhills (HSG 21)

- address the relevant General Development Principles on transport and education for South East Edinburgh set out in paragraphs 126-128 above.
- vehicular access should be taken from Frogston Road East and Burdiehouse Road with no direct route between the two access points. No vehicular access (including emergency) to be taken from Broomhills Road.
- opportunity to change the character of Burdiehouse Rd through street design, to enable and improve path connections across Burdiehouse Rd, provide street verges and trees, upgrade bus stops and create a residential frontage with a reduced speed limit.
- substantial public park should be provided on highest part of the site in line with open space Proposal GS 9 to reflect landscape constraint of elevated terrain and outward views to the Pentland Hills and the city skyline.
- tree belts should be provided to create a strong green belt boundary to the south and west of the site, as shown on the diagram. The width of these tree belts will depend upon the layout and design of housing and open space on the site. The tree belts should incorporate existing tree cover, provide habitat enhancements integrated with sustainable urban drainage provision and include a multi-user path to connect Burdiehouse Burn Valley Park to path networks at Morton Mains and Mortonhall.
- a green corridor should be provided incorporating pedestrian and cycleway connections through site from Old Burdiehouse Road.

- proposals for housing (including the finalised site capacity, design and layout), the school (if necessary), and any other uses provided on the site, should be informed by an adequate flood risk assessment. In addition, proposals should in particular avoid development in the area at risk of flooding in the south of the site, adjacent to the burn. Sustainable urban drainage will be required as appropriate, and as referred to in the bullet point relating to tree belts above.

Burdiehouse (HSG 22)

- address the relevant General Development Principles on transport and education for South East Edinburgh set out in paragraphs 126-128 above.
- vehicular access to be taken from Burdiehouse Road.
- opportunity to change the character of Burdiehouse Road through street design, to enable and improve path connections across Burdiehouse Rd, provide street verges and trees, upgrade bus stops and create residential frontage with a reduced speed limit.
- site layout should enable a bus route to be formed providing a link from 'The Murrays' to Burdiehouse Road, regulated by bus gate.
- active frontage should be provided onto Burdiehouse Road, incorporating streetscape enhancements.
- Tree planting to the south west of the site to form a new green belt boundary to the west of Burdiehouse Limekilns.
- Woodland planting along the south east boundary, which should enhance the connectivity of woodland habitat and incorporate a multi-user path link to Burdiehouse Burn Valley Park.
- off-site multi-user path connection to link with the paths network in Midlothian via Straiton Pond, with 4m wide landscape treatment to the west across open ground, including verge, hedgerow and hedgerow trees.
- local open space proposals should :
 - a) provide amenity greenspace setting and retain views to the category B listed Limekilns
 - b) improve semi-natural habitat and amenity value of the Local Nature Reserve, extend woodland along the southern bank of the Burdiehouse Burn and incorporate off-road path links to the Burdiehouse Burn Valley Park.

- c) integrate the design and layout of the open space with the Area of Importance for Flood Management and beyond this area, provide additional amenity and biodiversity benefits through SUDs. The design should recognise different management and maintenance requirements.
- the finalised site capacity, design and layout should be informed by an adequate flood risk assessment.
- land released from the greenbelt to the south east has potential for development subject to similar principles.

North of Lang Loan (HSG 39)

- Address the General Development Principles on transport and education for South-East Edinburgh (as set out in paragraphs 126-128)
- Pedestrian and cycle links with the housing areas to the west and north of the site and along Lang Loan
- Lasswade Road/ Gilmerton Dykes Street/Captain's Road Junction Improvement
- Upgrading of bus stops on Lasswade Road
- Secure any required archaeological works
- Landscaping to achieve integration with adjacent housing areas and establishment of new green belt boundary along Lang Loan.

Gilmerton and South East Site Briefs - Development Principles

Description

A range of sites at Gilmerton of varying sizes and character provide the opportunity to provide new housing and local facilities, well served by public transport and with good connections to existing communities and the surrounding countryside. The new housing and associated landscape framework should enhance the quality and character of the urban edge and respond to the wooded grounds of The Drum and former Gilmerton House.

Gilmerton Dykes Road (HSG 23)

- vehicular access to be taken directly from Gilmerton Dykes Road
- Appropriate boundary treatment and landscaping retaining scope for integration with the wider area and for potential pedestrian/cycle connections to potential future adjacent housing areas.
- Address the General Development Principles on transport and education for South-East Edinburgh (as set out in paragraphs 126-128)
- Address any identified impacts on the safe operation of the local road network
- Make appropriate provision for a cycle link from Gilmerton Road to Laswade Road
- Upgrade bus stops on Laswade Road/Gilmerton Road
- Enable enhanced peak period bus capacity on Gilmerton Road
- Make provision for a new footway along Gilmerton Dykes Road

Gilmerton Station Road (HSG 24)

- address the General Development Principles on transport and education for South East Edinburgh (as set out in paragraphs 126-128).
- address any identified impacts on the safe operation of the local road network
- opportunity to change character of Gilmerton Station Road, through street design incorporating trees and verges and addressed by new residential development.
- provide green network connections linking the site with existing local paths to the north and east.

- provision of a new multi-user path link from Gilmerton Dykes Road to Gilmerton Station Road (to connect to the transport safeguard along disused Edinburgh, Loanhead and Roslin branch line)
- create path connection to proposal site HSG 23
- provision of new 2ha public park in accordance with open space strategy standards.
- connect existing woodland habitat to north and south of site using street trees and design of new park
- appropriate boundary treatment to south-west, retaining scope for potential pedestrian/cycle connections and to allow integration with potential development in the future.
- existing industrial/employment land to south east of site could provide additional housing in longer term, subject to enhancement of existing wooded boundary.
- Land released from the greenbelt to the south west has potential for development subject to similar principles.

The Drum (HSG 25)

- address the General Development Principles on transport and education for South East Edinburgh (as set out in paragraphs 126-128).
- address appropriate and safe access from the site onto Drum Street
- address any identified impacts on the safe operation of the local road network
- provide cycle link – Gilmerton Road to Laswade Road and from Drum Street to the SE Wedge Parkland
- Upgrade bus stops and enhance peak capacity on Gilmerton Road

South East Wedge South: Edmonstone (HSG 40)

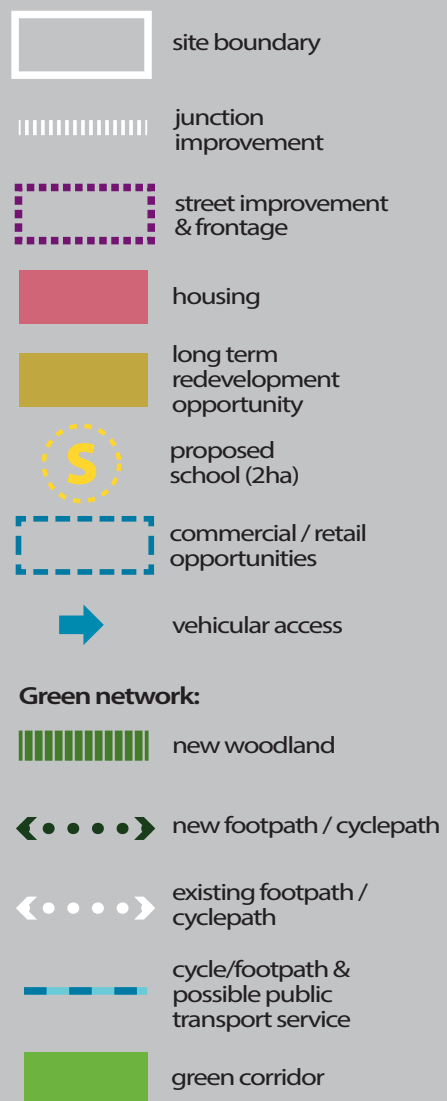
- Address the General Development Principles on transport and education for South-East Edinburgh (as set out in paragraphs 126-128)
- Traffic signals at the Wisp/Old Dalkeith Road

- Speed limit restrictions on the Wisp
- Create a development layout that retains and enhances any elements of historic landscape structure
- Incorporate sizeable areas of open space and parkland and retain views and open aspects to the south and east
- Ensure the visual separation from Danderhall through sensitive design and screen planting
- Integrate a network of footpaths, cycleways and open space to be part of the wider Green network
- Ensure appropriate grouting and mine entry treatment works are carried out prior to commencement of development
- Achieve additional boundary planting along both road boundaries
- Address required local road and footway improvements and mitigation measures
- Secure any required archaeological works

South-East Wedge North: The Wisp (HSG 41)

- Address the General Development Principles on transport and education for South-East Edinburgh (as set out in paragraphs 126-128)
- Ensure appropriate grouting and mine entry treatment works are carried out prior to commencement of development
- Secure any required archaeological works
- Design and maintenance schedule to secure the green-space link on the western boundary of the site
- Pathways and cycle routes both internally and connected to the proposed development

Gilmerton & South East Site Brief



Gilmerton & South East Site Brief

site boundary

other developments in the LDP

street improvement & frontage

housing

green space proposal (GS4 and GS5)

vehicular access

Green network:

new woodland

new footpath / cyclepath

existing footpath / cyclepath

green corridor

